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The Kenyon Collegian

VOL. LXIII

KENYON COLLEGE, GAMBIER, OHIO, JANUARY 19, 1937

NO. 13

FAMED ARTIST WILL TEACH HERE

**Norris W. Rahming
To Offer Sketching,
Painting**

Through the efforts of the administration, which to paraphrase Dr. William P. Reeves is undertaking the venture on a "shoestring," Kenyon next semester will offer a course in free hand drawing, sketching and oil painting under the direction of an outstanding artist and instructor, Norris Walton Rahming.

Mr. Rahming, a graduate of the Cleveland School of Art, has an international reputation. His work is represented in many public collections, including the permanent collection of the Cleveland Museum of Art, and he has been invited to send paintings to annual exhibitions of American painting at Boston, Philadelphia, Washington, Chicago and St. Louis. He has studied painting in New York and Europe under such distinguished painters as Emil Carlsen, William M. Chase, Robert Henri, and Henri-Martin. He has been represented many times at the Pennsylvania Academy Annual and the Corcoran Biennial exhibitions.

Has Wide Experience

He has been magazine cover designer and illustrator for many national periodicals, and has had many years experience in lithograph and engraving houses and with large advertising agencies.

The course has not been definitely outlined but at present it is believed that it will permit each student to proceed in the field that is of most interest to him. Men interested in advertising, for example, will be able to do work applicable to that pursuit.

Credit hours and other details of the course have not yet been determined. However, there will be no additional fees. The three rooms in Chase Tower of Peirce Hall will probably be used as studios.

The artist has painted in numerous other collections of museums and private individuals, including the Newark, N. J., museum, Cleveland Museum of Art, Cleveland municipal collection, the collections of Samuel Mather, Livingston Mather, Philip Mather, Newton D. Baker.

MINISTRY CONFERENCE

During the week-end of February 5, 6 and 7, a Conference on the ministry will be held at Bexley Hall for young men who are interested in studying for Holy Orders. The announced schedule is:

Friday evening, 8:00 p. m.—"The Town Parson"—Rev. Walter Tunks, D. D., rector, St. Paul's Church, Akron.

Saturday morning—"The Country Parson"—Rev. Kenneth Waldron, S. T. M., rector Lakeshore Mission Field.

"The Minister as Missionary"—Rev. Elwood Haines, rector Christ Church, Glendale, Ohio.

Saturday afternoon—"A Layman Looks at the Ministry"—Dr. Charles M. Coffin, Ph. D.

Saturday evening—"Preparation for the Ministry"—Rev. Charles E. Byrers, Dean of Bexley Hall.

FISH EDGE WOOSTER 44-42, FOR THIRD WIN

Eagon Cracks Marks in 200 and 400 Yard Events; Matthews Takes Valuable Second Place.

Coming from behind in the last four events, Kenyon's natators edged Wooster's fish at Shaffer Pool Friday, January 15, with George Eagon, Stu Matthews, and Johnny Long leading the rally.

Four pool records were broken in the course of the afternoon's competition. George Eagon smashed the 200 and 400 free style records for Kenyon, while Lawson, one-legged backstroke, and Compton, who toppled the 200 yard breaststroke mark led the Scots.

The turning point of the meet came in the 200 yard free style when Matthews captured the needed second place, close behind Eagon to clinch the meet for the Imelmens. Johnny Long, closely pressed by Ferguson of Wooster in the diving, won on his superiority in the optional dives.

Hank Sebach again performed creditably in the 50 yard dash, besides contributing a valuable third in the 100 yard event, which Matthews won. Jay Ehle swam on the winning relay team and placed third in the backstroke.

The breaststroke was a hotly contested race with Captain Carl Welant taking a close second and Dick Shorkey an equally close fourth.

On Friday, January 22, the local mermen engage Ohio Wesleyan, a team which, according to Chuck Imel, will end the Lords' winning streak of three victories.

CAGERS TOPPLE HIRAM FIVE, 34-28

**Sebach Leads Purple
To Win in First Home
Contest with 13 Points.**

In a hard-fought, but poorly-played basketball game in Rosse Hall last Saturday, Kenyon defeated a Hiram quintet by a score of 34 to 28. The contest was rough throughout and only the greater average height of the favored Kenyon squad enabled the Purple to lead during the whole game—a game in which Hiram showed a clever, fighting brand of basketball.

