

Richard McDowall's Musings

Standing on the corner sidewalk, I couldn't help wondering what new fashion was going to be in style this winter. Pressing my nose against the big glass pane I could see thin-legged trousers, black ladies' dresses and enormous ski sweaters.

While wondering whether a man would wear a blue turtle neck sweater under a brown sports coat, a very nicely dressed young gentleman in his early twenties came along side me also to view the winter clothes.

I stepped back to get a better perspective and was quite amazed how various combinations of style and color can improve a man's appearance. I certainly had to agree that he was well dressed.

A gum wrapper blew by on the sidewalk. As it attracted my attention I followed its course and when it finally stopped beside the gentleman's shoes, I saw something which made me change my mind about this young man.

Here were displayed the newest, finest clothes. What was wrong with the picture was that his shoes were unshined. Oh yes, they were in style, I suppose—but why do people so often neglect attention to their shoes? Do we think that footwear is not essential to being well dressed?

The meeting only made me more sure that a man isn't looking his best unless he has spent some time cleaning his shoes. The next time you're out, notice someone with well-shined shoes and see if he doesn't catch your eye.

Short and Sour by Adam Campbell

Now that most of the aggressive breast-beating and congratulatory back-patting has subsided, I would like to utter a few murmurings with regard to the "Francis Sam" episode.

I don't "pity" the landlord in question. Rather, I should pity both him and Mr. Sam, had Sam been admitted as a roomer. The landlord has a right, as an individual, to maintain an atmosphere of ease in his own home.

I'm sure that neither he nor Mr. Sam would have enjoyed the strained relationship which would have ensued had Mr. Sam been accepted.

I do hope that Mr. Sam is not among "Many such students . . . permanently embittered against our system." These students are guilty of the same overgeneralization which probably caused the landlords to turn them away.

You students I censure. You men are supposed to be thinking people. If you are searching for "Shangri-La," you are in the wrong country. Canadians are human beings too.

Regarding the solution of the "housing discrimination" problem, I cannot possibly agree with the negative, military-type attitude of Major R. C. W. Hooper.

"Blacklisting" would do nothing more than enhance the landlords' dislike for Negroes.

If we discourage "open-minded" white students from gaining access to the problem, how in the world is ignorance to be dispelled? It is high time that we began thinking along positive lines.

OFFICIAL NOTICE

Openings - House Committee

Doug McTavish, secretary-treasurer of the Students' Union, advises that applications for the positions listed below are being accepted in the Students' Union office:

1. Living-out member, SUB House Committee: Supervises SUB five night a month, 4:30 to 11 p.m. Salary \$26 per month.
2. Junior living-in member, SUB House Committee: to serve for one year only. Salary \$40 per month plus room.

The secretary respectfully advises that applications made last spring for either of these positions will be considered. Applications must be written and a phone number included.

Space-Age Problem

Campuses Covered By Cars

We've got a car and parking problem. But we're not alone.

According to the article below, which we reprint from the Journal of American Insurance (Chicago), the problem is one that confronts universities all over the continent.

What can be done about it? What is being done, at other universities? Read on.

When a newspaper columnist left her writing to return to teaching at one of the nation's leading universities, she remarked:

"I think I expected an academic paradise under the elms. What I found were 18,000 students and 150 parking spaces."

This comment on higher learning sums up a problem at colleges and universities that each year becomes more distressing. It's not entirely presumptuous to predict that frustrated collegians will be saying they were deprived of a college education because they couldn't locate parking spaces for their cars.

Some spaces may still be available, but at schools throughout the country the movement and parking of motor vehicles is pure chaos. A "paradise under the elms" can become a seething purgatory in minutes when student motorists converge on the campus or disperse from classes. The situation is not only frustrating but hazardous.

A case in point is the situation at Michigan State University, East Lansing. That university, during the past academic year had 26,000 students using approximately 11,000 cars. Added to this figure are vehicles owned by faculty members and visitors to the campus. The total number of autos, concentrated in a campus area of less than one square mile, ranges from 15,000 to 20,000 at different times.

L. T. Matthews of the Michigan Insurance Information Service said, "Because the vehicles are used in transportation between campus buildings at changes of classes, the campus has 14 peak rush periods a day by contrast to the four which are common in city traffic problems."

Schools have run the gamut of controls in efforts to alleviate the problem. Some institutions have even resorted to a total ban on all student vehicles. The policy at Ohio's Oberlin College has been to deny private car privileges to undergraduates, except under exceptional circumstances. Bicycles are that school's major means of transportation. There has been some protest among the student body, but the college reports its

"no cars" policy is very successful.

During the past school term the Council of Public Higher Education of Kentucky restricted student use of automobiles at all state-operated colleges, including the University of Kentucky. No freshman is permitted to operate an auto on campus grounds. Sophomores with less than a "B" average are also barred from operating cars on campus.

Students eligible to drive must register their vehicles with their college, present a valid driver's license and show proof of financial responsibility at least to the minimum required by the state law: \$10,000 per person/\$20,000 per accident/\$5,000 property damage liability. Students younger than 21 years of age must file written consent of their parents to drive.

