

Becoming 'little brown white men'

Education blamed for Indian assimilation

By BILL KORT

The federal government's recent cutback on funds for the Indian Affairs Branch as part of its anti-inflation policy, has adversely affected the attempts of Indian leaders to make their people aware of the fact that the Canadian Indian faces extinction, the executive director of the Union of New Brunswick Indians says.

Speaking to a capacity audience in Glendon College's Old Dining Hall Monday night, Andrew Nichols charged that "the federal government is attempting to assimilate the Indian and to make his children little brown white men through its educational system."

Referring to the cutbacks, Nichols said: "I try to work with my people, and then I get screwed by Ottawa."

"Indians will need improved education if they are not to be misled by future government promises, as they have in the past, but if we are to escape assimilation, then the educational system must reflect the heritage of the Indian culture," he said.

"With dropout rates as high as 75

per cent," he said, "it is obvious that the Indian suffers a traumatic experience in adapting to the public school system which employs testing procedures entirely foreign to the Indian child."

Nichols charged that government proposals now under consideration, if accepted, will end the

rights of non-treaty Indians to negotiate with the government over aboriginal rights and special status for the Indian.

When questioned about the effect of the Indian Act in guaranteeing Indian rights, Nichols replied: "The Indian Act has no appreciation of the basic living conditions of the Indian people. It contains measures to protect the Indian, but these measures can be changed easily by the government. The government thinks, as it did in 1870, that it knows all the answers."

"The result," he said, "is that we are divided by the number process which makes us status and non-status, treaty and non-treaty,

registered and non-registered Indians.

"Our future is decided by some nameless, faceless bastard in Ottawa."

The government should be discussing and negotiating its decisions on Indian policy with the Indians, Nichols said. He charged that important decisions are now made by the Indian agent on the reserve, rather than by the band council, "and his recommendations are acted upon in accordance with current government policy. No attempt is made to involve Indian representatives in discussion concerning future proposals."

Inflation education planned by Ottawa

A member of the federal Prices and Incomes Commission said Friday the commission plans to launch a full-scale, public education campaign in April about inflation, its causes, and possible remedies.

George Haythorne, former deputy minister of the federal Labor Department, said television advertisements and a special pamphlet are being prepared for wide distribution.

He told 90 participants at a conference at York organized by graduate business students that the campaign will suggest ways for everyone to help fight inflation.

Afterward he said, "we are asking the public to bet that prices will not continue to go up, but will level off or actually go down. We want to change the public's expectations about the rising cost of living."

"Our message will be 'save, don't spend.'"

Haythorne said the cost of living in 1969 rose about 4.5 per cent due to inflation. The commission seeks to lower the increase to 1 or 2 per cent a year, to where it was in the early 1960s.

Fellow panelist John Lenglet, a labor executive, urged the government and the commission to help labor leaders educate their rank-and-file members about the serious consequences of inflation to themselves.

"I couldn't get labor leaders to agree on a common restraint program for wages," he said. He argued the government was in a better position to sell the income restraint policy to union members and the public because of its prestige and financial resources.

Lenglet, assistant director of the Canadian Food and Allied Workers Union, said all labor leaders face the problem of their membership rejecting contract settlements reached and recommended by their bargaining committees.

"Labor bosses do not decide wage settlements and therefore, cannot make a commitment with the government like business leaders," he said.

Haythorne said his commission is engaged in on-going exploratory discussions with labor leaders, hoping to develop common sense approaches so that wage and salary demands will soon make a further contribution to economic stability.

"We do not expect to develop any fixed formula," he said. "We want workers to realize that it is in their own self-interest to end inflation."

Blacks plan conference on schools

The York University based Black Peoples' Movement is sponsoring a conference Saturday on "The Black Child in the Ontario School System."

The Conference will take place from 10:30 am to 7 pm at the international student center at the corner of St. George and College St.

The conference will be preceded by a panel discussion at 8 pm Friday night in Hart House at the University of Toronto. Panelists will include Austin Clarke, York student Horace Campbell and Howard McCurdy, chairman of the Canadian National Black Coalition.



Excalibur - Tim Clark

Accounting's Mrs. S. Baker counts and rolls the pennies.

Thrust, parry, thrust

It all started when an unidentified student painted a rock in the middle of the field in front of the Farquharson Life Sciences Building, in his personal attempt to brighten up the campus. The administration parried by sending him a bill for \$10 to clean off his artwork.

The student thrust back by paying his bill Tuesday with \$10 in loose pennies in a brown paper bag. The administration parried again by taking the pennies and putting them in a coin counter to save the work of counting by hand.

And the administration won in the end. The student was down \$10 and the boulder had been restored to its dull natural color.

A pitch for Spadina

Expressway protests not Canadian, Cass says

By NIPSEY JONES

Metro Toronto Roads Commissioner Sam Cass told a packed house at Burton on Monday that protests in this city against planned expressways were a result of Americanization. "No other cities in Canada protest against planned expressways," he said.

Cass, an electrical engineer, outlined historically how the purpose of the expressway had developed. He said that with the rapid expansion of Toronto since the war, something had to be developed to take the incredible pressure off the existing traffic arteries.

Also, given the factor of urban sprawl, the large numbers of city workers who live in the suburbs had to be serviced with some sort of fast means of getting to work. Cass also pointed out that with the existence of speedy expressways from suburb to city, it was now feasible for more

people to live outside of an increasingly-overcrowded city area.

"One of the facts of life is the continuing gravitation of people to the suburbs," he said. "The volume of urban transit is doubling every 20 years."

Cass did acknowledge, however, that there are severe expressway problems in the U.S. of A. He said this is caused by the over-emphasis put on expressways over other forms of rapid transit.

"But we in Metro can hardly be accused of over-emphasizing expressways over rapid transit," he said, "since we have 21 miles of subway being used or under construction and 20 miles of expressways."

His emphasis on this equality was shot down later when he said that less than 10 per cent of Metro urban travel is via the subway system.

Cass blamed other cities' expressway problems on poor design in general and

particularly on the displacement of too many urban dwellers nearby the expressway construction.

The Spadina Expressway area north of St. Clair Avenue to Eglinton Avenue, by the way, is heavily populated.

"Cities have always been described by congestion," Cass said. The completion of Toronto's expressway system will help to alleviate this problem, he added.

Cass described how the Spadina Expressway was to incorporate "nine features taking all things into consideration." He did not elaborate.

But he did give his audience an abundance of statistical information — mostly from U.S. sources — concerning the beneficial factors of the expressway.

Los Angeles, he said, has the fastest average travel time of any big city at rush hour — 39 miles per hour! But have you seen the sprawling LA expressway

system? Detroit is close behind. It might be noted that Detroit has one of the hugest and most-complicated systems in the world.

At the end of his little talk, Cass handed the lectern over to his assistant who presented a slide show tour of the Spadina Expressway as it has been proposed.

His attitude was that the expressway is inevitable and that this is the way that it is going to be; that it can never be stopped.

The only bright spot in the talk was when, in reply to a round of raucous sarcastic laughter from the audience, Cass asked if his fly was undone.

The ambiguity of Cass' talk was summed up in his opening remarks when he said: "By training, I am an engineer and not an urban planner. . . I feel qualified to say something about planning."