Though a fast opening attack by Kenyon gave them a 12 to 2 lead in the first several minutes, Hiram soon succeeded in opening up and was able to score 15 points to Kenyon's 20 by the end of the first half. A barrage by Cmaylo and Greenwood, Hiram forward and guard, as the second half opened brought the score to a 24 to 24 tie, after which the game remained tight—Kenyon never thereafter getting more than a seven point lead.

Sebach Leads Scoring

Sebach, Kenyon forward, scored most heavily for the Purple, chalking up 13 points. Greenwood of Hiram played a steady floor game and trailed close behind Sebach, scoring eleven points for the visitors. Sammon, Kenyon guard, played his usual good defense game in watching Cmaylo, who was fast and shifty.

This was Kenyon's first game on the home court, and their fourth win out of six starts.

Davis, Cadwell, Leave

Two prominent seniors, Robert K. "Charley" Davis, and Leonard E. Cadwell will leave Kenyon at mid-semester, when they will have completed the hours necessary for their graduation. Davis will work in the Frigidaire experimental laboratory at Dayton, doing analysis work on metals and gases until September, when he will go to the Princeton graduate school to major in biology and minor in chemistry, proposing to become a research biologist. Cadwell plans to work for a few years before beginning graduate work in chemistry at Ohio State.

Charley, who is now chairman of the Senior Council, is also president of the Delta Tau Delta fraternity, a member of Nu Pi Kappa, vice-president of Pre-Med Club, and a letterman in football and track. Charley believes that the older traditions of the campus should be upheld, fearing that, at present, some of them are being forgotten. Asked for a word of advice to underclassmen, he suggested that they stick to a liberal arts course through their junior year, and urged science majors to study German, which he has found valuable. His only regret is that he can't stay here four more years in order to take the courses that he missed.

Cadwell, a member of the Phi Beta Kappa society, is also on the Senior Council and this year has acted as assistant in the chemistry laboratory. While earning his Phi Beta key, he also found time for athletics, playing basketball for two years and baseball for one.

POLOISTS UPSET CORNELL, 23-17 1-2

**Vastly-Improved Trio
Avenges Earlier Loss
To Powerful Easterners**

Making their first invasion of the Eastern polo circuit, Kenyon's polo team, composed of Captain Merle Ake, Bobby McMahon, Jack Sted and Jeff Cook, defeated a favored Cornell trio at Ithaca, N. Y., last Saturday, Jan. 16, by a score of 23-17½. The victory avenged a defeat handed the Purple in Cleveland by the Ithacans, who are touted as the most powerful intercollegiate polo team in the country.

"Brilliant stickwork and greatly improved teamwork," said Captain Frederic Eberle, coach of the team. "In addition to fearless riding, made it possible for Kenyon to win."

Lords Take Early Lead

The Lords began with their usual rush, Bobby McMahon banging in two goals in quick succession, to be followed by Merle Ake's first score. At the end of the first chukker the Purple was on the long end of a 6-2 count. In the next period the Red team wiped out this lead and forged ahead by one goal.

Beginning the third period, the Purple squad again went out in front and remained there for the rest of the game. By the end of the fifth period they had piled up the remarkable lead of 21-10½. Cornell, having reserved the best mounts for the final frame, picked up 7 goals during that period, but could not overtake the hard-riding Lords. A handicap of three goals was awarded Kenyon, but, as the score indicates, they would have won without the handicap.

Ake Leads Scoring

Captain Merle Ake led the Purple onslaught with 9 goals, McMahon garnering 8, and Sted 4. Sted played the last four periods as alternate for Jeff Cook. Steve Roberts of Cornell, however, took the scoring laurels, contributing 12 goals to his team's cause. Tom Lawrence of Cornell made 5 and Bob Taber 2.

Only two fouls were called on the visitors while five were called on the New Yorkers.

Victory Significant

Their defeat of Cornell stamped the Kenyon trio as one of the outstanding polo aggregations in the collegiate world. Cornell, undefeated up until the time of their encounter with Kenyon last Saturday, had boasted among its string of wins, a 17½-10 triumph over Princeton.

"Naturally, our achievement makes us very nappy," stated Capt. Eberle, "particularly, when one considers the complete and numerous facilities at the disposal of the Cornell polo team as compared with fewer facilities found at Kenyon." In addition, each member of the Kenyon team had to ride six strange ponies, and do so in an entirely unknown ring.

The team made the 1,000-mile trip by motor car. The entire squad was enthusiastic about the cordial hospitality extended them by the Ithaca college.

