

Non-participation waives right to complain

By DAVE HOCKMAN

Student associations were formed at York for the most part in the late 1960s, at the height of student activism; the History Students Association came into being in 1969.

Designed to bridge the gap between the ideas and outlook of the students and the faculty, it was mainly concerned with functioning as a forum to encourage interaction and facilitate liaisons between students and faculty.

At the time the HSA was formed York had the rather unique distinction of having 'radical' administrative policies which gave students a voice in controlling their

education. The history department was one of the first to recognize that students had a contribution to make.

The HSA, once granted its powers, was very active for two years.

Apathy has been a developing problem at York for several years and this has reflected itself in the declining participation in the student associations.

The HSA slipped from the point where elections were needed to determine HSA positions to a state where the chairman was elected by acclamation last year and some of the committee positions were filled by methods little short of coercion. Even that was an improvement

over the previous association, which had had vacant positions throughout most of the year.

The question is: do students want to have an effective voice in the conduct of their education or do they feel that the responsibilities and the work entailed in having a voice in the administration are not worth the gains?

Personally I suspect it is the latter. Apathy is not a problem of students being uninformed but a conscious decision not to get involved.

This is significant not only for the history students association, but for all student associations.

If the feeling that some of the bureaucrats in this institution believe the students exist to serve the university, and not vice versa, has not yet struck you, then it probably will before you leave here. But if students do not take an active role in the policy-making process of the university, they will forfeit any right to complain if the university does not serve them.

Those students who are willing to expend the energy necessary to make the university work for them will find that helping to create the policies and standards by which the

educational process is given form, is more vital and rewarding than having the university bureaucracy determine what their education shall be.

There will be a meeting of the HSA today at 4 p.m. in the Vanier senior common room. This meeting will elect the executive and determine committee positions for the upcoming year.

If you are interested in the HSA but cannot attend, leave your name and phone number with the secretary in the history department and you will be contacted.



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Flashing red signal light would aid traffic at night

By STEVE HAIN

Stop with red, "proceed with caution" on yellow and, cross your fingers, charge at the green.

That is, if you can.

When not stopping for parked cars, or the next light one block away, or the backlog of traffic caused by the forthcoming lights, or the one or two rare pedestrian crosswalks left since the city converted them to traffic lights, it's a wonder that you can still drive a car in Toronto.

All in the effort to regulate the flow of traffic.

To a dribble.

Or standstill.

The worst offenders are the traffic lights that have been converted from the heathen pedestrian crosswalks.

You can usually find them by schools, large rises in the terrain or semivacant massage parlours.

It's 1:30 in the morning, you've had too much beer or too many tokes, or more often than not, a healthy combination of the two.

You get into your car and proceed

out of the parking lot.

Now, because of the state of the union that your brain is in, you decide to stick to side streets so that you can avoid your fellow airline pilots.

Or the police.

But eventually you have to return to the bane of the stoned driver; a main street.

Then they've got you.

Those never blinking eyes that stare, shining bright red; forcing you to stop and wait for cars to pass that will never come.

And you have to turn left.

The choice is either to make your turn, risking reputation (not so bad), three points (a little worse) and \$23 (the worst crime of all), or else sit out your one-minute penalty.

Maybe the original intention behind the increased number of lights was to impede the traffic flow during peak hours, thereby hopefully creating fewer accidents and possible injuries.

I don't know, because naturally I'm not responsible for the policy writing down at City Hall; I don't think anyone is.

But regardless, if you're going to slow down traffic at peak times, at least prepare some alternative afterwards to the pointless tie-ups that will follow.

Why not flashing lights, which provide the same motorist advantages as the crosswalks once did, with pedestrians being able to push a button that will stop the flashing light, and allow them to cross?

Surely our computers can be programmed to do that.

Housman

"Shoulder the sky my lad, and drink your ale".

(Last Poems)

Shakespeare

"For a quart of ale is a dish for a king".

(The Winter's Tale)

Borrow

"Good ale, the true and proper drink..."

(Lavengro)

Browning

"There they are, my fifty men and women".

(One Word More)

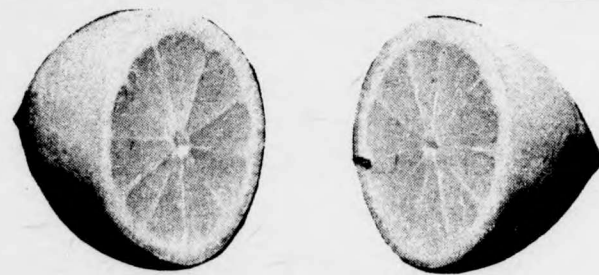


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