

Editorial Opinion

The Price of Justice

The Department of Security's special joint student-administration committee on traffic rules and regulations turned its back on student government when it tagged a \$1.50 fee onto all traffic fines appealed and sustained.

All-University Cabinet opposed this penalty charge when the matter came up last semester.

Besides the fact that student wishes on a basically student-inspired matter—i.e., Traffic Court—were disregarded, we feel the \$1.50 fee is unjust.

Of course, we don't doubt the fee will accomplish its purpose—reducing the large number of contests by students fined for traffic rules violations.

But it is distasteful to us to see justice sacrificed to efficiency.

Granted a parallel may be drawn to legal courts where small fines and penalties cannot be appealed.

But there the parallel ends.

Magistrates are usually persons qualified and versed in the laws they must administer.

But, while the students on Traffic Court may be possessed of a certain amount of judgment, they are hardly judges.

It is unfair for a student to be fined by these persons on Traffic Court and then be dissuaded from appealing by the \$150 penalty.

And the fact that the \$1.50 penalty charge is higher than the standard first-offense fine of \$1 is slightly awkward.

We feel that the penalty charge is not the answer to the appeals problem.

Perhaps the difficulty lies within Traffic Court. If students are not convinced of their guilt, then maybe their cases have not been handled properly.

We don't recall the committee's ever having reported looking into this aspect of it.

Delay at Stone Valley

Plans for the dam at the Stone Valley Recreation Area, originally to be submitted for state approval on May 12, have been delayed by a decision to incorporate a hydraulic testing building into the dam.

Lawrence Perez, coordinator of the project, said he does not know when the plans will be submitted to the State Water and Resources Board, which has to approve them before construction can begin.

The long delay seems justified, since the decision to include a hydraulic building no doubt required a revamp in the original plans. And since the Stone Valley project is intended for research as well as recreation, the new addition to the dam fits in with the purpose of the project and so is not just an uncalled-for delay.

But construction of the dam ought to begin as soon as possible. Students have been promised a recreational area and so the unforeseen delay in building the dam should only bring greater efforts on the part of the University in speeding completion of the project.

Editorials are written by the editors and staff members of The Daily Collegian and do not necessarily represent the views of the University or of the student body

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Washington

Adams' History, Position Seen Without Parallel

By ARTHUR EDSON

WASHINGTON (AP) — In all U.S. history, there is no exact parallel to the Sherman Adams story—simply because never before has there been a job like his.

Pick up a "Congressional Directory" for 1935, for example. Immediately after the biography of Franklin D. Roosevelt, with no fanfare, come short notes on his secretaries, Louis McHenry Howe, Marvin McIntyre and Steve Early.

But a sharp change was made in the directory after Eisenhower took over.

Now, after the President biography comes this special heading, in bold face type: "Executive Office of the President." And heading that executive office is the assistant to the President, Sherman Adams.

From the very start, then, Adams has been a man set apart.

When he told a national radio and television audience: "I tendered my resignation," he may have been making—unwittingly and unhappily—political history.

For, since no president ever has resigned, it could be argued that never in our strictly political history has any man stepped down from so high up.

As an old military man, Eisenhower naturally turned to the idea of having a chief of staff for the White House. This chief of staff, who was to be Adams, was to help with the endless paper work, see many of the people who needed seeing, say that word that often comes so hard for a politician, "No."

Looking at it with hindsight, the remarkable part of the Adams story is this:

He must have known from the start what a natural target he was. How each move would be watched. How any misdeed, or anything that could be labelled a misdeed, would be eagerly seized.

And, although he bitterly referred to "irresponsible testimony, innuendo and even unsubstantiated gossip in his resignation speech, Adams knew all along the danger in being a man set apart.

Political science may be the most improbable of all the sciences, but you can bank on this as being almost invariably true:

If we're harsh with our presidents from time to time, we're even more harsh with those we suspect of having some influence over them.

Gazette

TODAY

- Alpha Lambda Delta, 8 p.m., McElwain TV Lounge
American Society of Agricultural Engineers, 5:30 p.m., Agricultural Engineering
Archery Exhibition, 8 p.m., Recreation Hall
Camera Club, 7:30 p.m., 212 HUB
Chess Club, 7 p.m., 7 Sparks
Freshmen Customs Board, 6:30 p.m., 217, 218 HUB
Froth Advertising Staff, 7 p.m., Froth office (HUB)
Jordan Mixer, 6:30 p.m., HUB Ballroom
LAVIE junior class candidates, 7 p.m., 121 Sparks
Mineral Industries Student Council, 8:15 p.m., 216 HUB
Nittany Grotto, 7 p.m., 110 EE
Outing Club, Cabin and Trail Division, 7 p.m., 111 Boucke
State Future Farmers of America Conference, 1-5 p.m., 217 HUB, 7-10 p.m., 214 HUB
University Christian Association, Social Commission, 7:30 p.m., Chapel Library
Upperclass commuting women, noon, McElwain Lounge
Women's Choir, 6:30 p.m., HUB Assembly Hall
WRA Bridge Club for intermediate players, 7 p.m., White Hall

UNIVERSITY HOSPITAL

Judith Bausch, Joseph Bohart, Michael Bolgar, James Brott, Gerald Cooper, Christine Cudea, Virginia Dean, Virginia Dogan, Winifred Grella, Stanley Kataman, Carol McMichael, Stuart Medwin, Richard Pigossi, James Richardson, Richard Sabel, Walter Shanks, Sophia Thomas, Thomas Thompson.

Little Man on Campus by Dick Bibler



"Just one student to 'pose' for, Miss Leer—seems a stupid rumor got around we weren't having class today."

Behind the News

'A' Is for Ford On 1958 Campus

By Bob Franklin

Ever been passed on the highway by a wheel from your own car?

The 1931 Model A Ford our friend was driving dropped suddenly to the left as a back wheel sped past him, shot across the street in front of startled motorists driving in the opposite direction, jumped a curb and hit a tree.

The wheel must have bounced 10 or 12 feet in the air, nearly crashing through a nearby apartment house window.

This type of trouble is only one of the adventures faced by drivers of automobiles of an early vintage.

And the State College population of old and/or unusual vehicles appears to have jumped this fall all out of proportion with the increase in student population.

Several Model A's and even two Model T Fords have been seen in the area of what President Eric A. Walker has said will soon become a "walking campus."

The Model T was perhaps the first car produced with the "average" American in mind. Henry Ford turned out hundreds of thousands of them between 1907 and 1928.

Then from 1928 to 1932, he mass-produced the Model A, perhaps the most advanced American car of its time. It, in turn, was succeeded by the

Models B and C and then the V-8.

We have observed that a rather ancient car in running condition has perhaps the longest useful lifetime, the simplest engines, the best "pick-up" ability and—if it has one—usually the loudest radio.

While an antique vehicle is not built for long trips, this doesn't mean it can't make them. Witness the recent trip of a 1921 fire engine from State College to Spokane, Wash.

And while an ancient auto may require more work to keep up than a newer one, it is probably more conducive to doing this work.

And they're conducive to a lot of work that isn't required.

Like the owner of a Model A in Florida who casually installed a Thunderbird engine under the hood. Just how many unsuspecting dragsters choked on his dust has never been officially recorded.

Parts are another problem. A certain amount of standardization makes available many parts for some of the more popular older cars.

As the story is told, one elderly gentleman who had apparently babied his car along for years told a garage operator. "Well, if you haven't got the part, perhaps you can direct me to the nearest Hupmobile dealer."

