

The Daily Collegian

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Not Represented

If campus politicians were interested in a real issue on which students might take different views, so that their platforms might actually be meaningful, they could turn to the question of the representation system now used in student government. In past campaigns, the issue has never been considered.

The system can be soundly criticized for not providing true student representation.

One of the supposedly strong points of Penn State student government is that each student is represented five or six times on All-College cabinet. This is accomplished through what is known as functional representation. In reality, a person who is represented many times is not represented at all.

Here is a concrete example:

HOW WAS THE senior LA student who is active in publications represented in the recent cabinet vote on an increased appropriation to Religion-in-Life week? The LA council president voted for the measure, the senior class representative voted against it, and the publications representative abstained. Which one really represented the senior LA student in publications work?

Under the present system, the student does not really have close contact with his representative—as he would were cabinet representation based on housing units. When he wants to pressure his student government, he does not know where to turn, because there are too many people he must see if he wants to reach all of the men who "represent" him.

If the purpose of the system is merely to produce student leaders to get work done, rather than to represent the students, it is a good one. But many would hold that such should not be the case. Thus, the question could provide a hot issue for the politicians should they see fit to take up a subject on which student voters might have different opinions.

Success In Iran

Although Penn State's soccer team returned to State College with a record of one win and two losses against Iranian competition, there is every indication that the tour was a success.

State department reports indicated that the trip was a "stunning diplomatic success." While some of the State department's enthusiasm can be dismissed as propaganda, there seems to be little doubt that Coach Bill Jeffrey's crew helped establish better relations between the United States and Iran.

In addition to cementing international relations, the trip has served another purpose: It has shown that, given a chance to know each other, the people of the world just might be able to get along without getting at each other's necks too often.

Iranians, from the man on the street to officials, were enthusiastic over the Nittany soccer squad, according to reports. Athletics and sportsmanship are levels at which people—no matter what their differences happen to be—are able to communicate easily. A sterling play or an act of sportsmanship lose none of their quality if made by a white man or a Negro, a Communist or a capitalist, a Moslem or a Christian.

There can be little doubt that part of our present world problems are seated in our failure to understand and to be understood by the people of the world. If the people of the world got a chance to know each other, there would be a less fertile field for the seeds of hatred and distrust.

—Marvin Krasnansky

Write Now

The House of Representatives is now considering writing into the draft bill an amendment which would wreck the entire new system of student deferments and substitute the anarchy of local control.

The Kilday amendment to the draft-universal military training bill would prohibit the granting of deferments on the basis of aptitude tests to be given nationally May 26, June 16, and June 30. President Truman announced adoption of the very excellent deferment plan last week.

Representative Kilday would continue the old system of postponement of induction until the end of the academic year. Then it would be up to the local boards, at their own discretion, to arrange collegiate deferments.

THE LOCAL DEFERMENT system has not worked—it has been chaotic and unfair. If this discredited plan is not to be reinstated, students must write and wire their representatives now. A day's delay could be fatal.

—Ron Bonn

Gazette . . .

Saturday, April 7

KOREAN KLOTHING KAMPAIGN committee, Westminster foundation, 2 p.m.
NITTANY BOWMEN, field shoot, Forestry parking lot, 1:30 p.m.

Sunday, April 8

ALPHA RHO OMEGA, Slavonic society, business meeting, 304 Old Main, 7:30 p.m.
HILLEL, movie, "Grand Illusion," Hillel foundation, 7:30 p.m.
NITTANY BOWMEN, field shoot, Forestry parking lot, 1:30 p.m.

Monday, April 9

PSCA FRESHMEN COUNCIL, 304 Old Main, 7 p.m.

COLLEGE PLACEMENT

Further information concerning interviews and job placements can be obtained in 112 Old Main.

American Steel & Wire company will interview June graduates at the B.S. and M.S. level in M.E., Chem. Eng., I.E., and Metal. Monday, April 16.

Koppers, Tar Products division will interview a few June graduates in Chem. Eng. and C&F Friday, April 6.

