

CBC still discriminates

In a news story of the 23 September 1976 issue of the **Dalhousie Gazette**, the **Gazette** explained the policy of CBC Radio to discriminate against the Gay Alliance for Equality (GAE) of Halifax.

The Halifax CBC Radio station CBH refused to air Public Service Announcements (PSA's) for GAE. PSA's are free advertisements and promotions for community and service organizations. CBH was refusing to air PSA's for GAE and seemed unable to give a reason; over the course of four weeks, the **Gazette** was advised of six different reasons why PSA's for GAE could not be aired. In each case the **Gazette** was told that each reason was the only reason why the PSA's were unacceptable, this did not seem reasonable.

At that time the **Gazette** dealt with the attempts by the Director of CBC Radio in the Maritimes, John MacEwen, to continually change his story so that the discrimination would not appear as such.

On 5 October, CBH appeared before the Canadian Radio Television and Telecommunications Commission (CRTC) for its regular licence renewal. The GAE had filed an intervention against CBH on the basis of a discrimination charge, and CBC asked for a chance to investigate the charge.

The CRTC reserved judgement pending the outcome of the internal investigation by CBC Radio. The **Toronto Globe and Mail** reported the item on its front page that day.

Two days after the hearing CBH attempted to get the **Gazette** to lift its boycott of CBC Radio advertising by suggesting that if the **Gazette** was to drop its boycott, CBC would like to place several ads in the paper. Over the next few weeks CBH continued to apply pressure through the offer of advertising dollars if the **Gazette** was to drop the boycott. After reviewing the position that CBC Radio took at the CRTC hearings, the **Gazette** decided to continue the boycott.

In October, two members of the Dalhousie Student's Council cited the **Gazette's** decision to boycott CBC Radio advertising as one of the many reasons for voting non-confidence in **Dalhousie Gazette** Editor Allan Zdunich. After much discussion, the motion was defeated, with both the mover and seconder voting against their motion, and in favor of Zdunich.

Since CBC continues to suggest that if the **Gazette** was to drop its boycott CBC Radio would like to buy advertising space in the **Dalhousie Gazette**, this recently again became a matter of some controversy.

At a meeting held last Monday, the **Gazette** staff decided the **Gazette** would refuse to accept advertising from CBC Radio until CBC stopped its discrimination against GAE.

by Allan Zdunich

Gazette Staff meeting

Friday at 2:00 p.m.

Room 334, SUB

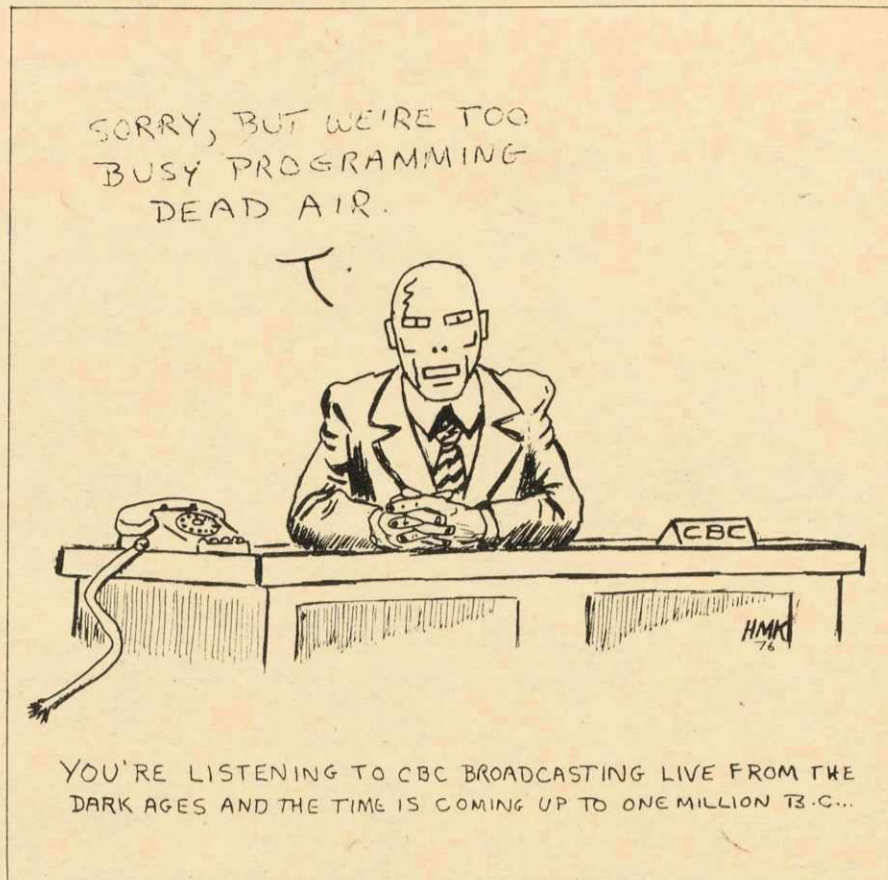
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Letters to the **Gazette** must be typed if over 100 words. Letters must be less than 600 words. They will not be edited for brevity, coherency, or other reasons. Letters will be published as soon as possible.

