

## Grant to study breasts

A \$129,000 grant for breast cancer research has been awarded to staff members of the Provincial Cancer Hospitals Board by the Medical Services Research Foundation of Alberta.

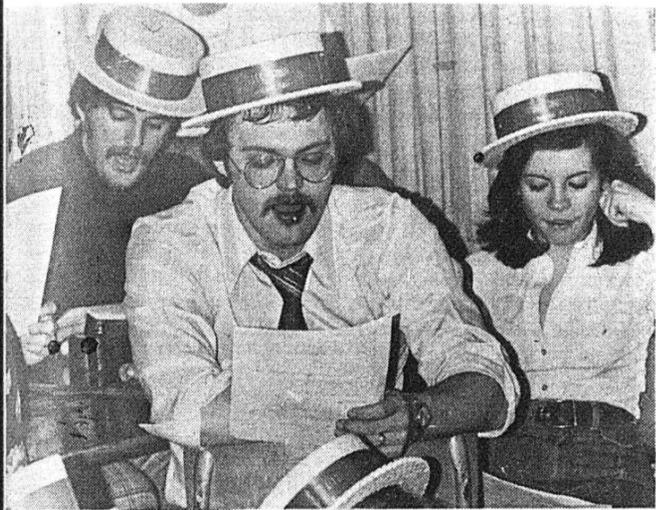
The funds, to be spread over a two-year period, will enable Drs. Patricia Burns, Alan Lees, and Michael Grace to continue their investigation of factors which influence the development of breast tumours in women.

Data collected since 1971 at the Dr. W. W. Cross Cancer Institute can now be analysed to provide accurate statistics on breast cancer for the use of both the public and medical profession. Publication of these results in the near future will inform concerned women and doctors of this work and of the diagnostic and other services available at the Cancer Clinic. In future, this research program will expand to the cancer clinic in Lethbridge and Calgary, and thus include the entire province.

Specifically, the

researchers will concentrate on the following areas. First, as the majority of breast patients referred to the Cross Institute are, in fact, benign, the relationship of malignant to benign breast disease will be examined. A second goal is to identify more types of women at "high-risk" for breast cancer. For high-risk women, regular screening - which leads to earlier diagnosis and increased survival - is practical. Thirdly, the thorough examination of all patients where malignancy is suspected helps physicians plan the initial treatment. In addition, results of treatment will be analysed in terms of the extent of the initial disease. Finally, accurate incidence, survival and mortality rates will be determined.

By comparing Alberta statistics with those from around the world, local trends (which might be unique to Alberta) may be detected and further investigations initiated which might give some clues to the cause of the disease.



Quebecois AIESEC delegates spouting - in French. Photo Bob Austin.

First, AIESEC casino comes up flush, now...

## National Congress comes up aces

by Kevin Gillese

For anybody out and about the campus early Sunday morning, those vague rumblings from University Hall might well have produced puzzled looks. General Faculties Council holding a meeting at 8:30 am on a Sunday? And half of it in French?

Nope, it wasn't GFC... it was l'Association Internationale des Etudiants en Sciences Economiques et Commerciales.

This association (AIESEC) held its first national congress west of Ontario in Edmonton over the weekend.

AIESEC itself is a student organization whose primary concern is running student work exchanges between 53 different countries. Each year local committees on some 357 member campuses throughout the world solicit job opportunities for foreign students. They then file applications for their own students to work in other parts of the world.

The applications and job opportunities are matched each year at an International Congress. But before such a congress, each individual country usually holds a national congress to straighten up business affairs and appoint new personnel.

That's why the national congress. Now, why in Edmonton?

Well, it all started last January in the AIESEC-EDMONTON office up in CAB.

Plans were laid and brought to a head at the National Congress held at Laval University in February, 1975. The decision was made, Edmonton was to host the next congress - and the only problem that remained was the financing of the congress.

As many people will remember, AIESEC - EDMONTON got their money when they ran a casino in the fall and emerged flush with a whopping \$25,000 in profits. With that money, they were able to provide the hundred and fifty Congress delegates with free hotel rooms at the Inn on Whyte for the weekend, as well as subsidizing air fares for people from the East and footing "entertainment" costs.

But actually the weekend was far from mere entertainment. Wake-up time Friday morning was 6:45 am. From then until Sunday at 4:30 pm, the delegates were shuffled about in a flurry of seminars, working groups, regional meetings, and group discussions.