GRETZER TELLS "WHY" OF AIR CRASHES

By DONALD M. GRETZER

Director, School of Aeronautics

The mail must go through. After all, contracts are contracts and the air transport companies distinctly dislike cancelling out flights because of bad weather. They who contract to carry our mails over the airways are romantic souls harboring within their bosoms capacity for the jumping jitters at the very thought that a penny post card dispatched for a nickel might have to be trundled across the country in a railway coach.

They probably lie abed nights worrying about traditions and the thought that some poor P. W. A. worker might have spent his last jitney on an air-mail stamp to obtain with greater dispatch a super-autographed photograph of Greta Garbo's feet. The mail must go through, at least for the sake of romance.

And The Passengers

And as the mail goes so go the passengers.

If the weather is good enough for the mail it is good enough for you. Of course if you are an expert meteorologist with an added sense of prophecy you are one up on the mail. Knowing in advance that the particular flight you have in mind is going to pile up some place in a mountain fog you can cancel your reservations. Such cancellations always succeed in irritating various members of the air-line personnel, who, through many years of experience, know that they are qualified to forecast the weather a lot better

prognosticators of future events, the mail almost always comes out first best. A week or so after a pilot discovers for a brief moment that either you or your intuition.

Yet generally speaking, since most people are not well developed that his airplane was lower than he thought it was, some lone rabbit hunter will probably find a few spare parts, scattered hither and thither about the side of the hill.

Mail Goes Through

Pretty soon thereafter, having been mildly startled by the sight of other things also scattered but not machine-made, he will find himself breathlessly describing his find to the eager townsfolk. The inevitable circulation of the news will then precipitate a rescue squad which will exercise due diligence and care in rounding up all the loosely scattered mail.

Neither rain nor snow nor fog nor hail will stop the mail. On it goes as though two pilots a stewardess and twelve passengers had not been sent into sudden oblivion by a slight miscalculation.

But the mail has survived to serve a useful purpose. The passengers may ultimately arrive at their destinations in a box of some sort, but their usefulness will have been seriously impaired. The usefulness of a person who hits a mountain at two hundred miles an hour usually is greatly impaired, you know.

There are two sides to every question and many things may be pointed out to show how safely the

presence of passengers causes the mail to get through. One item is the very natural reluctance of the pilots to have violent contact with mountains or houses. The companies are aware of this attitude and point out that the passenger is just as safe as the pilot hopes to be.

The only fly in the ointment lies in the fact that the hopes and optimism of various people assume widely divergent forms.

Border-Line Flying

The pilot hopes he can get through bad weather on the basis of information he has on hand. He is spurred on by pride and confidence, and company orders which are not really orders but suggestions which are best carried out because the pilot is paid to do things and not to not do things. He is doing "border-line" flying. That is, if the weather were any worse he definitely would not go. But borderline flying is always potentially dangerous, and sometimes the weather does get worse.

Most passengers, disgracefully disregarding the sanctity of the mail, prefer not to do any flying which is likely to be hazardous, pilot or no pilot. Therefore they are not advised that the particular flight they are about to engage in is so close to the border-line that maybe they will finish their journey with flowers and sad sentiments. Why should they be? After all that is bad for business. They must be sold on the idea that ALL flying is safe, that if there is any danger at all the flight will be canceled for

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THE KENYON COLLEGIAN

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COLLEGIAN PLATFORM

1. A track worthy of the name.
2. A saner method of rushing.
3. Establishment of awards for scholastic achievement.
4. Continuance of the honors system.

THE MYTH OF SMALL CLASSES

In the college catalogue and other literature purporting to picture the college, Kenyon is represented as placing an emphasis upon individual attention and small classes. There are many arguments in favor of small classes, but it will be unnecessary to enumerate these, as we have already taken the position that small classes are desirable. The only thing now is to make those small classes actual.

It is true, of course, that classes at Kenyon average many fewer students than those of the average college. However, the reason for this low average number may be found in the exceedingly small classes among juniors and seniors. On the other hand, freshman classes, particularly those in economics and psychology are very large, there being as many as 40 in one class.

This situation is just the opposite of what it should be. It is precisely the freshman who needs the individual attention in his courses, while the upperclassmen should have learned to proceed on his own, and to derive from the course what he wishes.

Some of the college departments are overbalanced at the expense of the others. It is only logical to ask that those departments which now have unusually large classes should be strengthened.

MOVIE CALENDAR

Vine

Tonight and Tomorrow—"Stage Struck."

Thursday—"Flying Hostess."

Friday and Saturday—"Crackup" and "Jungle Princess."

Saturday Midnight through Monday—"Camille."

