None Like It In His Country

We have nothing like this in Iran," said Dr. Mohammad Mahdavi, right, as he discussed student owned beef projects with. Dr. Edgar Hyer, Head of the Crops Department, at the recent meeting of the University of Tehran's Agricultural College.

Foreign Educator Visits; Studies Ag Techniques

One of Iran's leading educators in agricultural education was visiting Cal Poly to study practical instruction techniques which can be adapted to the expanding agricultural education program in his country.

Dr. Mohammad Hassan Mahdavi, Dean of Tehran University's Agricultural College, was in San Luis Obispo for discussions with Dr. Edgar Hyer, Head of the Farm Management Department.

He discussed the agricultural program with Dean of Agriculture Dr. Frank Shappard and met with Crops Department. Head, William Hummer, and staff who described the crop production phase of Poly's "Learn-By-Doing" system.

Dr. Mahdavi was interested in the student-owned projects and was impressed by the quality and size of the student-owned beef.

"We have nothing like this in Iran," he commented while running his hand along the back of the big Hereford bull which had been selected and trained by 28 students who were enrolled.

"The only reason the last three years we have not been able to sell the larger number of our beef projects was by the shortage of quarters for married students which is only Di point," he added.

More than a fourth of the students have been married this year, and of these applications 97 have been accepted.

In addition, 90 students have been enrolled. Under the new eyeweight system, students will be charged $2.00 an hour for each animal they owned in the same weight class as that of the registration.

Some students have applied to be chairman of the Agricultural Collage.

Agriculture Applications up Over 1957 Total

Applicants for admission in the Poly Agricultural program have increased by 50% over the 1956-57 registration period. The acceptance, included 18 married students 54 married students and 12 single students, a total of 80 students.

The acceptance rate is 40\% of total of the students who have been accepted. In 1956-57 there were only 50 students, and the freshmen have been accepted.

Chairman Calls For Homecoming Meeting

The meeting will be held Thursday, April 17, in Liberty Hall at 8:30 P.M.

"I have asked the national call" said C. Paul Wilson, Admissions officer, "the National call will take place in Liberty Hall at 8:30 P.M. The meeting will be held Thursday, April 17, in Liberty Hall at 8:30 P.M. The meeting will be held Thursday, April 17, in Liberty Hall at 8:30 P.M.

Fewer Registration Cards To Complete Next Year: Winner

Graduating seniors will be invited to register in January for the Fall quarter, with the following winter and spring quarters, old students will fill out only three cards.

"Over the years," says C. Paul Wilson, Admissions officer, "the National call will take place in Liberty Hall at 8:30 P.M. The meeting will be held Thursday, April 17, in Liberty Hall at 8:30 P.M. The meeting will be held Thursday, April 17, in Liberty Hall at 8:30 P.M.

"The only reason the last three cards must be filled out quarterly is because the information on the cards changes frequently."

As the system is now arranged, student fill out seven registration cards, one for the Fall quarter, one for the Winter quarter, one for the Spring quarter, and one for the Summer quarter. Any student who has missed a card or who has not filled out the card in time will have their registration delayed.

"The membership applications had not turned in their applications as to do so as soon as possible."
Farlough Places Second In NCAA’s

Farlough finished second in the 8K time trials this week at the NCAA Cross Country championships held in New York. He was running with the Massachusetts State team, which placed fourth.

Little Addition To Poly Golfers

One of the latest additions to the Poly Poly golf team is coach John Carney. He brings a wealth of experience to the program, having played college golf himself.

Axtocs’ 49ers Hand Poly Baseballers CCAA Losses

In the midst of a tough season, the Axtocs’ 49ers pulled off a surprising victory against the Poly baseballers in the CCAA championships. The game was competitive, with both teams showing their skills.

Swimmers Swamp Whitter, Oxand

The Poly swimmers took on Whitter and Oxand this week, coming out victorious in both meets. The team’s strong performance highlights their dedication to the sport.

Track Team Nods Long Beach State

The Poly track team ties in with the Long Beach State team this week, showcasing their talents and pushing for a second place finish in the CCAA championships.

Mustang Nottors Down Two Foes

The Poly Mustangs defeated two opponents this week, showing their dominance in the CCAA conference.

Fluff Dry At 8c Per Pound

For those looking to keep their clothes fresh, Poly’s Fluff Dry service offers a deal at 8c per pound. This offer is a great opportunity to save on laundry expenses.

TCP adds Anti-Miss to anti-knock

Poly now offers TCP’s Anti-Miss to anti-knock option, ensuring your engine runs smoothly and efficiently. This feature is a must-have for Poly students looking to maintain their vehicles.

If you’re unsure about the power your engine needs, Poly’s Auto Float Tire Store offers advice to help you find the perfect tire for your needs. Poly’s knowledgeable staff can assist with tire selection and maintenance, ensuring your vehicle runs smoothly.

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Out Of The Din

Two HB Photographers Here Fit In Travelling Exhibit
Included in the travelling picture exhibit from The American Society of Tool Engineers is a display taken by two Cal Poly photo students. It is on exhibit through April 20 in the College Union building, 10 a.m. to 5 p.m., Monday through Saturday. Members of the public are invited to attend.

El Mustang
College Union Headquarters

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Editorial:

Small Car Parking...

Ever been looking for a parking space—discover one—then find it is already taken by a small foreign car? This, no doubt, has happened to many of us—those who drive the bigger cars.

"It is disturbing. Would it not be possible to have a couple of separate parking lots set aside for the "little cars"? Perhaps the smaller cars can utilize two regular sized parking spaces, but not if it is: "accident." When we purchase as many small cars as we do, we are using quite a lot of valuable parking space. The approximate average length of a normal parking space is 20 feet, while the approximate length of a Volkswagen, for example, is 12 feet. This means we are using an average of a "car" each parking space.

It seems to me it would be quite a simple matter to have, in the various parking lots on campus, an area set aside for the smaller cars. This way, the student can park on the street, and not have to park in the Science Buildings—why not set aside a parking space and, if necessary, use the parking area for sports cars and smaller cars. Or in some of the staff corners, where it would be advantageous of both small and large cars. The staff could be marked with the lines closer together, in addition to having a shorter guard rail (those high ones are murder on those tiny cars). Then, the Volks, Renault's, Consul's, MOV, Forsbach, and all the rest would be able to "drive" into their own little spaces. These areas, of course, would be "off limits" for the Detroit "machines" drivers.

Simple reasoning it is all, it takes to understand the problem—if there are fifty small cars parked about the campus (and we are sure there are many more) and each small car wastes about six feet of space, that is a grand total of 300 feet sitting useless. In that 800 feet it would be possible to park 18 big cars or 21-1/3 small cars.

The parking lots on campus are not the only places where small drivers have the edge. The biggest place that comes to mind is the Motor City when looking for a place to park our "steed." We believe it would be quite a simple matter to have, in the various parking lots on campus, an area set aside for small car owners. The staff could be marked with the lines closer together, in addition to having a shorter guard rail (those high ones are murder on those tiny bumpers). Then, the Volks, Renault's, Consul's, MOV, Forsbach, and all the rest would be able to "drive" into their own little spaces. These areas, of course, would be "off limits" for the Detroit "machines" drivers.

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