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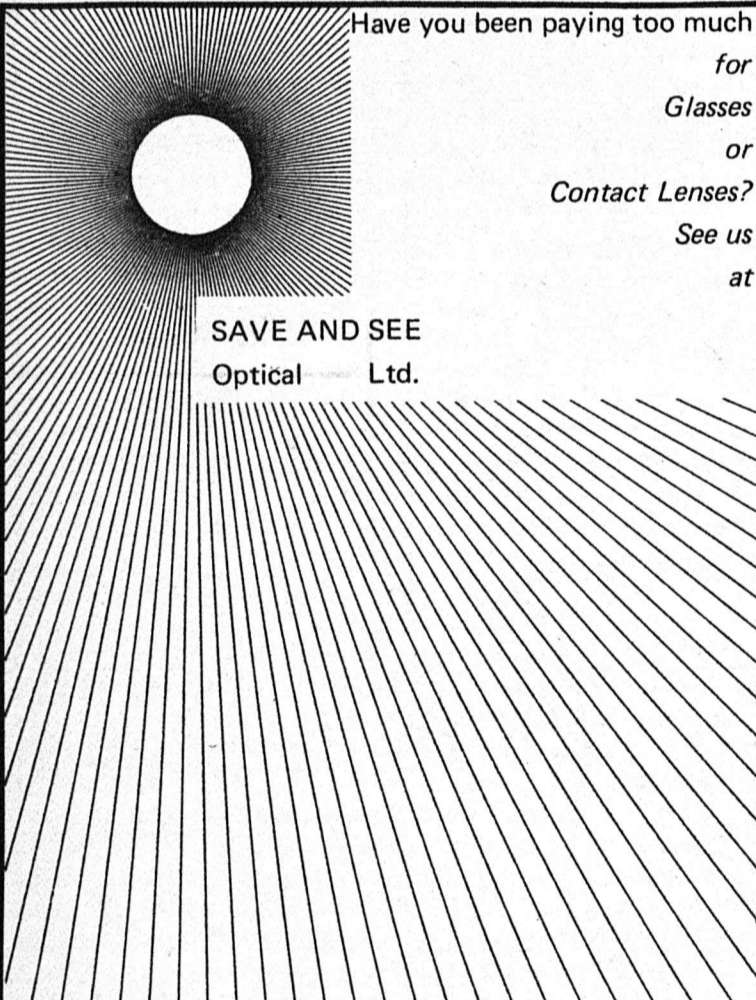


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The whooping crane may be endangered but his mechanical relative seems to have found a haven on the U of A campus. Despite declining full time enrollment, half a dozen buildings will be finished and two new ones begun by this time next year.

Late in April, the University planning committee assigned top priority to two new projects. Agriculture II, which will stand in what is now the SUB parking lot, and Business Administration, which will be directly south of Tory.

According to a chart in Diamond and Myers' long range plan for campus development, the new facilities will assure these two faculties surplus space even if full time enrolment should climb to 30,000. However, this calculation was based on the assumption that both departments would retain the space they presently occupy.

In fact, the present Ag building will be occupied by geology and the commerce department's space in CAB will probably be used by mathematics or administration. The enrolment in both faculties is increasing.

Together, the new buildings will cost approximately seven million

dollars. Both are still in early planning stages.

In his address to spring convocation, W. D. Neal, vice president (planning and development), explained "that the facilities being constructed now are providing space to catch up on our needs for students who are already in the University. During some of the years of the 1960's we were expanding by over two thousand students per year and this requires a great deal of space." According to Neal this argument is especially true in the case of agriculture which is presently in "sub standard" space in Athabasca Hall and temporary labs.