Memorial

Tonight—"Pennies From Heaven."

Tomorrow and Thursday—"End Of The Trail" on the screen.

"International Revue" on the great stage.

Friday and Saturday—"Ride, Ranger, Ride."

Saturday Midnight through Mon-

WITH EYE AND EAR

Phonograph records of the hit tunes from "Pennies From Heaven" have been played in six divisions on the Hill for the last couple of months. Universally, the radio has brought the songs to everyone's ear. "So Do I," "Let's Call a Heart a Heart," "One, Two, Button Your Shoe," and "Pennies From Heaven" are all sung by Bing Crosby in this fine picture, while the popular trumpeter Louis Armstrong blasts out "Skeleton in the Closet." Tonight is your last chance to see this tuneful movie at the Memorial.

One of the famous Warner Brothers musicals is playing at the Vine right now. That's "Stage Struck." After previous disagreement, a dance director and the girl backing the show in her efforts to be starred, find themselves again on the same stage. Opening night, when the leads fail to appear, the director and the girl substitute and score a hit. Dick Powell, Joan Blondell, Warren William. Some spectacular dance sequences, but a hackneyed story.

The billboards all over the country are screaming: "Robert Taylor Loves Greta Garbo" (in "Camille"). Thus does this great romance find its place on the movie screen of 1937. Twice before has it been filmed, but never with such exotic lavishness. For romance that fairly steams and sizzles, this is without an equal. By co-incidence, Garbo's

gown actually caught fire in a rehearsal for one of the scenes. The press agents query: "Is Taylor's love making that hot?"

The recent airplane tragedies brought upon us an epidemic of aviation pictures. Two of these show this week at the Vine. They are both exciting, in a way, and are called respectively, "Flying Hostess" and "Crackup."

For those who missed "The Great Ziegfeld" in its earlier showing at the clanging Vine, there is offered another opportunity to spend a good three hours. Note carefully that there will be but one showing of this film at each performance. The schedule, therefore, will be one show at 11:30 Saturday night, one at 2:00 Sunday afternoon, one at about 7:00 Sunday evening, and one at the same hour on Monday evening. If you wish to see the picture in its entirety, you will have to go at the proper hour.

No Collegian for a couple weeks now due to exams. We shall put a typewritten "Movie Calendar" on the Commons bulletin board each week, and if you want any additional information on the shows, telephone or see J. W. Peoples, South Hanna.

DISPLAY

In the periodical room of the Library, is an interesting display of ancient letters and documents. This display consists of letters from Philander Chase to his son in Boston written in the years of 1816 to 1817. There is also displayed a journal of Philander Chase, Jr., written on a cruise to Italy on the frigate Querriere in 1818 and 1819. Last but not least, is a booklet containing the memoirs and obituary of Philander Chase, Jr., which was printed in 1824. This exhibit is of historic interest to those who are interested in the life of Philander Chase.

AIR CRASHES

Continued from Page 1
benefit of mail, passengers and the pilot's insurance company.

Winter Brings Crashes

Nevertheless, every winter finds an increase in accidents due to bad weather as compared with the rest of the year. This fact leads to rather a curious speculation. Can it be that all the safety devices that have been developed and are in the process of development are not only making the transports no safer, but are actually making them more dangerous?

An airline recently jubilantly reported that after one of its ships fouled one of the Rocky Mountains, killing all on board, there were no cancellations of reservations the next day.

Airlines Ignore Responsibility

That fact is significant in itself. The airlines have finally sold a large part of the public on the idea that flying is safe. Not that flying CAN be safe, but that flying as they do it IS safe. They are ignoring, however, a responsibility which rises directly from the success of their publicity. They are morally bound to make their airlines as safe as they have led the public to believe they are. Their winter accident record consistently violates their claims of safety based on mileage statistics.

The statistics are based on a year round basis which spreads the accident items over a greater period of time, and since non-winter flying is far more successful than winter flying, the danger does not appear in the statistics.

The percentage of winter accidents this year is hardly much different from the percentage of accidents five or ten years ago; not enough to warrant optimism on anyone's part. This in spite of the wonderful development of blind flying instruments and navigation guides such as the radio beam, artificial horizon indicator and the automatic pilot.

The suggestion is made that air transports are hardly any safer in bad weather today than they were five or ten years ago. Such an idea does not immediately seem to hold water in view of the fact that, definitely, air lines are flying more miles a year with fewer accidents per mile than ever before and that their average safety curve has consistently shown an upward trend at all times.

