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The Daily Collegian

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Safety or Power in Cars?

Power and design come first and the safety features of an automobile come last according to the emphasis of most car manufacturers.

Power has been emphasized to the point where a 1957 model of almost any car can, from a standing start, break a 60 mph speed limit in 11 seconds. Is this important? Actually cars now have so much power that it cannot be used because of the speed limits.

Many car manufacturers claim that the power is important in enabling drivers to get out of a "bad passing jam." Actually such things as power for fast acceleration, better cornering, more rubber on the pavement, easier steering control, less plunge in panic braking and several others are features which attract the race driver for use at speeds far above the speed limits.

This would mean that these safety features would be of use at speeds far greater than the speed limits. The safety features for lower speeds have been considerably neglected, and, according to statistics released by the National Safety Council, 87 per cent of automobile accidents occur at speeds of 40 mph or less. Even on the Pennsylvania Turnpike with its 70 mph limit, 75 per cent of the accidents occurred at a speed of 50 mph or less.

The fact that the largest percentage of accidents occur at lower speeds shows that if the right safety features were emphasized, many deaths and bad injuries could be averted. For safety at lower speeds American cars before last year were no safer than the World War I biplane. There have been, in fact, private planes developed for several years which could crash at 70 mph and cause no injury. Most late model cars, on the other hand, can kill passengers at 35 mph.

A great number of the moderate speed accidents could become no hazard to life or limb. All that is necessary is a change in the design

emphasis of cars. According to a study conducted by the Indiana State Police, proper car design could have been a life-saver in 84 per cent of the accidents which they studied.

What reaction did this study bring from automobile manufacturers? They made an attempt to suppress the information. However, several other states have joined the Indiana police by conducting similar investigations.

One apparent effect of the information has been an effort to clean up dashboards and clear them of knobs and sharp objects which can kill passengers in accidents.

However, very little of the need for safety features has gotten through to automobile manufacturers, who still prefer to make cars that will go up to 145 mph when the highest speed limit posted on any road in the country is 65 mph. Why have they done this? Obviously because this is what sells cars. They have ignored such features as safety belts, proper placement of door handles, adequate visibility, adequate rear-view mirrors, enough fresh air, anchoring the rear seat and many others.

The design emphasis has been with length such as to make many garages and city parking meters obsolete. Tail lights too have been changed for effect only.

Car manufacturers, it would seem, are far more interested in selling cars than in preventing injury or death. They have had all the statistics at their disposal and have chosen to ignore them for the more flashy features which sell.

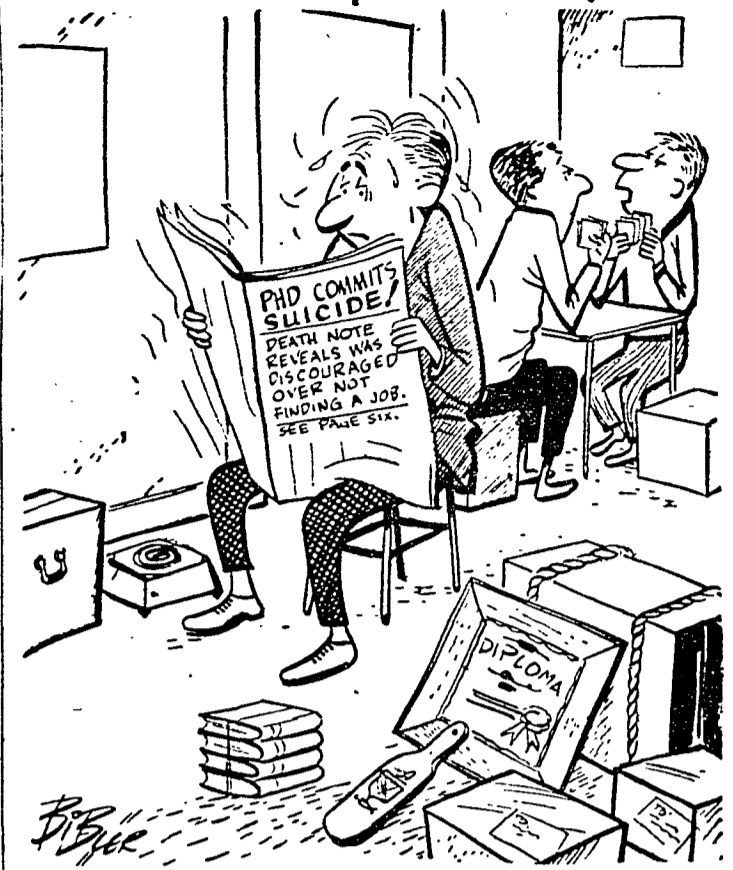
This leaves the choice up to the public. Evidently the only way that safety features will be installed in cars is for the public to demand them.

