

# Visa students

cont'd. from p. 1

Beyond economics, many feel that the university community will be weakened if foreign student enrollment drops. Visa students are felt to add to the understanding of other cultures

and to add different ideas and viewpoints to the academic process, to the benefit of all.

The continuing issue has led to further recommendations by the MPHEC:

- Differential fees be maintained at a level approximately equal to that of the average Maritime tuition fee.
- Universities be urged to exer-

cise control to avoid undesirably high concentrations of foreign students in a few study areas.

- Exemption from differential fees be granted to visa students from the 25 least developed countries.
- Universities provide adequate support services for visa students.

# Library fire

cont'd. from p. 1

funds and materials.

The Weldon fire is believed to be the worst library fire in Canadian history, in financial terms.

Dean of Law Innis Christie says the existing plans for the replacement of the Weldon Building have resumed their priority in the university's development efforts.

"We've been thrust into a situation where we are forced to build a new building to last the next 50 years," says Christie.

The plans, introduced in 1983, were shelved when Dalhousie administration became increasingly concerned about the university's debt load.

Christie says that even before the fire the Weldon Building had "reached the limits of its usefulness."

The cost of replacement of the Law Building will be added to the goal of the university's ongoing Capital Fund Drive, says MacKay.

In the meantime plans are being laid to accommodate the 460 students of the Law School, as well as the School's faculty.

Most of the School's facilities will be moved to the upper floors of the Killam Library. This area will accommodate the faculty, as well as providing some classroom

space and some room for books saved from the fire. Library facilities currently located in these areas will be moved to the old Nova Scotia archives building.

Classes will be held in other locations as well. The Council of the Dal Student Union has volunteered the use of three meeting rooms in the SUB for this purpose. Classroom space is expected to be operating in the Weldon Building by the middle of September.

Though these plans appear workable, Graham says he is aware there will be inconveniences. "I would be wrong to say that we can close down the Law School and carry on with the functions of the university with no trouble at all," says Graham. "We are very fortunate that the space in the Archives building is available to us."

Books salvaged from the law library are currently being stored in the old Dal Gym, Howe Hall and St. Andrews Church. Other volumes are being given a freeze-drying treatment to limit the extent of water damage.

The Weldon blaze is the second major fire on Dal campus in the past seven years. In 1978 the old Dal Rink burned, and had to be replaced.

# Student scabs

cont'd. from p. 1

unionized airlines."

"It's a chance we're taking, of course. But I've been waiting two years to get work as a flight attendant," said Cochrane.

While Cochrane admitted union blacklisting would hinder her chances of finding work at the end of the strike, she said gaining the job experience was more important.

"I'm going to work for Air Canada until the strike is over. And then we'll see what happens," said Cochrane.

Cochrane also said she wants the union to direct its hostility towards Air Canada management, and not the flight attendants' replacements.

"I'm not personally involved in the strike, or the union, so I don't like the name calling, or the stuff written on the bathroom walls. Some of us have even been spat upon," said Cochrane.

But Nolan and DeMoss aren't sorry.

"Both my husband and I are flight attendants," said Nolan, "so now we have no money. We're trying to raise our son on no income. It's hard to feel compassion for someone taking our jobs."

DeMoss said he does not care if he "hurts scabs' feelings. I'm sorry, but when I see a kid out of college taking my job, I don't like it. It's a lark for them, but it's my livelihood."

The striking attendants earned an average \$528 each week, said Nolan, for 48 hours of work. The summer students earned \$300 per week, for an average 36 hour week.

Air Canada hired the students in July, in preparation for the strike, promising them \$1000 if they passed the seven day training

session in Montreal. Cochrane said the money was used to get people to train even though they were not assured a job.

"We had to sign a contract with Air Canada saying that if there was a strike, we would work. Since they did strike, the \$1000 comes off our pay, so it's not really a bonus," said Cochrane.

Nolan said the training also hurt the negotiating process. "Air Canada spent \$4,000,000 on those courses. If they were going to bargain in good faith in the first place, they wouldn't have spent all that money teaching the students," said Nolan.

DeMoss said Air Canada is "extremely lucky" not to have had an accident yet, with flight attendants that have only been trained for seven days.

"You can't even compare someone with a few days training to someone who has flown for years. We've had thousands of hours of experience, and many, many briefings about emergency measures. We know how to handle any situation when it arises, but I don't think they do," said DeMoss.

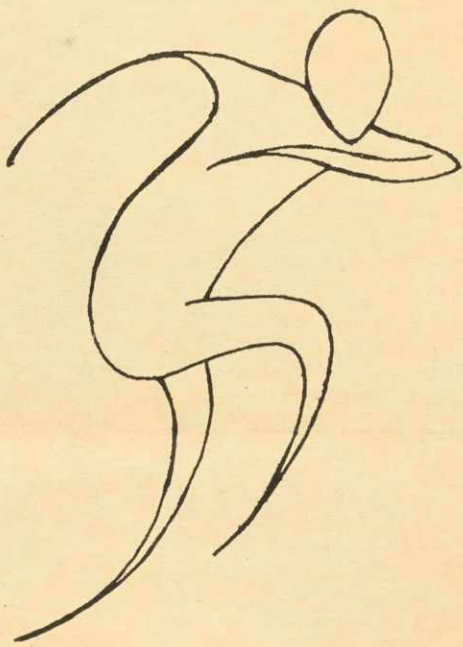
He said the students' inexperience is aggravated by the fact the flights are staffed entirely by rookie attendants.

"When we start a new flight attendant out, we put them on a flight with ten or eleven experienced workers. They're flying with all new workers."

Neither Nolan nor DeMoss will predict when the strike will end, but they hope the students' return to school will help pressure Air Canada. "Now they have to go back and hire more scabs, and we're getting support from workers at manpower — they don't want to refer people to Air Canada," said Nolan.

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