

Public versus private transportation debated

By MIKE SAVAGE

Students and faculty from two York courses, Sociology 343 and Social Science 378, converged on Holy Trinity Church last Wednesday for an "experience in participatory planning."

Second in a three part series called "What kind of Toronto?", the forum was firmly but gently controlled by York's television coordinator, Stanley Burke. Subject under discussion was alternatives to the present transportation system.

Donald Deacon, MLA for York Center, said "our whole emphasis has been on the private automobile and its problems." Railways, he said, were for people first and freight second, but it has been turned around.

He called for more municipal power and control over transportation systems that affect each municipality.

"It's almost impossible for a municipality to put in a balanced transportation system," he said.

"The main thing we must think about in public transportation is to make it the fastest, safest possible system for the public," Deacon said.

"It has been proven time and again that public transport is faster and cheaper."

Deacon said that we need "proper co-ordination" of our transportation systems.

Douglas Gonder, vice-president of the Canadian National Railway, said one fact must be recognized — "the competitive system between different modes of transport".

"Another fact," he said, "is by

1980 some two-thirds of Canadians will live in three metropolitan areas — Toronto, Montreal, and Vancouver."

Gonder said "railways move large bodies of people quickly and safely."

He warned "there is no pat answer" to our transportation problems. "All these modes of transport must be assessed in the light of existing plans."

"We should co-ordinate various systems" Gonder said. "Financially, the costs ... are very very important" and "CN has to watch the balance sheet."

In answer to a charge by Deacon that the Chicago Transit Authority makes a profit on its commuter run, Gonder said "It just isn't true that CTA makes money on its commuter service. There is no commuter service that I know of, on this continent, that pays for itself directly."

Cam McNab, Ontario deputy minister of highways, in reply to a question from Burke on cost per passenger for different modes of transport, said "in the first place we have to have an expressway."

McNab said 100,000 people a day use the Queen Elizabeth Way and 200,000 use the highway 401. Contrasted to this, he said, 18 to 19 thousand use the GO trains daily.

One member of the audience said trucking companies "in effect get a

free ride on the highways." She suggested that long distance traffic should pay a toll to help ease the cost to the taxpayer.

McNab replied that people who buy gasoline pay "95 percent" of the cost of highways. Besides, he said, without good highways the tourist trade would be hurt.

A suggestion was put to McNab to start fast, frequent bus service on highways.

He said the government would have to control parking in order for this to be brought about. He used the example of Yonge Street and

said "then we have merchants down our necks" for cutting down on business.

David Freeman, architect, envisaged transportation in the future — 500 mph trains without much noise, and moving sidewalks. But, he said, "it is only with the car that you can get to places off the beaten track."

Deacon was consistent in his asking for public means to solve transportation problems. "It's never feasible to do it by private means,"

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FACE TO FACE



Mort Roodman

By ALAN SHEFMAN

Mort Roodman was a Barry Goldwater for president backer in 1964. Today you can find him sitting in the Central Plaza selling Mao and Lenin, between attending his first year classes.

Mort is a member of the Progressive Youth Movement and calls himself a revolutionary socialist and a communist. His brand of ideology is both communist and anti-Soviet, as he regards the USSR as an imperialistic revisionist country, in its own way just as bad as the United States. Although declining to mention his weekly 'profit' from the sale of his various magazines, he did say that one day last week Mao's red book sold eleven in an hour. By the way, it's a bargain at only 50¢. (The bookstore charges \$1.00.)

As the size of York increases, individuality tends to decrease. Too often when you see someone or hear a name you can't connect anything with him. Face to Face will attempt each week to bring the students, faculty and staff face to face with members of the university community.

Ol' time religion

Socreds black bible

VANCOUVER (CUP) — "Give 'em that ol' time religion" was the message at the annual convention of the British Columbia Social Credit League convention held here November 14-15.

The delegates, representing the governing B.C. party, gave overwhelming approval to a resolution to preserve the teaching of the Bible, the Lord's prayer and the ten commandments in the province's schools.

"The lack of teaching children about Jesus Christ and the word of God is behind all the trouble today," one delegate announced. "There's too many communist teachers in our schools

discrediting the Bible," shouted another.

"We have professors from Russia, I know, and they are brainwashing our youngsters," insisted a third.

Besides backing the truth, Social Credit also voted for immigration restrictions on people entering Canada who might become welfare recipients as well as approving a motion urging the federal government not to ease drug laws.

A motion calling for the outlawing of strikes and lockouts was defeated, however, when labour minister Leslie Peterson pointed out that "the only countries which have done so are communist countries, and they are not particularly good examples to follow."

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