Only when the public demands safety belts rather than power, will cars begin to take a modern trend.

—Sue Conklin

Little Man on Campus

by Bibler



Interpreting the News

Nasser Putting Squeeze on Egypt

President Gamal Abdel Nasser of Egypt appears to be ready to put his country through an increasingly severe belt-tightening process rather than yield any part of the political position he attained by nationalization of the Suez Canal.

The fact that Israel has withdrawn from Egyptian territory, thus alleviating the tension which has existed throughout the area for months, has brought a resumption of canal-opening work. But all evidence from Cairo is that Nasser intends to see it operated under his own terms.

Includes Tolls

Among these is payment of all tolls directly to Egypt. This is counter to an internationally supported proposal for payment of part of the tolls to Egypt and part to an international fund which could be held as a guarantee of proper operating conditions until the World Court can pass on the whole question.

Egypt has also said that the canal will not be open to Israeli shipping. This constitutes an exception to a previously reported Egyptian view that a settlement can be reached under the terms of the international treaty of 1888.

Is Still at War

This is also a key to Egypt's attitude in the whole matter of Middle Eastern settlements. She refuses to alter the attitude that she is still at war with Israel despite the 1949 armistice.

She thus maintains the basis for continuation of the Arab campaign of hate against Israel.

Israel has just given at least partial token that she is not guilty of the Arab charge that she plans eventual expansion at Arab expense to meet the demands of her unlimited immigration policy.

Arabs Not Satisfied

But the Arabs are by no means satisfied regarding Jerusalem's attitude toward Jordan.

Jordan is a state founded after World War I on a political rather than a nationalistic or economic foundation. Britain has supported it, but Jordan has bucked her out in favor of support from other Arab states, primarily Egypt and Saudi Arabia. How long that will prevent collapse is a question.

The Arabs expected Israel to make a move toward Jordan as soon as the Sinai campaign was cleaned up. World reaction to that campaign has probably put a damper on Israel's intentions toward Jordan, if any.

Israeli Has Vital Interest

Israel has a vital interest, however, in what happens. So has Iraq, which might complete its split with Egypt and Syria if they try to absorb Jordan.

The canal situation is closely intertwined in Nasser's mind with his prospects in these other matters. He is gambling that Egypt can get by economically until his strength from canal control can have its effect elsewhere.

When canal negotiations are resumed, however, as they should be soon, Nasser's time will begin to run out. He will be faced by the necessity for an agreement or the danger of application of more stringent economic sanctions by the Western powers.

This Weekend On WDFM

91.1 MEGACYCLES	
Tonight	
6:50	Sign On
6:55	News
7:00	Hi Fi Open House
9:00	News
9:15	Campus Beat
1:05	News
Tomorrow	
6:50	Sign On
6:55	News
7:00	Ballet Theatre
8:00	The Third Program
11:30	Sign Off
Monday	
6:50	Sign On
6:55	News
7:00	Scott Unabridged
7:55	Sports
8:00	Showcase
8:30	Guest D-J
9:00	News
9:15	First Freedom
9:30	Greek Quiz
10:00	Symphonic Notebook
11:30	News
11:35	Sign Off

UCA Will Hold Two Seminars For Faculty

The University Christian Association will hold two faculty seminars for the next six weeks, beginning Monday.

Both seminars will be held at 8 Monday evenings in the Program Center of the Helen Eakin Eisenhower Memorial Chapel.

