

**STATE COLLEGIAN**

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THURSDAY, FEB. 2, 1911

**The Moving Pictures** In connection with the moving picture show, there has been a strong sentiment among the students against the admission price of ten cents. Similar shows throughout the towns and cities are produced at half this price and there is no reason why the students of this institution should be forced to pay this fee. The management of the show house should realize that the success of the undertaking is directly in the hands of the students and they should show consideration.

Five cents is enough to pay for the show. We want to see some action in this matter.

**The Graduate Coach** The appointment of Edward McCleary to the position of graduate coach, is significant of a fast nine this spring.

McCleary took one of the most prominent parts in athletics during his four years here and the quality of his work amply qualifies him to develop Penn State varsity teams.

The whole college welcomes him and extends to him warmest wishes for a promising and successful career at the head of the athletic department.

**Free Lecture Schedule.**

The free lecture course schedule has just been completed and will consist of the following subjects:

- Feb. 2, Introductory. The French Revolution. Betham's Individualism.
- Feb. 9. 1. Byron. Individualism run mad. After us the deluge.
- Feb. 16. 2. Shelley. Make a new world in the clouds.
- Feb. 23. 3 Keats. Fly away from it all and dream of beauty.
- March 2. Carlyle. The Voice in the Wilderness. Individualism not enough.
- The second period embraces the Victorian struggle with the evils created by individualism.
- March 9. 1. Dickens. Caricature them; let the emotions know of them.
- March 16. 2. Ruskin. Call in the state.
- March 30. 3. George Eliot. Analyze them by means of modern science Psychology and heartbreak.
- April 6. 4. Hardy. Observe them narrowly photograph them.
- April 13. 5. The Pre-Raphaelites. Forgot them in the contemplation of mediaevalism and beauty
- April 20. 6. Henley and Clough. The problem is insoluble; yet, though in darkness and despair, fight on.
- April 27. 7. Arnold. Doubt and despondancy and criticism.
- The third period treats on the return to interest and faith.
- May 4. 1. Christina Rossetti. Be true to duty and the vision.

May 11. 2. Morris. Lift the commonplace into glory

May 18. 3 Tennyson. Mere beauty, sensation and the past are insufficient, faith comes after struggle.

May 25. 4. Browning. Create interest in new types and moods All's right with the world.

June 1. 5. Meredith. Interest and faith.

March 4 Graham Taylor of the Chicago Commons.

March 18. Prof. G. W. Ritchey of Mount Wilson Observatory, Pasadena, California.

**Good Roads Tour of State Starts.**

The first good roads educational train ever operated by an Eastern railroad started from Harrisburg at 8:30 on the morning of Jan. 27 over the Pennsylvania Railroad on an extended tour of Pennsylvania.

The train is in charge of John P. Jackson, dean of the School of Engineering of the Pennsylvania State College, co-operating with the roads department of the national Government and the State Highway Department, and consists of four cars.

The great campaign for better roads in Pennsylvania was inaugurated Wednesday at a meeting in Harrisburg, when the movement received the indorsement of the State Board of Agriculture and approval of Governor Tener.

That the State is far behind in the condition of its public highways is indicated by the fact that of the 99,750 miles of country roads in the State, only about 1000 miles are macadamized. In view of the fact that the cost of macadamizing a mile is approximately \$10,000 the solution of the problem lies in the employment of less expensive means. It is to introduce such methods to the farmers that the Good Roads Educational special train is being operated.

The first car is used as a lecture room and each lecture is illustrated with lantern slides. The second car contains the same exhibits used by the United States Public Roads Department at the Alaska-Yukon Exposition and others, while the third and fourth cars contain stone crusher, log drag, rollers, samples of culverts, road scrapers and other implements used in building roads.

During the three stops made Friday upwards of 1000 persons heard the lectures and viewed the exhibits, while at the night meeting held in the court house at Lewistown some 500 were present.

Saturday the train stopped at McVeyton to give the free lecture. It was then run to Mt. Union. In the afternoon lectures were given at Huntingdon, Union Furnace and in the evening a lecture at Tyrone.

Monday, Jan. 30, the train left Tyrone and during the week stops were made at Petersburg, Alexandria, Williamsburg, Hollidaysburg and Altoona, where the train remained all day Tuesday. Wednesday, Saltsburg, Apollo, Leechburg, Kittanning, Butler, Freeport, New Kensington, Dravosburg, Monongahela City, California and Brownsville.

During the day lectures were given by D. H. Winslow, of the United States department of agriculture, who spoke on the improvement of direct roads, and J. T. Gephart, of the Pennsylvania state highway department, who spoke on the construction and maintenance of macadamized roads. Representing the railroad were officials of the division over which the train was operated.

**A Merited Honor.**

After next year, it is announced, practically the entire telephone service in the British Isles will be owned and controlled by the national government. This is to be accomplished by purchasing the great

telephone property gradually acquired by a company that five years ago had control of 90 per cent. of the traffic within the telephone exchange districts. That property is to become a part of the national postoffice organization, and in order to facilitate its acquirement at a just price, the British government has retained Prof. Dugald C. Jackson of the Institute of Technology, Boston. Prof. Jackson is expert advisor of the Massachusetts highway commission in telephone matters and president of the American Institute of Electrical Engineers. He will place a valuation on the property and advise the British postmaster general accordingly.

In the approach of government ownership on such a scale and the selection of an American engineer for so important a post, there is a connection, it would seem, that will occur to many who noted the announcement. The point is not so much that Great Britain, by choosing Prof. Jackson, compliments the work of American engineers in the telephone field; although that is significant, because no other foreign experts were consulted. Neither is it the fact that government ownership, thus applied to an extensive public utility, may be seen in a new light. But here is England taking advantage of American knowledge to further the government-ownership doctrine in its relation to telephone systems, while the United States makes no move to consult its own experts with the same ultimate purpose in view. And yet, in America the leading telephone company has nearly four times as many exchanges as are operated by the corporation whose property Great Britain will purchase; and it has nearly nine times as many separate stations connected with its system, including private lines and those of independent companies.

Since 1880 the government has had the legal right to absorb the telephone systems, but has only acquired the toll lines. The expiration of the last outstanding franchise, on Dec. 31, 1911, gives the government the opportunity to complete its acquisition by taking over the local business of the companies, or the alternative of building parallel lines.

Professor Jackson expects to return to America on February 7, to leave for England later in the year for an extended examination of the properties it is proposed to take over.

The valuation of the plants requires, from the government's point of view, the most expert technical knowledge of the telephone business, and in addition accurate knowledge and sound judgment as to the value for future use of telephone equipment, which varies greatly in age, technical character and fitness for service under modern conditions.

Although the contract under which Professor Jackson is to go to England is let to the firm D. C. & W. B. Jackson, it is understood its award is in the nature of a personal tribute to him, since it is he who investigated the Chicago and Boston telephone systems and for the first time undertook the difficult task of making an intricate system.

Professor Jackson, though but little over 40, has had a notable career in the engineering world.

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