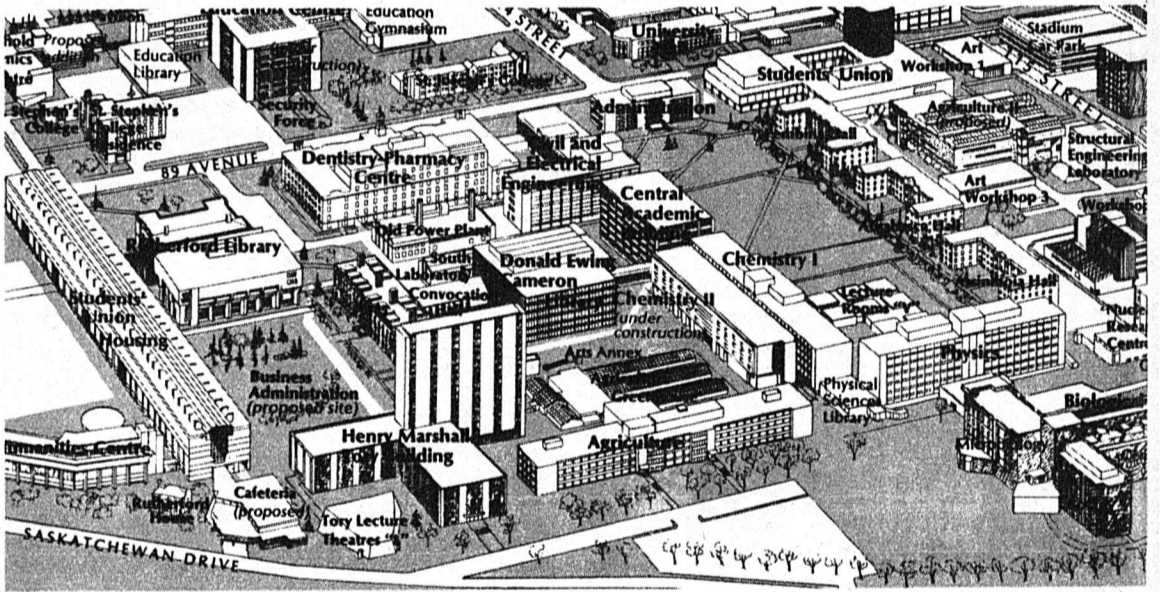
A. T. Robertson, chief project officer with the campus development office, estimates that construction on the new Ag building might begin next spring. Commerce is slated for next summer.

Robertson predicted that "the major disruptive work"—the construction of the network of service tunnels has been completed. In the future, tunnelling should be restricted

## Still more buildings

to establishing connections with new buildings. Robertson also suggested that there will be a "drastic tapering off" after the "frantic" construction of the past several years. Of the buildings presently under construction, Engineering Centre II and Humanities should be completed early this fall. HUB and the addition to Rutherford library will be finished in December and Chemistry II and Fine Arts in January or February of next year. The new Education tower probably will not be ready for occupancy until next fall.

The space made available in the Arts building by the opening of Fine Arts will be absorbed by Art and Design, Assiniboia Hall, which presently houses the English department, will be used as office space for grad students. This will free more houses in Garneau for demolition. The fate of the three old residence halls is undecided.



## New direct buses

The E.T.S. has come one block farther north into the centre of campus but it may not stay there long. The change, which took two years to negotiate, will be reversed if the buses are impeded by pedestrian traffic crossing 89 Avenue between the med building and education.

The attempt to improve service to the campus is the result of a commuting survey made two years ago. The study revealed that of the 15,000 people who come to the university each day, 7500 use the bus.

Except for the U4 and U5, the bus routes improved by the new turn-around all serve the south side. But the north side will not be neglected if city council approves a proposal to be submitted at its September 11 meeting. The changes suggested by the E.T.S. will provide three new direct routes from the north to the University.

A new route travelling across the Groat Bridge would make the Oliver subdivision ten minutes from the university by bus. This route would go north to NAIT and Northgate Shopping Centre.

The proposal also calls for the extension of the N12 and

what are now N4 and N4 to the University. All these routes now end downtown. The improved service would cost the city \$300,000 a year.

If the proposal is accepted before September 15, the new routes can be organized by November. Otherwise no changes will be made until February. There are no plans for other route changes or for increasing the frequency of service on any route. A review of service in the southwest part of the city will be made later this year.

In November, the city will hold public transportation hearings to discuss the E.T.S. position paper which calls for increased spending on public transport and what amounts to a preparation for rapid transit. A university proposal to make 114St, 98 Ave, and 112 St. into a one-way loop was tabled until after the hearings because of opposition made by Windsor Park residents.

A move to discontinue University bus passes was foiled during the summer by the intervention of students' council.

The closing of 89 Ave. between the phys ed building and SUB, a change made at the same time as the buses started

coming farther north, is part of a long-range plan to prevent through traffic from travelling across the campus. The street has been painted as a "temporary" measure until the issue of SUB expansion has been settled.

Eventually, Saskatchewan Drive, along the north edge of the campus, will meet the same fate if all goes as planned. The city has agreed not to upgrade the route so that its use will decrease until it can be closed.

The attempt to exclude cars from the centre of campus has also extended to parking. The Diamond and Myers plan for the campus calls for fourteen peripheral car parks to replace the surface lots removed from the centre of campus. That would provide parking for a car for every two students if there were an enrollment of 30,000.

At present, there are 2,500 parking places for about 18,000 students, a ratio of one car to seven students. About 2700 permits are issued. In assigning the places preference is given to those who live a long way from the campus in an area with poor bus service and to those who participate in car pools.