Six lecturers will conduct the seminar on "What Present-Day Theologians are Thinking." The speakers will present the major contributions of some of the outstanding contemporary Protestant theologians.

Gibson, First Lecturer

Sam N. Gibson will deliver the first lecture in the series this Monday.

Other speakers and their topics are: the Rev. William McClain, "Karl Barth"; Dr. Luther Harshbarger, "H. Richard Niebuhr"; the Rev. Robert Starbuck, "Paul Tillich"; Professor Thomas S. Gilpatrick, "Reinhold Niebuhr"; and the Rev. Preston Williams, "Rudolf Bultmann."

Seminars Are Open

The Rev. Donald McIlvride, acting director of the Westminster Foundation, will conduct the other seminar on "The Life and Ministry of Jesus."

The seminars are open at no cost.

Persons may register by calling or writing to UCA office or by attending the first meeting of the seminar on Monday.

● Nearly 2,300 cadets are enrolled this year in the Air Force Reserve Officer Training Corps program at the University.

Co-Edits

New pledges of Phi Delta Theta are Cooper Bishop, Donald Book, Robert Brown, Walter Cottom, Richard Engelbrink, William Forker, James Gaskell, David George, Paul Richardson and Paul Snyder.

New officers of Alpha Chi Omega's pledge class are Jessie Janjigian, president; Ellen Butterworth, vice president; Barbara Knight, secretary; Margaret Maxwell, secretary.

New initiates of Theta Kappa Phi are Richard Dill, Steven Garbon, J. Riley Johnson, William Kovaleski, Donald Nair, Robert Nastase, Henry Reich, Frank Vojtasek, Michael Yaccino and James Zuratt.

New initiates at Alpha Epsilon Pi are Morton Linder, Michael Lipschultz, Gerald Gomer, Martin Freedman, Kenneth Slotnick, David Pressman, James Apple, Ronald Weitz, Martin May and Samuel Fleishman.

Alpha Epsilon Pi has pledged Robert Berson, Donald Block, Howard Cohen, Barry Frank, Milton Frieman, Norman Kahn, Peter Glick, Morton Gulak, Harry Klapper, Ira Rosenbaum and Floyd Silver.

New initiates of Phi Sigma Delta are Robert Parsky, Sigmund Sandler, Edward Rosenblum, Allan Rosen, Stuart Klein and Henry Gilbert.

New officers of Theta Xi are Leonard Sichel, president; Edward Harrison, vice president; Bernard Musial, treasurer; James Burns, caterer; Richard Walton,

house manager; and Gene Wentz, corresponding secretary.

New pledges of Phi Sigma Delta are William Jaffe, Jerome Garfinkle, Sam Savitz, Lewis Herman, David Epstein, Stanley Haller, Nathan Koenigsberg, Mark Willensky, Jerome Karp, Robert Solot, Elliott Freeman, Joel Miller and Jerome Neil.

Alpha Zeta has pledged James Holt and Foster Billheimer.

New initiates at Sigma Alpha Epsilon are James Beggs, Charles Herlocher, Richard Lloyd, Cary Campbell, Donald Carlson, William Charlton, Leroy Edwards, Walter Ferer, Larry Hartzell, Walter Lloyd and Peter Moran.

Theta Xi has pledged Kenneth Skinnell, Richard Barth, Edward Zimmerman, William Doak, Theodore Lerch, Joseph MacEvevic, James Gould and Hubert Swartzwelder.

New pledges of Theta Kappa Phi are Patrick Farrell, Wolfgang Alber, William Lovrinic, Joseph Lynch, John D'Angelo and Michael Scarlote.

Social Security Director Will Speak Wednesday

Paul C. Moomaw, executive director of the Pennsylvania Bureau of Social Security for Public Employees, will speak Wednesday on the plan to integrate the Federal Social Security and the State Employees Retirement System.

The talks will be given from 4:15 to 5 p.m. and from 8 to 9 p.m. in 10 Sparks.

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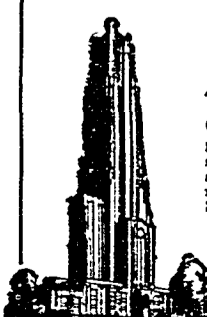
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