学友会報
第十七号
卒業式紀念號
神戸高等商業学校奨学大會編纂
明治四十五年三月十八日発行
第六回演業式を祝し

懸想ノ会友

言葉を呈す

－教授山口造酒

演業事業

－挨拶

昨年発足し、前年現在に至るまでの事業状況について、懸想ノ会友の皆さんに感謝の意を表す。懸想ノ会友は、懸想ノ会友の信頼と支えを中心に、懸想ノ会友の成長と向上を図ることが目的である。懸想ノ会友の皆様に、懸想ノ会友の信頼と支えに揺るがないよう、懸想ノ会友の皆様に感謝の意を表す。
卒業せずにすむ人

学生図書館

前書き

学生図書館

学生図書館

学

に

務

と

に

務

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

務

と

に

義務
第二十七章 会友 学

〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇〇　
板垣主義を聞く

（吉村信）

"板垣主義を聞く"
号 七十五

報 会 友 學

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮

現代の理論と実践、戦争と好戦的思潮
広東見物

二三 薄生

時は去るに代り、つとめて居る中華、市街を顧むとき、廣東の人種、商業、交通者の重視する経済事、乃至軍事的観念の強まる度を観るか、広東の風景をただ見ているか、個々の間の関係が如何なるか、観念を広東に於て居るは大きたも、

（二月，十一日，稿）
別離の一枚
（春村崇介著）

報人会友学

別離の一枚

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学

報人会友学
記者 相野

１月２９日 須賀川市

「私たちの社会は、人間の関係性と生活の形が大きく変化しています。」

女性が立っている。明るく笑顔の彼女は、目を輝かせながら話し、

「これまでの社会とは大きく異なります。人間の関係性と生活の形

が大きく変化しています。」

その言葉の向こう側には、新しい社会の姿が浮かび上がっている。

「この社会で働く人々が、新しい形の職業を学び、新しいスキルを

持つことが求められています。」

彼女は、新しい社会の特性を語り続け、期待の表情と笑顔を

広げていく。

「この社会で成功するには、新しいスキルを持ち、新しい形の

職業を学び、新しい関係性を作り出すことが求められています。」

話す彼女の表情には、新しい社会の可能性が溢れていた。

「私たちの社会は、人間の関係性と生活の形が大きく変化しています。」

彼女は、新しい社会の姿を語り、期待の表情と笑顔を広げていく。

「この社会で成功するには、新しいスキルを持ち、新しい形の職業を

学び、新しい関係性を作り出すことが求められています。」
第六回卒業生
（イロハ順）

本邦英文学研究学会
世界の放資料
英文学・国際文化
資本論・政治経済
英米文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者
英文学・比較文学者
音楽学・映画学
英文学・実務者

学校日誌

二月十七日
午後時元年元月二十八日

最後に父上上所の恩典の為、御座

祭日

三月三日
本邦第三学年試験始

教有案中

三月十七日

三月三日

本邦第三学年試験始

教有案中

三月三日

本邦第三学年試験始

教有案中

三月三日

本邦第三学年試験始

教有案中

三月三日

本邦第三学年試験始

教有案中
<table>
<thead>
<tr>
<th>事業</th>
<th>担当者</th>
<th>所在地</th>
</tr>
</thead>
<tbody>
<tr>
<td>同盟会</td>
<td>上杉正二郎</td>
<td>〒101-0054 東京都千代田区霞ヶ関1-3-1</td>
</tr>
<tr>
<td>会隆会</td>
<td>田中彰彦</td>
<td>〒100-0005 東京都中央区銀座2-3-1</td>
</tr>
<tr>
<td>友学</td>
<td>鈴木和男</td>
<td>〒102-0056 東京都港区芝浦4-1-8</td>
</tr>
</tbody>
</table>

注: 以上是部分文档内容的提取和转换, 详细内容请参阅原文件。
dropped to 39 degrees below zero and remained there for several hours. In Omaha temperatures early to-day were 28 below officially and 33 below on the streets. Throughout the day thermometers did not get above 15 below. Business was practically suspended throughout the state.

Railroad traffic was demoralized and for ten hours not a train arrived at or departed from the Union Station. During the night the interlocking switching system became frozen from a leaking switch engine, which froze to the tracks, and then permitted the entire contents of the boiler to spread over the switches. Several trains were stranded on the Missouri River Bridge, where they remained all day exposed to the intense cold. Passengers suffered severely. When the blockade was broken a mile of passenger trains were between Omaha and Council Bluffs and almost as many between Omaha and South Omaha.