Press Not Condemned

It would be well however, for the air line operators to cease their babblings at the press for giving prominence to crashes of the transports and do something about the accidents. It is about time that they become aware of the fact that safety devices are totally useless unless the devices themselves are used in a safe manner.

Ten years ago airliners, if they were operated properly, were no more dangerous than the present ships as far as the weather was concerned for the simple reason that if the weather was bad they did not fly. As far as the policy of the operators of today is concerned, the addition of one more essential safety device or instrument merely enables them to plow through with a hundred foot ceiling instead of three hundred feet. Were the operators to use the instrument without changing the ceiling deadline, then it would truly add to the safety of the equipment.

The operators have recently been embarrassed by a suggestion from the Department of Commerce, Bureau of Aeronautics that since the company personnel is unable to clear ships from the airport with good judgment, that the Department itself step in and tell the company when it may and may not clear the ships. Great howls of anguish are naturally to be heard on this score. The Department itself has not been particularly conspicuous of late in promoting the safety of airplane operation and the operators will take particular care in pointing out many Departmental shortcomings.

Safety Statistics No Answer

Probably no action will be taken, since such action would impose an unnatural and unjust restraint on operations, but the suggestion should lead to a realization that the

WHO'S RIGHT?

Editor, The Collegian:

As the Collegian has been discussing the application of my new recording apparatus to modern educational method in the college, perhaps readers of the paper will be interested in learning of the circumstances which led up to the acquisition of the device.

Four years ago at Philadelphia Mr. Walter Garwick, during the sessions of the Modern Language Association of America, gave some impressive demonstrations of his Electrograph and roused in me the pious hope that we might some day have such an instrument at Kenyon.

The last Spring Professor George Hibbitt of Columbia University, and formerly of Kenyon, revisited the Hill. He proved to be an enthusiast as regards the utility—indeed the almost indispensability of such a device in view of its stimulating effect upon students of Modern Languages as well as of English Speech to every progressive college. Moreover, what he told me of the Columbia Historical Records Library, already containing some 7,000 numbers, fired my im-

agination. Why should not Kenyon have something similar? (I thought.)

Now we have already made a small beginning. I am confident that the idea will meet with an abundance of response and support as its possibilities become more fully realized.

Professor Hibbitt himself is in charge of the Columbia Collection. Some recent recordings of his aroused the interest of the Metropolitan Press, for the New York Times of Nov. 30 devoted a full column to them under the startling and amusing headlines: "Shanghai Peirce—New Folk Hero—Had Voice Could Be Heard Two Miles—Professor's Phonograph (sic) Hidden Among Old-Timers," etc.

Good recording is something of an art as well as a science. Thanks to the excellent technical direction of Dr. Black, who also thinks very highly of the Garwick Electrograph, and to the constant and elaborate experimentation now going on, the Kenyon records will soon rank with the best made anywhere.

Paul H. Larwill.

Swimming Schedule

Jan. 23—Ohio Wesleyan, here.
Jan. 29—Wittenberg, here.
Feb. 10—Oberlin, here.
Feb. 12—Fenn, here.
Feb. 16—Wooster, there.
Feb. 19—Ohio Wesleyan, there.
Feb. 20—Denison, here.
March 5—Big Six, here.

operators can no longer act quite so smugly, merely throwing a bunch of statistics at the press every time there is a crash in the futile hope that the press will be so engrossed by the items they will have neither time nor space to describe the gruesome details of the wreck.

Two Solutions

There seems to be but two possible solutions to the seasonal tragedies. One is to raise the border of doubt so high that it assumes a degree of uncertainty and then cancel out all passenger flights below that border. That solution can be attained immediately.

The other is more a partial remedy than a solution and lies in further development of navigational devices, a process which is going on at the present time of course, and then the utilization of such instruments without lowering the borderline for cancellations.

Passing the Buck

Whenever an airline crash occurs the usual investigation is immediately started which results in nothing but a merry-go-round. Almost without fail the Department of Commerce places the blame on the airline. Simultaneously the airline executives pour forth statements about Department of Commerce radio beam inefficiency and poor weather observations by Department men.

Last winter a trans-continental ship became fog bound and when it ran out of gas it crashed and killed most of the occupants. As far as I can recall, the Department of Commerce blamed the airline for the crash on five or six different counts. All but one of the items had nothing to do with the crash. They referred to some technical violations in operations, but when placed before the public without explanation they appeared to show great negligence on the operator's part.

The main item censured the pilot.