Reading Tube corp. would like to have preliminary application blanks from June graduates in E.E., M.E., and Metal. Blanks may be obtained in 112 Old Main before April 16.

Liberty Mutual Insurance companies will interview June graduates in Ed., A&L, C&F, and Jour. Tuesday, April 17.

Boeing Airplane company will interview June graduates at all levels in M.E., Aero. Eng., E.E., and C.E., and at M.S. and Ph.D. levels in Phys. and Math. Tuesday, April 17.

Cincinnati Milling Machine company will interview June graduates in M.E., I.E., E.E., and Metal. Tuesday, April 17.
Funkhouser company, Hagerstown, Md., is interested in C. E. for construction work. See Mr. Allen at 112 Old Main for details before April 17.

All students interested in life insurance are invited to attend a showing of film at 208 Willard, April 11, 7:30 p.m. Those interested may schedule an interview with New York Life Insurance company for April 12.

Kroger company will interview June graduates in C&F Wednesday, April 18.

Federal Telecommunications laboratories, Inc. would like to know how many June graduates in E.E. and Phys. are interested in communications. Leave name in 112 Old Main before April 13.

Proctor & Schwarz will interview June graduates in Chem. Eng., E.E., I.E., and M.E. Thursday, April 19.

Corps of Engineers, Baltimore; U.S. Naval Air station, Johnsville; Aberdeen Proving ground, Philadelphia Naval shipyard; Frankford arsenal; Naval Air Material center will interview June graduates in I.E., C.E., M.E., E.E., Aero. Eng., Phys., Math., Chem., Metal, and Arch. Thursday, April 19.

American Brake Shoe company will interview June graduates in Chem. Eng., C.E., M.E., and Metal. Friday, April 20.

Chrysler corp. will interview June graduates in Chem. Eng., M.E., and Metal. Friday, April 20.

Leeds & Northrup company will interview June graduates in E.E., M.E., I.E., Chem. Eng., Metal, and Phys. Friday, April 20.

STUDENT EMPLOYMENT

For information concerning the following jobs applicants should stop in 112 Old Main.

Man who will be in State College during summer session, to work at country club for room and board; must have own transportation.

Substitute waiters for women's dining hall for remainder of semester; remuneration in meals.

Permanent fraternity job available.

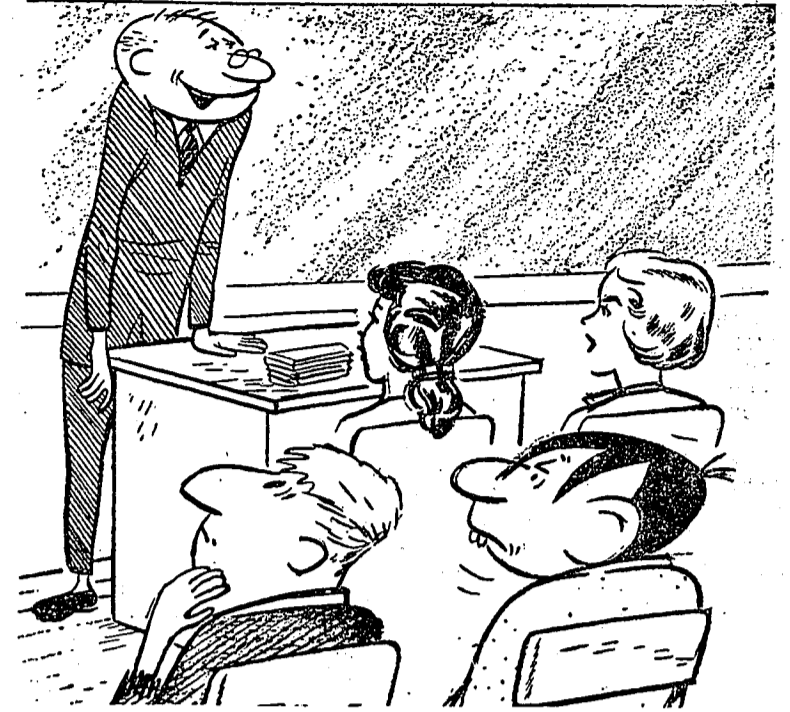
Man experienced in farm work and running tractor to work on College farms; should have full holidays free.

