

Garneau cont. from p. 1

University administration to reply to them within two weeks and said "we agree that some of the backyards in the area are in a state of disrepair and would be most willing to work out with the University what can be done about them."

Associate Vice-President Leitch said the administration "could achieve two objectives at once" with the implementation of the North Garneau proposal. That is, they could provide parking and clean up the lanes at the same time.

He admitted that "there are parking places available" in the university and that the parking situation is not desperate. However, he said most of the available parking was some distance from campus and people were reluctant to take these. He thought part of the problem could be better solved by providing parking in the North Garneau area closer to the university than much other parking.

The North Garneau proposal would create a maximum of 300 to 400 parking places. Taking into consideration the number of cars owned by

the residents of the area, the actual number could be much lower.

"I don't feel that strongly about it—whether we do or don't have the additional parking," Leitch said.

He reiterated his stand that the lanes and backyards are in a state of disrepair. "All I have to go on is an admittedly fast inspection up and down lanes in Garneau that gave an overall impression of considerable delapidation."

He said that the University had done no comprehensive study of the actual delapidation and did not know precisely what lanes and garages were in a bad state. He said the proposal would leave "a considerable amount of backyard" for the residents and that it would "be much more attractive than what is in those lanes at the moment."

It may be possible, according to Leitch, that the University can clean up the area without the present proposal. "If our primary objective is to bring them up to a minimum standard, than this could be done without the necessity of going to parking."

He revised his previous estimate of the cost of the

proposal from between \$20,000 to \$30,000 to between \$45,000 to \$50,000.

The Associate Vice-President was "surprised at the vehemence of the opposition which has apparently sprung up" but said "we would take violent opposition into consideration."

"Nobody's going to foist anything on anybody. I think at least it should have a fair hearing."

Vice-President Neal's concern was "with the state of the area... Some of the streets and lanes are pretty disgraceful... as university property we've got to do something about cleaning them up."

Neal said the proposal wasn't final. Previously Leitch said that funds were already available and the university was certainly going to start on it sometime in the spring.

"We'll certainly take a look at it again—this was a tentative plan," Neal said. "Maybe the need for parking is not as acute as we thought it might be because normal growth didn't come through in September and may not come through next year."

He said the University's

plans for the area were very indefinite and the houses would not be torn down in the near future.

The two representatives of the residents repeatedly extolled the values of Garneau as a student community—a place where people could get away from the university rat race and

enjoy comfortable surroundings.

Both Neal and Leitch agreed. "We don't want a lot of students upset," said Neal, "because it's a good living experience and some students prefer it."

by Bob Beal and Rick Grant

Support rapid transit

On December 20, 1971, the Students' Union presented a brief to city council asking that public transportation to campus be improved. The brief included specific recommendations involving the extension of routes N9, N5 and B1 to the campus and a general recommendation that rapid transit be started immediately.

The brief quoted several reports done by the University and the city that showed that a rapid transit system and improved bus service is needed immediately in Edmonton.

About 50% of the people commuting to campus come by bus. Last year 7,000 bus rides originated or terminated at the University every day. Indications are that this figure will be higher for the 1972-73 term.

The present city budget proposed spending \$9 million on additional highways and only \$320,000 on rapid transit. It is important that council be aware of your opinions on this matter if they are to serve you, the residents of Edmonton.

If you support the concept of a rapid transit system for Edmonton now, tear out this notice and mail it to:

Mayor Ivor Dent or
City Hall
Edmonton

Alderman Dudley Menzies
Chairman
Utilities and Engineering Committee
City Hall
Edmonton

CANADA SELLS OUT DISCREETLY

Thunder Bay (CUP)

For five years now, the people of north western Ontario have known that the water resources in our northern areas have been under survey. In Nakina, in Nipigo, in Pickle Lake, and other communities people have expressed deep concern about this activity. They believe the surveys are connected with plans to divert our waters south to the United States.

A group in Thunder Bay has been researching, collecting evidence and looking into the activities of certain government departments. It has been slow work and the picture is not yet complete -- but from the information they have compiled and the maps of proposed dam sites they have obtained, the group has reached several conclusions.

Canadians, they say, are faced with a massive plan to divert Canadian water and power to the U.S. It's not just Northern Ontario.

It extends from B.C. and the Territories through Quebec. The Columbia River, the Bennet Dam, South Indian Lake, Kettle Rapids and the Quebec hydro project all appear to be part of this plan.

In Northwestern Ontario the planning stages are completed.

Provincial and federal government agencies are starting salvage operations to recover archaeological and ecological information from the areas to be flooded.

The people at Ogoki and other Indian reserves north of the CN rail line have been told they will have to move. Central Patricia will be under water.

In 1966, NAWAPA—a gigantic plan to divert Canadian waters (and power) south to the U.S.—was endorsed by the U.S. senate. Canadians were appalled and the scheme dropped out of public discussions.

What is occurring now is either the NAWAPA scheme or something very like it, say the research people. And it's going forward across Canada, quietly and with little public debate. Strangely enough, it appears that many of our senior elected leaders don't know, or pretend that they don't know about it either.

Although our elected representatives asked questions in the provincial and federal legislatures, they received no satisfactory answers. We were assured it was all "just a study". But people talk to people, and surveyors said it was a huge water diversion project. It became a common belief in the

north that this was indeed the case. But no tangible proof could be had.

The maps and information gathered by the Thunder Bay research group 'Dam The Dams', have raised many questions. Although the group is comprised of neither professional engineers nor Ecologists, they feel there is reason to fear another man-made ecological disaster if the plans go ahead. Vast land tracts in one of Canada's great natural wilderness areas will be under water. Thousands of people will be displaced. The ecological damage of Canada's Sovereignty -- once

could be incalculable. And what started, can the flow south be stopped?

The Thunder Bay group hopes to be the nucleus for a developing national movement to stop the water diversion scheme. They want:

a full government report on the matter
no export of water
no export of power
no displacement of people
Canadian resources for the Canadian people. The group is attempting to set up branches in other communities across the country. They hope to

distribute the maps, pictures, background stories and plans that are not as yet public knowledge. They may be contacted by writing:

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