

No regular checks

Antiquated phones leave motorists stranded

By JOHN MANSFIELD

If you own an ailing vehicle and plan to use one of the Toronto expressways in the next few months, you may find yourself stranded without help if the car dies on you.

At least that's the word from the Ontario Motor League, which operates the emergency road telephones placed at 800-foot inter-

vals along the two expressways.

According to an OML public relations spokesman, it is only these phones that let them know, at their Jarvis Street central office, that someone needs help. And yet these phones often break down without their knowledge, and with the exception of highway 401, which comes

under provincial jurisdiction, no emergency vehicles patrol Metros' roads.

Stranded drivers can expect a long wait if the phone they try is out of order. Chances are that at least four phones in either direction will respond the same way, since, with the present antiquated system, eight or

10 phones, all in one line, are hooked up to one unit. If one phone goes on the blink, they all follow suit.

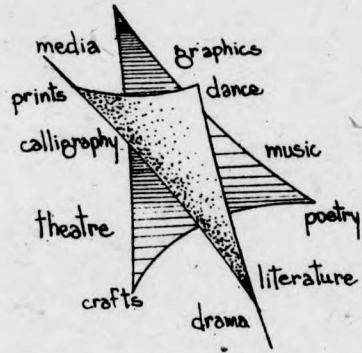
The OML admitted that these phones are not checked regularly, and was surprised to learn that at least three of its phones on the Gardiner were found to be inoperative on a recent Sunday evening.

However, they said the Bell is quickly replacing the present system with modified equipment which will be self-contained, thus eliminating disruption of service to other phones in line.

These phones are given top priority clearance over all incoming calls. Persons who belong to the CAA/OML can phone for a members' service vehicle, a little yellow truck with large flashers at the rear. Non-members are aided just as quickly, but by a private towing service under contracted agreement with the OML.

There is a charge levied for this service to the non-member; anyone who gets hassled in any way can contact the OML at 964-3190 in the Toronto area.

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Swarm of lethal African bees makes deadly way toward Canada

SAN FRANCISCO (CUP/ZNS) — Human-killing bees are advancing north through Mexico at the rate of 200 miles a year, warns a California bug expert.

Dr. Marius Wasbauer, a state entomologist, says the bees have killed an average of 300 persons a year since 1957, and "the danger cannot be discounted".

The aggressive strain of honey bee was first imported from Africa for study in the 1950s, when a number of them escaped from laboratories and began to multiply and spread north.

The bees' hatred for humans is said to be genetic, resulting from millions of years of human raids on the tree top honey hives of the insects.



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SNOW EMERGENCY

All members of the community at the York Campus are advised that when a Snow Emergency condition is declared by Metropolitan Toronto, or at the University the

following restriction on parking will be imposed in order to facilitate snow removal:

- 1) Curb parking will not be permitted in the peripheral (Unreserved) lots.
- 2) Between midnight and 8:00 a.m. cars left overnight in peripheral lots will be required to be parked in designated areas in the front portion of the lots.
- 3) Between midnight and 8:00 a.m. no parking will be

permitted on any campus roads including those where parking is normally allowed. i.e. Ottawa Road, and the road adjacent to the Temporary Office Building.

- 4) Between midnight and 8:00 a.m. no parking will be permitted in any reserved area.

(The University reserves the right to suspend parking temporarily in any area for emergencies - York Campus Parking and Traffic Regulations 1974/75.)

When a Snow Emergency condition is declared in Metropolitan Toronto this is promulgated through local radio stations, and if it is found necessary to declare an emergency at the University at any other time this will be carried by Radio York. "Snow Emergency" signs will also be displayed at all entrances to the Campus.

The degree of co-operation shown by members of the

community will determine the effectiveness of snow removal, which presents problems because of the substantial number of vehicles belonging to residents which are parked overnight on campus. The above measures will enable a more efficient use to be made of snow clearing equipment, particularly during the night hours, which should prove beneficial to all.

C.G. DUNN,
Director of Safety & Security.