The public schools at Springfield were closed to-day on account of the intense cold. The temperature at 7 o'clock this morning stood at 14 degrees below zero and at noon to-day it was 10 degrees below zero. The heating systems of the schools are insufficient to provide adequately for this temperature.

With every pound of coal in the coal vaults, the people of Ferrel, N. M., to-day held up a Santa Fe freight train and took a car load of coal out of the train. The train crew objected, but the citizens were obdurate and forced the engineer and fireman to cut out the car and set it on a siding. A committee of citizens then appointed the coal for the various householders. A wire was sent to the Santa Fe general superintendent by the citizens, notifying him of the action and asking him to bill the cost of the coal to the citizens.

Great havoc has been wrought over a great area of Southwest Texas by the street storm which prevailed early this morning, covering the ground 2 inches deep. The loss to cattlemen will amount into the hundreds of thousands.

In the last thirty-six hours thermometers over the state showed a general fall of 50 to 70 degrees, the sudden change catching the poor so unprotected that six persons were frozen to death.

The snow which was expected yesterday did not arrive and for this not less than half a million St. Louisans were thankful. Street car service, as a result, recovered considerably from its almost total paralysis of Thursday and Thursday night, but railroad traffic was still in a state of demoralization last night, some trains being as much as ten hours late, while others were abandoned entirely and their passengers and baggage turned over to the next most fortunate crew that happened along. Even the fast mail trains were delayed from one to five hours, with consequent disruption of schedules in the Post Office Department.

The frigid weather caused the interior of Union Station to be filled with people early last night the crowds were so big many travelers were delayed in making connections with their trains because the throngs impeded them in buying tickets and checking baggage.

Hotels and lodging houses near Union Station have prospered from the cold weather, because many travelers have been compelled to spend the day and night in St. Louis, due to their trains being too late to make connections with outgoing trains.

More than 450 homeless men were employed by the East St. Louis Street Department yesterday in clearing the snow off the streets. Fifty wagons were used. Hundreds of homeless and destitute men hereafter will take advantage of the offer made yesterday by the Volunteers of America to feed and house them while the cold spell lasts.

St. Paul's Episcopal Church housed more than seventy-five homeless men last night. Beds were arranged in the church pews, and the members of the congregation brought blankets and comfort to the church last evening to keep the men warm. East St. Louis officials estimate there are more men out of work at present than at any time in the city's history.

At the thirteen district police stations, 156 homeless men had obtained shelter at 11 o'clock last night and 838 were sleeping soundly in the basement of the Four Courts, with happy thoughts of hot coffee and much bread for breakfast this morning.

"Have your bundles ready" is the slogan adopted by the Citizens' Emergency Relief Committee, which will begin its house-to-house canvass of St. Louis at 9:30 o'clock this morning, to continue all day or until all contributors have been reached.

The charitable disposed people of St. Louis have been appealed to by the Citizens' Emergency Committee and contributions of money have been pouring in in a generous stream from all parts of the city and from all classes, amounting to $355 in advance of the time set for collections.

While on the subject of the weather I may give the following as an example of an editorial in the Springfield Republican, one of the most sober papers in the country. The title of the article is "An Amazing Year."—

For such a topsy-turvy year as this, one must search long in the annals of the past: it is doubtless modern meteorological records offer a parallel. It is rare enough, here in New England, to enjoy such a Christmas as Monday—a population young and old, sobbing coldly, in the sunshine without gloves, muff, overcoats or boots. Never has New England known a winter as cold in a year for over two hundred years. But for the most part hardly distinguishable from the winter of October—

So cold and windy, it has happily been called. For a week and more on the city streets, the thermometer has been constantly above the freezing point, however much one may personally prefer a wintry winter, it must be granted that this has been an unsurpassable prodigy of belated fall. Yet astonishing as it has been heretofore, one must take it a world wide view fully to comprehend the season's abnormality.

The whole season has been portentous. Let us begin with July 5, a day not soon to be forgotten in this region, where the mercury went to 106. It was a month, too, of terrible thunderstorms, more alarming than the heat but not so deadly. But New England is used to extremes; more phenomenal was the heat in Europe in July and August, when old paintings began to disintegrate and had to be carried into cellars to save them. In England all records for heat were broken, the mercury going up nearly to 100 in a country where 85 degrees is almost intolerable. All over the northern hemisphere there was an extraordinary dislocation. Weathers and government patrols came back from the Arctic with tales of open water where no man before had seen anything but icebergs and sheet ice.