Continued on Page 4

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ENJOY YOUR BEER

AT THE ELKS

ELKS GRILL

Mt. Vernon

GLEE CLUB SELECTED

The Kenyon Glee Club, consisting of a group of select voices, got a good start this year with the try-outs held last week. Chiefly responsible for bringing the club into being this year was Mr. Camp, the business manager. This is a very promising year for the club. A number of veteran voices have returned and some of the new members show much talent. The club is looking forward to a number of trips which will probably be taken during the Easter vacation. The club is under the able direction of Mr. Gene Taylor of Mt. Vernon, a graduate of Capital University.

Those chosen at the tryouts are:

Bass

Dick Shorkey
Joseph Peoples
Newell Lasher
W. Liguance
Thomas Gray
John Hughes
Stuart Rose
Charles McKinley

Baritone

T. J. Wende
George Clark
Brent Tozzer
Joe Allen
Herman R. Ascher
M. Cook
Theodore Crittenden

First Tenor

Ray Riebs
Charles Jenkins
Robert B. Brown, Jr.
John R. Peterson
John Herman
George William Gulick

Second Tenor

Carl Weiant
Thomas W. Thackery
Carroll Prosser
William M. Boggis
Hugh MacLeish
James Patterson

Alternates

John Greaves
Robert Paskins
William M. Smith

Lafayette Abbott of Dayton, '19, was elevated from the associate to the active list by the Ohio Association of Football Officials at their annual meeting in Columbus on December 13.

Candies Soda

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NU PI KAPPA ORGANIZES

Sunday evening Nu Pi Kappa held its first business meeting of the year. New officers were elected as Lee Allen was chosen to head the society. William Bernhard will be vice president, while Frederick Doepke will hold down the office of secretary-treasurer.

Aside from the election of officers plans were discussed for the year.

Speakers are to be brought before the society and a banquet will be given at the end of the year.

The following men were also proposed for membership: R. D. Owen, G. W. Curwen, J. D. Smith, N. W. Taylor, A. C. Bernstein, LeRoy L. Gaede, E. J. Whitcher, G. A. Pryor, C. F. McKinley, J. D. Whitaker, A. P. West, F. Laugstrom, Jr., P. B. Aiman, R. B. Baker, L. Acheson, J. B. Elliot, P. Porter, Jr., and P. E. Ayers. Cards will be sent out to those men this week.

Of the faculty Dr. Kahrl and Dr. Thornton were asked to assist as advisors.

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PIPE. THE NATIVES
DIVE FOR THE
SHELLS

IN THOSE SHARK-
INFESTED WATERS!
THEY SURELY MUST
PRIZE A COOL
SMOKE

DON'T WE
ALL?

YES — BUT I
HAVEN'T FOUND
THE SECRET
YET

YOUR ANSWER IS PRINCE ALBERT. IT'S 'CRIMP CUT'
FOR COOLNESS. THOSE WAVY PARTICLES PACK
SNUGLY IN YOUR PIPE —
BURN SLOWLY —
SMOKE COOLER

ANOTHER THING YOU'LL
ENJOY ABOUT P.A. — IT
DOESN'T BITE
THE TONGUE

IT'S GREAT, JUDGE!
I'M SMOKING
PRINCE ALBERT
FOR KEEPS!



Over 1,000,000,000 Prince Albert

50

pipefuls of fra-
grant tobacco in
every 2-ounce tin
of Prince Albert

PRINCE ALBERT MEANS PRINCELY SMOKING,
MEN. P.A. IS CHOICE, MILD TOBACCO, 'CRIMP
CUT' FOR COOLNESS, AND HAS THE 'BITE'
REMOVED BY A SPECIAL PROCESS. IT'S THE
WORLD'S LARGEST-SELLING PIPE TOBACCO!

PRINCE ALBERT MONEY-BACK GUARANTEE

Smoke 20 fragrant pipefuls of Prince Albert. If you don't find it the mellowest, tastiest pipe tobacco you ever smoked, return the packet tin with the rest of the tobacco in it to us at any time within a month from this date, and we will refund full purchase price, plus postage.

(Signed) R. J. REYNOLDS TOBACCO COMPANY
Winston-Salem, North Carolina

PRINCE ALBERT THE NATIONAL
JOY SMOKE

AT THE SIGN OF THE PURE SEAL

Tielene Motor Oil, Furol Gasolines, Lubrication,
TIRES, TUBES and ACCESSORIES

THE PURE OIL SERVICE STATION

Corner Main St. and Ohio Ave.
Mt. Vernon, Ohio

Phone 175

Lin Lucel, Mgr.

