

Cragg elected to council

STOP PRESS ITEM

Wes Cragg became the new arts and science representative Wednesday, by defeating Dave Parsons at the polls by 128 votes.

Out of the 582 voting, Cragg received 353 and Parsons 225. Only four ballots were spoiled.

Cragg has been Philosophy Club representative on the arts and science council and business manager of the Musical Club. He succeeds Duncan Marshall, the present representative.

Reorganization recommendations

The Reorganization Committee presented Student's Council with several recommendations governing the use of signboards and the placement of notices and advertisements on campus.

Council accepted these recommendations with the provision that posters concerned with the elections in Students' Union, Model Parliament, clubs, and faculties be given permanent authorization for placement on any signboard.

Nineteen new locations on campus for Students' Union signboards will be arranged for and officially recognized, Council decided Tuesday evening.

The reorganization committee recommended this decision because at present there are no recognized Students' Union signboards on campus and any signboards in existence are usually cluttered and carry outdated notices and advertisements. Moreover there are usually more posters to be posted than signboards on which they can be posted.

Ets may go underground

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being cost. In North American cities the cost of construction of a subway varies a great deal. For instance, in Toronto, where a second subway is now under construction, the cost is \$15 million per mile. In Montreal, it is slightly higher at \$20 million per mile. Referring to the one proposed for Edmonton, Mr. McDonald stated that the subway "would not exceed 3.5 million dollars a mile."

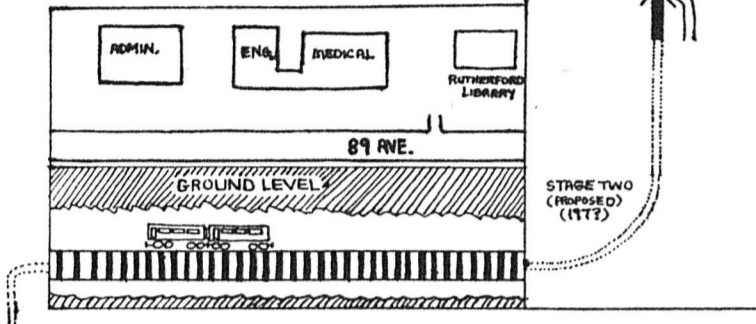
With four stations and 1.5 miles of subway, the cost would amount to some seven million dollars. He further stated that for Edmonton, a subway, such as the one proposed, would have to be constructed on cheaper lines and the equipment purchased with an eye to economy.

In time the system would pay for itself, although the money derived from ticket sales would be only a fraction of the revenue. When asked what the cost of tickets might be, Mr. McDonald stated that it would be near the present rate. "Perhaps the government could contribute a fraction of the cost towards the construction and thus eliminate the need for arterial highways. However, this is a problem for a political economist to figure out."

On the question of how often the cars would run on the "campus line," Mr. McDonald said this depends on how many would have to be carried. For example, if the population of the university were 15,000, the cars would run quite frequently but in off hours, when there would not be a demand, the cars would run less frequently.

Mr. McDonald said that the cars would travel about 30 mph. There would be no involvement with city traffic; therefore a student could make a trip from the campus to the city center in about five minutes. By comparison, today's No. 3 bus averages from 9 to 9½ miles per hour due to traffic involvement. Thus it takes a student anywhere from 20 min. to one-half hour to ride

ARTIST'S SKETCH OF PROPOSED TRANSIT



from campus to the downtown business district.

Speaking of the lightweight aluminum cars themselves, it is interesting to note that airplane manufacturers who for year have been making planes, both commercial and military, out of light weight aluminum are now turning to designing lightweight transit cars. These cars are made out of lightweight aluminum and fiberglass. Engineers who have had years of experience in designing safety devices could, and perhaps will turn their attention to equipment of this nature.

SOFT WHEELS

The wheels that these cars would travel on would be the conventional steel wheels or a set made out of rubber. The latter are much quieter, eliminating the noise usually heard when steel wheels are running over rails. Rubber wheels also facilitate quicker pick-up and braking.

Rapid transit cars are not the only type of vehicle for such a transit system. Other types include a vehicle similar in design and function to the hover-craft. Then there is what is perported to be the

newest thing in transportation system, the monorail. This type of transportation need not necessarily be elevated. The car can go into subway as well.

Both the rapid transit and the monorail system would be electrically operated. Hence there would be no dust or noise and the cost would be less. There is also the fact that the monorail would run without overhead wiring.

If there is no form of rapid transit system on the campus within 20 years, the University of Alberta will have to provide 52 acres of parking space or 200 diesel buses carrying 20,000 passengers to and from the campus daily. These 200 buses will be the equivalent of the entire Edmonton Transit System as it now exists.

ESS to elect officers today

The Engineering Students' Society elections will be held today in the Engineering Building. Three positions will be contested.

Bruce McGregor and Don Martin will contest the office of president. Contesting the vice-presidential position are Bob Edgar, Roger Pretty, and Walter Seyer.

Ray Stauffer was elected secretary by acclamation, and Tom Slimmon is treasurer, also by acclamation.

Bradely Quam and Brian McKay will contest the position of social director.

The Student Engineering Institute of Canada chairman is Jim Osenton by acclamation, and Jack Spankie was elected activities coordinator, also by acclamation. There were no nominations for the position of sports director.

The polls will be open from 9 a.m. to 5 p.m. on the second floor of the Engineering building.

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