The topics ranged from the "Power of Multinationals in the World" to the more mundane but essential "Evaluation of AIESEC-CANADA and future plan." At a banquet held Saturday night, delegates heard local professor and ex-Member of Parliament Hu Harries speak about what the future holds for "free enterprise" in Canada.

One of the highlights of the

## Benjamin is monkey's uncle: "Canada is being railroaded"

by Mary MacDonald

"Otto Lang says he is going to improve rail transportation by reducing it. If that is revitalizing it, I'm a monkey's uncle!"

Les Benjamin, NDP Transportation spokesperson, delivered his ideas on Canadian transportation at a Friday forum entitled "The National Scream."

The MP for Regina-Lake Center pointed out that the federal government in June 1974 had promised a quality inter-city passenger service, plus a high speed rail service corporation. Recently Lang announced near curtailment of rail passenger service.

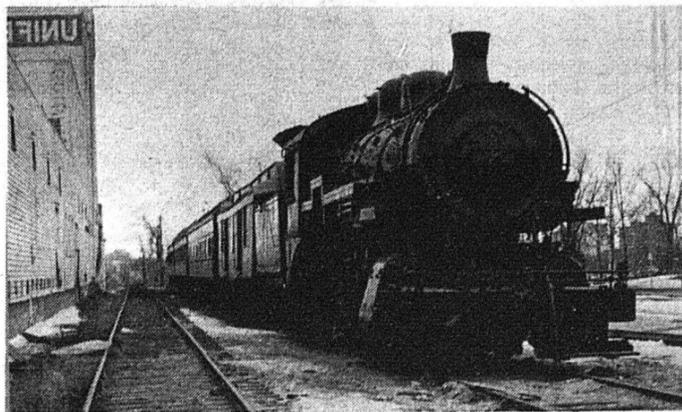
"Lang says that the user shall pay. Who is he trying to kid?" says Benjamin. "In 1975 air subsidies amounted to \$600 million. For all levels of government for streets and highways the subsidy was \$1.2 billion."

Rail subsidies also amounted to \$140 million, all of which come out of the public purse. If indeed all are "to pay their fair share," Benjamin foresees a doubling of air fares and appropriate increase in bus, trucking and car operational costs.

"If there is to be proper national transportation" he said, "the first requirement is for transportation to be a public utility, publically owned and controlled. We must get rid of some 19th Century concepts."

One of these outmoded ideas, says Benjamin, is that of competition and profit making in the running of public transportation. He cited that just as it would be ridiculous to have two competing sewer or power systems in an area, it is equally unsound to have competition in transportation.

In most countries, particularly in Europe, the trend is toward rail service. In Canada he feels, "We lack high speed



"The National Scream." Photo Mary MacDonald.

trains because MOT has actively sabotaged the rail passenger service. It takes hours to go from Edmonton to Calgary. That's a distance of less than 200 miles. The airplane becomes by default the only feasible mode of rapid passenger transportation."

Benjamin proposed in addition to public ownership of transportation, upgrading the railway and purchase of new equipment. Four or five new light, rapid, and comfortable (LRC) trains capable of speeds up to 150 mph, should be manufactured in Canada, he believes. These he proposes should be used in (1) a Vancouver-Calgary-Edmonton triangle, (2) Calgary-Edmonton-Saskatoon triangle, (3) Winnipeg-Ottawa-Toronto run (4) Quebec-Windsor corridor, and (5) Quebec-Maritimes run.

He strongly suggested curtailment of plane use for flights of less than 500 miles except in remote areas such as the North. Buses, he feels, are better for trips of 150 miles or less, while trains can best accommodate

passengers on trips of 150-500 miles.

"All schedules should be integrated," says Benjamin, so that passengers can make good connections with other transportation modes. All transportation should, he believes, be tied together so that there might be issuance of coupons with the ticket which would pay for combined rail, air and bus transport to the passenger's destination.

In answer to questions expressing fear of a lack of passengers for such a scheme, Benjamin said: "If we had fast, clean, comfortable travel, buses and planes couldn't compete. You would be flabbergasted at how many would leave their cars. For a total transportation system for Canada and Canadians you must get over the idea that a profit must be made. Only the rich and those on expense accounts can travel if you listen to Lang's ideas."

The cost per mile by air he said, was about \$11 a seat while with the new LRC it would be 4 1/2-6 cents per mile.

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