For Your Fall Needs

in Shirts, Hose,

Neckwear, Pajamas,

and Underwear — Shop at

Knox County's Greatest Store

A COMPLETE DEPARTMENT STORE
CATERING TO YOUR NEEDS

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211 S. Main Street
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BENNETT HARDWARE CO.

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DEALERS IN

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Everything in Hardware
SHOE SKATES FOR SALE

Phone 308

Mt. Vernon, Ohio

307 S. Main St.

Fine Foods

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DAN EMMETT GRILL

Hotel Curtis

Muirhead Scotch and Soda 20c

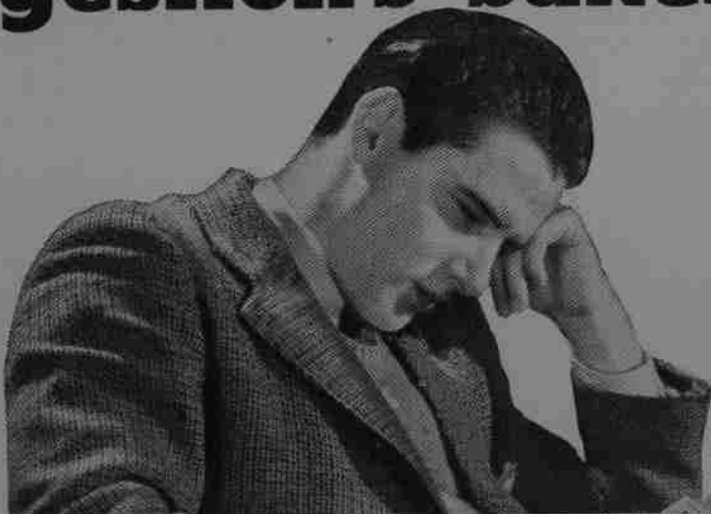
During Cocktail Hour: 5 to 6

SAM W. GERSTNER, Lessee.

GRACE MATHIAS, Mgr.

For Digestion's Sake—Smoke Camels

BIG ASSIGNMENTS (right) don't seem so hard with Camels! For Camels ease the strain, stimulate digestion, and add to your sense of well-being. Make Camels a regular part of your dining. Get a "lift" in energy with a Camel—they never get on your nerves, or tire your taste.



Digestion often needs Camel's aid too!

OFTEN during a hard, tiring day, smokers pause to get a "lift" in energy with a Camel. And at mealtimes, Camels offer a helping hand to good digestion. They help you to enjoy your food more. And Camels increase the flow of digestive fluids—alkaline digestive fluids—so vital to a sense of well-being. Make every meal more zestful—more pleasant—by smoking Camels. With their matchless mildness, Camels are better for *steady smoking*.

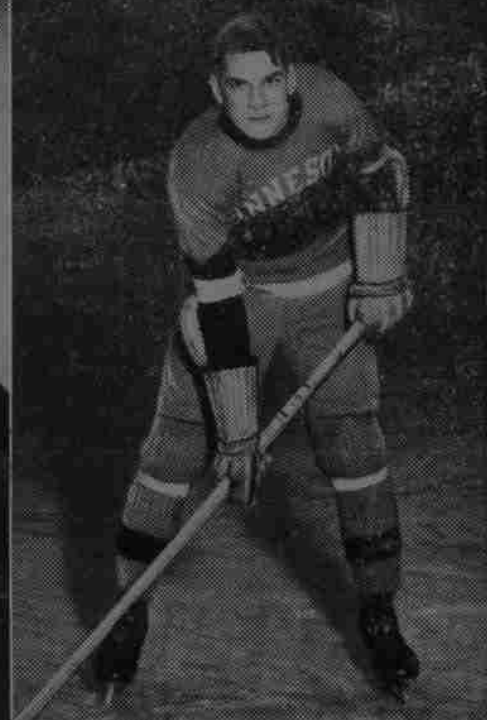
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CLAD IN ASBESTOS SUIT (right), "Pat" Patton tackles a blazing oil well—quickly gets the inferno under control. "Even after that I can tuck away a hearty meal—provided I have plenty of Camels handy," says "Pat," enjoying a hasty bite (above). "Smoking Camels helps keep my digestion in proper trim. I smoke mighty often. And Camels don't get on my nerves!"



ALL-AMERICAN HOCKEY STAR. Phil La Batte (below), says: "Good digestion and healthy nerves are 'musts' in this game. I smoke Camels—for digestion's sake—and because Camels never get on my nerves."



