

Penn State Collegian

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The vigorous campaign being waged by the Full Crew Bill the railroads to repeal the Full Crew Bill has even reached State College and has caused considerable discussion among the student body. A paper has been circulated among the engineering students and a large number of men who, no doubt, have studied the question thoroughly and know the working conditions of the railroad men, have signed the petition asking for the repeal of the bill. In so far as the methods of the railroads are concerned, the effort to secure the repeal of the bill is certainly commendable for it is an appeal to public opinions and not an effort to gain other ends by lobbying at Harrisburg. But in regard to the argument put forth in these appeals, there are fallacies that the thoughtful man who looks below the surface of things, will at once detect.

In the first place we find that the railroads, in spite of their plausible assumption of the slogan of "Safety First" have always vigorously objected to legislation that compelled them to support their words by deeds. There was a long sustained cry of indignation when they were compelled to equip their rolling stock with air brakes and the people were told that the railroads faced ruination if the legislation was enforced. So it was with other improvements. Instead of bankruptcy the roads have made money and are in a better financial condition today, despite the fact that they have expended millions for new stock, equipment and new stations, than they have been for years.

Another statement that is made is that the railroads, since their own interests demand safety in hauling trains, will put on an extra man if he is needed. Theoretically the argument is very good but anyone who knows the conditions on a railroad knows that the option of putting an extra man on a train is largely up to the yardmaster at the terminal station.

From the standpoint of the traveling public which is the better policy to pursue, compel the railroads to have safe operation of trains or leave it up to one man whose job depends to a certain extent on economical operation of trains? For the benefit of some it might be added that not only are

trains run with more than 29 cars but that some trains are made up of 125 cars. The one extra man which the present law compels the railroads to provide for is a guarantee of the safe operation of trains and as such the traveling public should demand its retention.

To a large number of History people history is composed of statistics and dry comments on past events. There are always some incidents, however, which interests even the most casual reader. Patriotism to a large extent is built from these few facts. In a college, patriotism, which is termed "spirit," is also based on interesting bits of past history. It is surprising that in view of the lack of student knowledge of Penn State history that our spirit has been kept burning so brilliantly.

In endeavoring to discover where the fault lies for our lack of this knowledge it seems that it rests with the faculty, at least to some extent. "Froth" in its recent issue pointed out that a student petition was necessary to obtain a one-hour vacation on Lincoln's birthday and a half day on Washington's birthday. More important, however, to us is the fact that Penn State was 60 years old on Washington's birthday and that event was entirely overlooked. The only commemoration of it was a singularly fine anniversary number of the Alumni Quarterly.

Cannot some lasting action be taken to insure the celebration of this event annually? Our history is as interesting as that of any other similar institution. Why let it die? In conclusion we recommend to every Penn State student the reading of the first three articles in the last issue of the Alumni Quarterly.

Ball Team Quits the Gym

Coach Harley is taking advantage of the mild weather and has permanently transferred the baseball practice to outdoors. Although New Beaver field is not in condition to warrant its use for practice, the field behind McAllister Hall is being used to good advantage.

Harley confines his men to long batting drills. For nearly two hours every afternoon, the players are kept banging away, while the entire pitching staff is called into service to supply ammunition to the batters. Harley expressed the opinion that the players profit as much from batting practice as from practice games. These tactics however will be discontinued. From now on a daily practice game will be staged.

Last week practice culminated in a fast six inning game between the regulars and the colts. It was an interesting scrap while it lasted. Of course the game ended officially in the well known tie, but it is being secretly whispered about that the colts trounced their opponents.

The pitchers are rapidly passing the limbering up stage and are now ready to enter the period of real baseball. Wardwell took a long workout Saturday and said that his arm felt better than any time this spring, while Hesselbacher and Liebert were well satisfied with the condition of their arms and felt strong enough to pitch an entire game.

Capt. Vogt personally is tutoring his two assistants, Moore and Miller. Both show speed, a good batting eye and fine generalship.

The infield is still uncertain and the outfield problem has not been solved.

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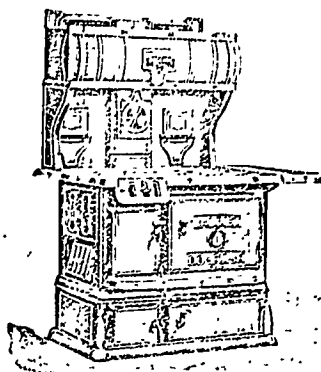
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