Persons submitting letters must provide their name and a telephone number or some other method of reaching them, should there be some question about their identity. Anonymous letters and those with false signatures will not be printed. The use of pseudonyms will be considered in some cases. Deadline for letters is Monday noon.

Letters

Gazette staff like Gazette

To the Gazette:
The **Gazette** this year is looking great. All my friends around the office think it's great. Quite often we stop what we are doing in order

to talk about the **Gazette**.
Keep up the good work.

Nigel Allen

Comment

Comment is an opinion column open to members of the university community who wish to present an informed opinion on a topic of their selection.

Astroturf is hazardous

by Eric Kranz

Now that the new sports complex is finally under way, University Services, under the guidance of Louis Vagianos, has proposed a new parking and field complex designed to alleviate two of Dalhousie's most nagging and difficult problems.

According to someone, Dalhousie "needs" more parking areas. According to the Phys Ed Dept, the coaches, and some students, Dalhousie also "needs" more field space. "However, most of the students I asked in the libraries, labs and Sherriff Hall, felt the field space was quite adequate for their needs. This points to the conclusion that only those good students who are way ahead of their work need more field space for more games to work up a bigger thirst for the Grawood or Grad House).

Killing two birds with one stone, Vagianos, through the University planner, suggested to the coaches and the Phys Ed Dept, that they could use the entire area from the rink to Sherriff Hall, from South St. to the back of the Phys Ed building, raise it up, cover it with artificial turf and put a paying garage underneath. The coaches, according to a September article in the local daily, were all behind the idea, which would provide 3 adjacent playing fields running North to South—especially the artificial surface aspect.

First off I'd like to comment on

the parking issue. There are 8000 students and 2000 staff and at present less than 1800 parking spaces at Dal. A new garage under the old field would supply 600 more spaces and the new Dental building and new Physical Services building will take away at least that many if they go up in the obvious places. If everyone had a car Dal could supply less than 20 per cent with parking. If half the people drive to school, then 40 per cent have parking with 3000 cars looking for space. If you double the parking space all the people who left their cars home because parking was too difficult, will drive them and you'll have a parking problem again. If you forget about parking most people will find a way to get to school using a car. The solution to the parking problem obviously lies in providing mass, public, direct transit to Dal at regular and frequent hours—(remembering there are buses that come from Mount St Vincent and there is a direct line from Dartmouth.) If Gord Neale would stop worrying about knocking down walls and putting in longer bars and some pressure on the Metro Transit system to supply the much needed shuttle buses to and from Dal, the parking problem would quickly disappear. The answer to parking isn't building more garages it's using less cars!