School parking woes, which worsen the hazardous traffic situations, are being attacked from every direction. Multi-storied parking garages have been built at the University of Michigan. At Ohio State University underground garages are being used. The University of Wisconsin in Madison is trying shuttle-bus service to transport students from remote "car farms" to the campus. Parking is free, but the shuttle service costs riders \$12 a year. The university reports that the

system has lessened campus traffic congestion.

Traffic and parking problems are more critical at big-city universities than at small-town colleges because of the higher proportions of part-time and local resident students at the city schools. A study conducted by the University Facilities Research Center of 38 colleges and universities states that adequate parking space for faculty, staff, employees, visitors and disabled students should be considered a necessity. Parking facilities for students living in school housing or within walking distance of campuses, while desirable, should be subordinated to the requirements of other drivers.

With an estimated 4 million students enrolling at the nation's 1,950 institutions of higher learning next month, "car cholera" will again spread through college campuses across the country.

Achieving the maximum in safety and vehicular use, while still providing essential parking facilities, has become a major "academic" headache. As one college administrator laments, "We're still looking."

So are thousands of faculty members and students as they circle college campuses in their autos, hoping that around the next corner there will be room enough for one more car.



What the hell

by Jon Whyte

The community of Garneau is, according to the theories of economists and sociologists, almost on the brink of becoming one of the most depressed areas in the world.

The first feature of an area which is depressed, the demographers say, is a high incidence of population in a limited area. The most densely populated areas of the world are Tokyo, the China Coast and the Ganges Valley. Their relative density is 4,706 persons per square mile.

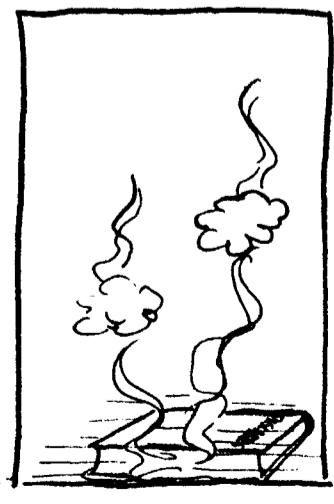
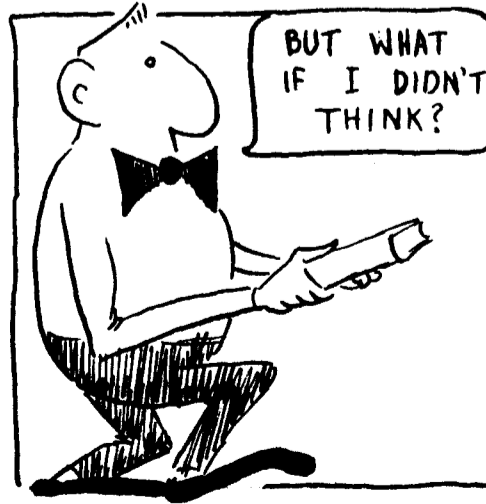
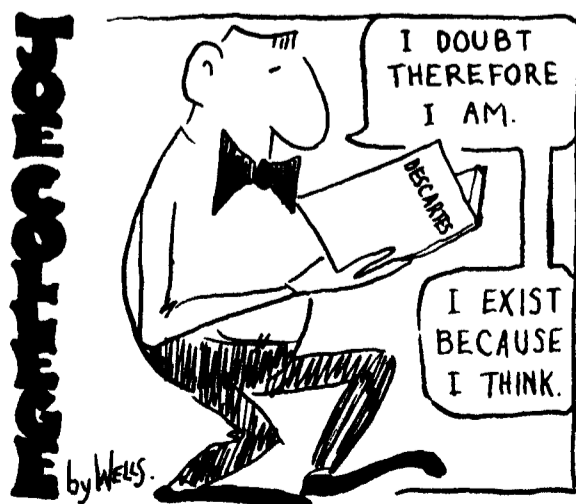
It is rumored that recent census figures for Garneau revealed a population of 6,912 imposed upon an area of .52 square miles, or a relative density of 13,293 per square mile, the highest known population density in the world.

Hong Kong, another famous densely-peopled community, is noted for its ramshackle buildings made of cardboard and other flimsy materials. In my wanderings through the dwellings of Garneau I have noted students living in buildings which would be abandoned by the Muscovites of pre-revolutionary days. In Tokyo these buildings would be used as dog houses.

The final feature of a depressed area is the lack of income by the residents of that area. I have seen students so broke that they have not been able to afford a second bottle of beer. The minuscule income of students is too well known to amplify.

You may regard economics and sociology as demonic sciences, as I am wont to do, but in this case they have an application.

If Garneau is so depressed, then it is necessary that economic aid be given to this underdeveloped area immediately. It is all very well and good to give aid to other areas which are not so fortunate as Garneau. But we, the residents of Garneau, also deserve a fair shake in regard to economic aid. Lester, are you listening?



FIGHT FOR MORE
by Wells