COLLEGE HOSPITAL

Emil Borra, John Doppel, Richard Durante, Don Gaddess, Charles Gibbs, David Hill, Walter Jaworek, Robert Johnston, George Kemp, Charles Klein, Eleanor Laken, John Lesser, Doris Leventhal, Howard Lindfors, Lawrence Lindstrom, Audrey Lutz, Thomas Mann, Betty Lou Morgan, Joan New, Barbara Newquist, Owen Parks, William Robertson, Richard Santilli, Nancy Saylor, George Schilling, John Stoudt, Martha Williams, Richard Witmer, Jane Yahres.

Little Man On Campus

By Bibler



"Everyone passed Thursday's quiz so we'll have another today."



A Bonn Mot

A Strict Military Maxim

By RON BONN

Something new has been added to the newsreels lately. The scene is some shipyard or other. A luxury liner, which is just like any other ship only the tickets cost more, is being launched. The Pathe gentleman on the soundtrack is doing a suitably impressive narration. One of his lines, delivered perfectly straight-faced, goes something like, "This ship was built in cooperation with the Maritime commission, and can be quickly converted for military use. It will carry 200 passengers or 50,000 soldiers."

FOR THIS CITIZEN, those words bring back memories. They recall the many happy hours we have spent sitting on the iron floor of a three-quarter ton truck with a machine gun in our laps, while in the service of the Pennsylvania National Guard.

It is a strict military maxim, especially applicable to the National Guard, that there is always room for 20 or 30 more, so why build ten telephone booths when one will do. Take, for instance, the many machines tagged "vehicle, personnel."

We've had considerable experience with two types of these—the three-quarter ton and the two-and-one-half ton.

The three-quarter ton machine looks like a big jeep. The Chrysler people who build it tell the Guard that it should carry nine men. The Guard is sure that the Chrysler people are trying to talk it into buying more three-quarter tons than it needs (on the three galoshes principle) and is bound and determined it won't be slickered off by these city boys.

SO WE ONCE RODE 50 miles in 50 minutes over dirt roads in a three-quarter ton thus laden: 16 men, one .50 cal. machine gun, two Signal corps radios (the Signal corps uses very big radios) seated in the middle aisle of a two section chests (as big as a

coffin for a large dead ten-year old), three quarter-mile reels of telephone wire, and a fat corporal.

Being, as usual, the last man into the truck, we were faced with an odd mechanical problem. If we scrooned down between the tailgate and the tripod of the machine gun, the gun barrel would crush our head while the wire reels chopped away our ankles. If we perched on the tailgate, we would be bounced over it and smeared across the highway by the following truck. If we sat on the corporal's lap he would shoot us. So we just hung on by eyelashes and fingernails and contemplated the Chrysler people and the National Guard.

The two-and one-half ton truck is the big green one with all the wheels that General Motors advertising made so familiar during the war. To hear G-M's ad agency talk, you'd think these things were all that stood between us and a fate worse than something. But to be perfectly honest, there is no fate worse than a two- and one-half ton.

Now, this machine's most striking feature is that the axles are bolted right to the frame with C-clamps. The assumption evidently is that spring steel is a vital resource and cannot be used for two- and one-half ton trucks. Consequently it gives a rather rough ride. One day we were seated in the middle aisle of a

(continued on page eight)

Nittany
MONDAY & TUESDAY
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PAN-AMERICAN WEEK

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WIN a PRIZE with
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Register NOW With Any Purchase

Rods ● Reels ● Line ● Hooks
Fly-Tying Material ● etc.

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Second Prize Canada Creek Rod \$25.00
Third Prize Oren-O-Matic Rod \$11.50

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