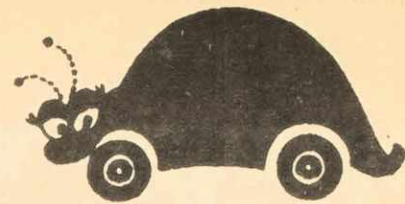




Wheelin' around



by Charlie Moore

In the past couple of years the automobile has come under attack via a heavy dose of trendy social consciousness.

Automobiles are being blamed for everything from the deterioration of the urban life style to the high rate of teenage pregnancy.

There has even been talk of abolishing the car altogether. Housewives who have only a foggy idea of what happens inside their toaster as it scorches the bread every morning, have a firm conviction that the demon internal combustion engine will be the death of us all.

In government circles as well, there seems to be a hysterical atmosphere about the problem of air pollution by automobiles, and this has resulted in what I would term a certain amount of legislative overkill.

The most recent development along these lines has been the U.S. Federal Clean Air Act of 1970, which was pushed through by Sen. Edmund Muskie (who wants to become President).

One part of this bill calls for a 90 per cent reduction in carbon monoxide emissions from 1970 levels by Jan. 1, 1975, and the same for hydrocarbon emissions. It also calls for a 90 per cent reduction in oxides of nitrogen emissions by Jan. 1, 1976.

I want to say that I am extremely pro-ecology, but there

are several reasons why I am vehemently against the Clean Air Act. Firstly, the pollution levels which prompted this legislation are measured by weight and not by their toxic effect as they certainly should be.

When measured by weight, it can probably be truthfully said that the automobile produces 50-80 per cent of the air pollution in North American cities, but it takes 100 times the concentration of say, carbon monoxide, to produce the same toxic effect as something like sulphur oxides.

Cars produce less than 1 per cent of sulphur oxides in the air — the rest are contributed mainly by factory smokestacks. Thus, when measured by toxic effect, cars actually produce less than 10 per cent of air pollution in our cities.

Secondly, even carbon monoxide is a dead issue. The CO levels in Chicago and Manhattan are three times lower than they were 40 years ago.

Thirdly, since 1967, 80-90 per cent of CO and hydrocarbon emissions and 50 per cent of oxides of nitrogen emissions have been eliminated from automobile exhausts and there has been little (if any) noticeable reduction in the air pollution problem in cities.

Indeed, if you eliminated the car totally, there would probably be little difference felt

as far as air pollution is concerned. (In most localities, with Southern California a possible exception because of the unusually high density of cars there and because of the temperature inversion problem in Los Angeles.)

Fourth and last, in order to meet the new regulations there will be price increases of \$250-500 per car by 1975; this is just for pollution controls, not to mention the new safety equipment that will be required by that time!

How much is the customer willing to pay for the dubious

possibility of clean air? How much are you willing to pay? How much can you afford to pay?

I think that it is inevitable that from this time onward, there will be some measure of fumes in the air, scum on the water and ugliness on the land.

To talk of abolishing the auto is also not facing reality. Our whole culture for the past 70 years has been shaped and influenced by the automobile more than by any other single factor. There are 112 million cars in the U.S. alone today. If present trends continue there

will be 50 per cent more in the next decade.

I feel that when this safety and pollution hysteria blows over and we start looking for more rational and realistic solutions, the individual transportation module will still be with us, and we'll go right on calling them cars.

* * *

Next week I'll discuss some of the proposed alternatives to the Internal Combustion Engine as a power source for automobiles, such as steam, gas turbines, fuel cells and electricity.

Gesundheit!

by Uncle Walt

Costly thy habit as thy purse can buy,
But not express'd in fancy; rich, not gaudy...
— Polonius,
in "Hamlet"

* * *

The fashion industry prospers by convincing people to buy new clothes regularly, whether they need them or not. Another industry which has made millions of dollars by causing people to worry about how they look (and smell), specializes in useless and sometimes dangerous items: cosmetics.

Such concoctions for both men and women are filled with secret chemicals which are often irritating to the skin and eyes. Aerosol sprays are particularly bad, causing toxic vapours to be inhaled or sprayed in the eyes. Serious injuries have occurred when one spray can (e.g. paint, insecticide) was mistaken for another. It is best to avoid all aerosol cans.

Women often swallow small amounts of make-up (as from an eye brush) and lipstick, as do the men who kiss them. Both sexes use irritant-containing deodorants, none of them necessary if one washes oneself and one's clothes regularly.

Shaving also irritates the skin unnecessarily. Beards are quite acceptable for men, and women can observe the tradition still prevalent in Europe of shaving neither legs nor armpits.

People often ruin their hair with various chemicals. A mild shampoo, used only when needed, plus regular combing and brushing, are sufficient for healthy and attractive hair.

For washing the skin, use coconut soap: most other soap contains lard, produced from animal fat.

In conclusion, remember: the more you cover yourself up with paint and aromas, the less of "the real you" comes through.

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"G.K.C." enthralled audience

by Beth Burke

Actor Tony van Bridge can truly be acclaimed as one of the most believable and enjoyable performers of our day. He managed to keep the audience at Neptune Theatre completely enthralled Sunday evening by his magnificent characterization of Gilbert Keith Chesterton.

G.K.C. is acclaimed as an

English essayist, journalist and novelist, a close friend of George Bernard Shaw and the only adversary who could match him in a controversy.

The public debates between these two Titans always attracted huge audiences and were the delight of London intellectuals. The physical contrast between them was a show in itself. Shaw — the tall,

thin vegetarian, with a waving red beard, Chesterton on the other side — the genial philosopher with the enormous moustache of a mighty walrus.

Although they disagree about many things, they were also devastating critics of industrialism, materialism and false values.

Personally, G.K.C. was a lovable, untidy and unselfish literary giant — probably the most beloved English writer of his time. His style was unique and he was known as the "master of paradox". His biography of Dickens is a classic and of course his biography of Shaw, which the subject proclaimed "the best work of literary art I have yet provoked".

Tony van Bridge walked out on the stage in a crumpled suit and immediately captured his audience with excerpts from G.K.C.'s autobiography. His total empathy with Chesterton is reflected throughout the entire performance, reminiscent of a ghost from the past.

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