COSTLIER TOBACCOS!

Camels are made from finer, **MORE EXPENSIVE TOBACCOS**—Turkish and Domestic—than any other popular brand.



RADIO'S NEW SMASH HIT! "Jack Oakie's College"

Irrepressible Jack Oakie at his best. Also Benny Goodman's "Swing" Band, George Stoll's Concert Orchestra. Hollywood comedians and singing stars—and special college talent! Every Tuesday night—9:30 p.m. E. S. T., 8:30 p.m. C. S. T., 7:30 p.m. M. S. T., 6:30 p.m. P. S. T., over WABC—Columbia Network.

AIR CRASHES

Continued from Page 2
for operating the airplane when the ceiling was below the legal limit at its terminal.

Blame Radio Beam

This caused the company to assume an extremely pained attitude and it pointed out quite logically that if it had not been for Department of Commerce inefficiency in radio beam operation the ship would have come in on schedule, at which time the ceiling was just barely above the legal limit.

The pilot was coming in on the beam practically on schedule, but the ceiling was lowering rather rapidly. It therefore occurred to the weatherman stationed at the airport that certain airplanes flying here and there might be interested in the knowledge that the ceiling was coming down. So in spite of the fact that the air-liner had specifically reported its approach to the airport and requested that the beam not be interrupted, the beam was shut off so the weather report could be broadcast.

Interruption Costly

The pilot lost the beam and after it was turned on he lost many precious minutes searching for it. Thus delayed, it caused the local meteorologist great concern because, as he had cleverly noticed, the ceiling was still rapidly lowering. He obligingly cut in on the beam again to inform the vexed pilot that he had better be coming on in because if he did not hurry he might have to walk home. This of course caused the poor pilot to lose the beam again, and so things went until the ceiling was impossibly low. From now on his flight was strictly illegal. Airplanes are simply not permitted to fly when the ceiling is impossibly low.

Not having enough gas to return to his starting point which was still having delightfully clear weather, he was advised to go on East, where he might have a chance. That was the last chance he ever took. He ran out of gas before he ran out of fog.

Whose Fault?

Who was to blame? The company? The Department of Commerce said yes because it permitted

a pilot to fly the course who had not flown that course in the last six months. The fact that the pilot had flown the course for years and for about half a year had been transferred to another route does not mitigate a violation of the rules. Since a violation appears, the Department of Commerce is thus relieved of the unhappy charge that its own little brain child at the airport was not operated with an efficiency conducive to the safety of airplanes.

Was the pilot to blame? He did his best and only violated the minimum ceiling rule after he had been kept in the air so long the ceiling came down too low.

The Department of Commerce? Well, hardly. They investigate airlines, but it is not within the province of airline operations to investigate governmental bureaus.

Revise Ceiling Requirement

This accident is used as an illustration because the specific causes are known and the blame attached to various parties. But no matter where the blame is placed it could have been avoided if the minimum

ceiling had been placed five hundred feet higher. In that case the airplane either would never have taken off or else it would have turned back in time to get back to its starting point or some emergency airport.

Incidentally, the mail got through. Every transportation company except the airlines endeavors to operate its equipment in fog in such a manner that the passengers will be just as safe as though the weather were clear. They do not quite succeed, but the difference in safety between good and bad weather is nowhere nearly as great as it is in airline operation. Trains and buses slow down. Ships at sea slow down or stop entirely. Since it adds nothing to the safety of airplanes to proceed at half speed they can only stop operating to effect safety.

Why Fly in Bad Weather?

The good and fair weather accident record of airlines is so excellent that the operators must stand indicted for gross negligence every time an airplane crashes in a fog. There is no excuse for it save that it costs money to cancel out a

flight. It also costs money to hold the Queen Mary in the Hudson river for a couple of days because of fog, more money possibly than all the airline cancellations of fog, more money possibly than all the airline cancellations in a year, but also the Queen Mary is an expensive piece of equipment to have barging around in the fog.

Ray of Hope

Perhaps the air transport companies would hesitate clearing airplanes in the face of a storm if a single crash threatened to bankrupt them. There is a ray of hope for the future. Airlines are building larger and larger airplanes. While your thoughts and feelings as you are carried through the fog at two hundred miles an hour may not matter a great deal, the fact that you are riding in a craft costing over half a million dollars WILL matter. The more expensive the equipment becomes, the fewer chances the companies can take in "pushing through." They will know positively before they ever clear the airplane that it will be able to land safely wherever it is going.