With August came the reaction, swelling Canada with killing midsummer frosts, which ruined numerous farmers new from the States. It was cold in August in New England, too, and at times anyone journeying by trolley drenched as if bound for the north pole. Nor had September gone far when a sudden frost, falling on a still night, did $1,000,000 damage to the tobacco of the Connecticut valley. At sea there were cyclones in August and September, one following another up the coast from the West Indies. In October this region, after suffering long from droughts, had the heaviest rainfall in the records.

Through the fall the north Atlantic was tormented by such a series of violent gales as old captains say they cannot remember in a life time at sea. Meanwhile on the Pacific one disastrous storm followed another: sensation, too, for a big steamer with all on board was given up as lost when there came an inexplicable calm, and a tug ventured out and pulled it to safety.

Not less astonishing has been the recent invasion of Kansas City, Topaska, St. Louis and Chicago by such gale as have previously been known only in London at its worst—gales in which at midday one might feel in the street the touch of a hand and be unable to see it or the body to which it was attached. Truly, an annus mirabilis, a year of portents, but New England has had little to complain of.
WINTER IN AMERICA.

Warrensburg, Mo., Jan. 16.—On the 13th inst., more than four months after setting out from Kobe in the hottest weather, I heard the brake-man of the train announce in precise tones, “The next station is Warrensburg” and we knew that the long, and long drawn out, journey of some 12,000 miles was happily over. I say happily in the fullest sense of the word for in the great variety of surroundings and experiences through which we passed, all had indeed worked together for good, and for this we are full of thanksgiving. My wife was then barely able to prepare to start; now she is ready to profit by the very warm welcome and the very cold weather that await her in this her old home.

When we started the temperature was 95°; when we arrived here it was about 5°, and the range of our experiences has been like that of the changing mercury.

The day after arrival when taking a walk in the town I was accosted by a man who was a stranger to me, but who greeted me after the friendly manner of men in small American towns, and said, “I tell you this will pass for weather.” It will indeed; so let me turn aside from my diary of travel and tell a little about that winter weather which we travelled so far to get. Everybody here is at this time talking about the weather. This may be nothing unusual, but the weather itself is, the extreme cold has prevailed since New Year’s contrasting with the unduly prolonged autumn weather and the unusual heat of last summer. To those in Japan who get no true Winter weather of the sparkling bracing kind the following picture of winter here may be of interest. Coming suddenly into such a temperature I am surprised to find that I do not feel cold. The ground is covered with about three inches of snow so dry that it would drift greatly if there were any wind, but the air is still and the sun shines bright, making one appreciate the truth of the country saying, “Never mind the weather so the wind don’t blow.”

English people often complain that the Americans overheat their houses and trains. Hot water heating is common, but some still use steam or hot air, while others use the so called base burner, a huge stove burning anthracite coal which is never allowed to go out. As to overheating, I have not had much experience, but on one steamboat and in one sleeping car the berth was uncomfortably hot. On the steamboat I had to change to another berth farther from the engine, while the car soon became cool enough. On another car in the daytime the snow drifted in and lay unmelded on the curtains while no one complained of overheating.—not even the English. The houses do not appear to me to be overheated, but my experience is small; yet it seems to me that more heat is demanded now than used to be, and increasing years perhaps make us welcome more.

The facts as to one day in this cold “spell,” I give below through extracts from the St. Louis Globe Democrat of Jan. 13.

Old Winter to date has caused a deficiency of about 250 degrees in normal warmth for 1912, and is still at work. The deficiency of 164 degrees in cold during the summer has been atoned for almost twice over, and there is practically no relief in sight. The upper Atlantic region and the Southeastern Gulf coast country is in for severe weather, probably due about Saturday night or Sunday morning. Freezing weather is also on the programme for the Texas Gulf coast country. All the district as far south as Arkansas and Texas will probably experience zero weather by to-night.

The maximum temperature yesterday was zero at 4 p.m., while at 9 a.m. a minimum for the day of 9 degrees below was recorded. After 4 p.m. the mercury began a gradual descent, which should place it around 16 degrees below before midnight, or colder than at any other period of the present cold wave and far lower than any temperature in St. Louis since 1906.

The lowest temperature ever recorded in St. Louis, or since 1871, was 22 degrees below in 1884.

St. Louis was still the warmest of the larger cities in Missouri at 8 p.m. yesterday, for St. Joseph had a temperature of 10 below and Kansas City 8 below.

The coldest spot is Hayward, Wis., 48 below and the warmest spot South Tampa, Fla., 68 above.

Last night broke all records in Nebraska for cold weather when at Norfolk the thermometer