

Parking Spaces to Disappear

by Sylvia Kaptein

Dalhousie's parking fees are more than those of King's and Saint Mary's put together. Parking spaces, especially around the A & A and Shirreff Hall, are frustratingly few in number. And yet, does anyone care? Not according to Dick Matthews, Student Union President, who is still desperately searching for someone, either council member or non-member, to sit on the parking committee.

Although most people realize that not much can be done to increase the amount of existing parking space, what many don't know is that the situation may soon be worsening. Plans are being discussed for the parking lot on Henry Street to be dug up and a building erected on its site.

Why Dal's \$50 parking permits need be two and a half times the price of the \$20 permits of both King's and Saint Mary's, though, is a more intense area of concern to most.

SMU Commissionaire William Stevenson termed our fees "steep" and "ridiculous" and had no idea why they should be so high, since Saint Mary's gets along just

fine with their \$20 fees. In fact, he said fees should even be lower at Dal due to the higher income resulting from more space available.

King's Bursar Donald Fry refused to comment.

When asked about this \$30 difference in permit costs, Art O'Connell, director of Security and Traffic at Dalhousie, chuckled but admitted he didn't know. In an interview granted earlier, he said his department was doing its best.

This may not comfort the student with a \$15 parking ticket in his hand because he could not afford a \$50 permit.

The chairman of the parking committee, Don Miller, offered the suggestion that the fee difference was due to our expenses being higher. When it was pointed out to him that our income was also higher due to the sheer numbers of permits sold, he changed his theory to one of supply and demand.

Beside the fact that our fees are higher than those at some other universities, the administration is running at a deficit with regards to parking facilities. This point was according to Dick Matthews, who

served on last year's parking committee, and the 1977/78 financial statement, which showed a deficit of almost 70,000 dollars for that year alone. This seems to suggest a serious investigation into Dalhousie's ability to handle money is needed.

For those students who cannot afford to buy a permit, there is always the option of taking one's chances by parking illegally. Statistics show this to be the path followed by many. According to O'Connell, security doles out from 1500 to 2000 parking tickets annually, thus providing the recipients (city police) with a tidy income.

While those students interviewed were greatly irritated by the parking problem, no one had any feasible suggestions on how the situation could be improved.

Can anything be done? Possibly. But that would require initiative and drive, two qualities Dalhousie students appear to lack. Why else would no one step forward to serve on a parking committee which perhaps could help alleviate a problem which hits the student where it hurts most—the pocketbook.



Dal Photo / Dayal

Labour Unions upset with Bill

by Susan Edgett

The proposed amendment to the Nova Scotia Trade Union Act, known as the "Michelin Bill", has raised a serious question about labour policy said J.K. Bell, secretary-treasurer of the Nova Scotia Federation of Labor. Is the employer or the Labor Relations Board, the determining factor in deciding who has the right to unionize?

The former Liberal government and the present Conservative government are equally responsible for blocking union organization at the Michelin Tire (Canada) Ltd. in Granton, Nova Scotia. In 1973, 20 operating engineers at Michelin applied for unionization. However, the

Regan cabinet changed the rules governing union application just before the Labor Relations Board was to consider the matter.

About one year ago, the rubber workers at the Granton plant applied for union certification. The Labor Relations Board determined that the proposed union at the Michelin plant was appropriate but in order to comply with the Trade Union Act, the rubber workers had to present a voting list of the majority of workers in the tire plant.

While the rubber workers have been in the process of reapplying to the Board, Michelin Tire Ltd. has objected to the workers' at-

tempts to unionize. In view of the inter-dependent operations of the two Nova Scotia plants, the French company said, the union should only be granted if the majority of workers in both the Bridgewater and Granton plants are in favor of unionization.

The Buchanan government has interpreted Michelin's objection as the desire of all manufacturers in the province. In pursuing the conception of broader base bargaining, and considering the present unemployment situation and the need for stronger job stability, the Minister of Labor, Ken Streach, is preparing the proposed Michelin Bill" to be introduced in early December. If

the proposed amendment was passed, it would call for all Nova Scotia plants which any one private company owns and which are inter dependent of each other, to adopt one bargaining unit.

Labor says no such law exists anywhere in North America. This raises another question "Who is the government answerable to?" and more importantly "What part do multinational corporations play in forming our labor policy?"

The chairman of the Labor Relations Board, Innis Christie, has resigned in light of the recent proposals. And now, his position has been replaced for the time being, by an employer representative,

making the Board's management labor representation unequal. This will be the Board's set-up when the "Michelin Bill" is introduced.

Michelin is having its fair share in implementing the labor policy of Nova Scotia, to its advantage, it might be added. If the French multinational company is dissatisfied by the labor policy here, what is to prevent it from pulling out of Nova Scotia and leaving the Buchanan government with more than 3,000 unemployed workers on its hands? Michelin has other places to invest, such as Alabama and South Carolina where anti-union attitudes make them very desirable.

ISA Seeks

continued from page 1
in the SUB.

In comparison, where the ISA approached the Dalhousie Association of Graduate Students (DAGS) and the Canadian International Development Association (CIDA) they received positive answers within seven and nine days respectively.

Dick Matthews replied to Roychoudhury's charge of indifference on the part of The Student Council and labelled the remark as 'inflammatory rhetoric' that would "only serve to damage the cause of international students".

Bikash then sent a clarification memo to the Student Union Council saying that he did not want to be misunderstood as being 'anti-Student's Union', and credited the advice of the present

executive for the unification activity of the association. The original letter was sent to the Council members to make them aware of the ISA's situation and was strongly worded to make sure that the association is listened to and no longer ignored.

Until the structure of the foreign student's representation is changed, the ISA wants its status changed from Grade 'B' to a Grade 'A' level, giving it more authority and independence.

A confederation of foreign student societies is planned this year and from then activities of all societies will be coordinated and a planned year round programme presented at the beginning of every year, promised Roychoudhury.

DFA- ADMIN

Ratification Vote Friday

by Tom Regan

Negotiations on a new agreement between the Dalhousie Faculty Association (DFA) and the administration were completed Friday and the contract will be voted on by the membership this coming Friday and Saturday, said Dr. Michael Cross, Chief negotiator for the DFA.

"The agreement is a very strong one and covers most of what we want", said Cross.

The contract will run until June 1st, 1980. Agreement was reached on almost all points, with Daycare being the one topic still not agreed upon.

"Although the agreement is

a good one, we would have liked the administration to agree on a few more of the non-monetary items. Daycare in particular is one issue that will have to be looked into more closely before an agreement is reached," said Cross.

Cross said a committee has been appointed to look at the financial problem of Daycare. The committee will report to the negotiators in four months time.

Other problems that had been holding up negotiations were settled over the past couple of weeks, said Cross. The university agreed to fund an insurance policy for work-

ing tools of faculty members (working tools include personal belongings of faculty members that might be destroyed on campus) and a dental plan for all DFA members.

Dr. Cross said he is confident the agreement will be ratified.

"Mind you my opinion is prejudiced but I don't think the membership will have any trouble with the contract as it is now," said Dr. Cross. "And we will start new negotiations April 1st, so hopefully we will have a chance to get some more concessions from the administrations."