

Federal Research Overhaul Planned

The federal government has announced plans for an overhaul of the machinery for funding university research in Canada.

The changes, briefly mentioned in the Feb. 27 Speech from the Throne in the House of Commons, include creation of two new granting agencies, the Natural Sciences Research Council and the Social Sciences and Humanities Research Council.

The Speech said that the objective of Ottawa's science policy "is the rational generation and acquisition of scientific knowledge and the planned use of science and technology in support of national goals."

The Ministry of State for Science and Technology (MOSST) will be developing national science objectives, the Speech said.

MOSST has issued a detailed statement expanding on the changes mentioned in the Throne Speech. Among the changes mentioned in the MOSST statement are the creation of the two new granting agencies and a co-ordinating committee "designed to ensure balance to Canada's research effort."

The changes will affect the activities of all except

one of the federal agencies which annually grant some \$137 million for research in Canadian universities.

According to MOSST, the Natural Sciences Research Council will be created to take over the fund-granting responsibilities of the National Research Council, which will continue its internal research.

The Social Sciences and Humanities Research Council will assume the funding activity for the social sciences and humanities of the Canada Council, which will continue to fund the arts.

These changes should not be difficult to accomplish, since the division of activities of the National Research Council and Canada Council has always been reflected in the organization of the two agencies.

The granting powers of the Defence Research Board will be taken over by other agencies. The Medical Research Council, MOSST says, will remain untouched.

Co-ordinating the granting agencies will be the Inter-Council Co-ordinating Committee to ensure adequate funding of interdisciplinary research. The granting agencies are oriented towards particular disciplines, MOSST says, and have not been able to cover interdis-

ciplinary research adequately.

Apart from its responsibility for interdisciplinary research funding, the ICCC will also advise on allocation of funds between the granting agencies eliminate regional disparity in research granting and advise Parliament on programs supporting university research in both the granting agencies and the federal government department MOSST says.

The ICCC will report to the minister responsible for MOSST and will be chaired by the secretary of MOSST. Its membership will include the heads of the granting agencies, MOSST says, "and certain other senior officials to be named later."

The research capacity of Canadian universities is a national asset, MOSST says, yet the nature of university research varies according to the individual interests and desires of the researchers.

Mme. Jeanne Sauve, Minister of State for S

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UBC REPORTS

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UBC REPORTS CAMPUS EDITION

\$780 Gift Sparks Facelift

Room 2000, the largest lecture hall in UBC's Biological Sciences Building, is about to get a facelift, thanks to the 1974 graduating class of the Faculty of Science.

More than \$4,600 will be spent by May 31 for the purchase of new audio-visual equipment for the room and to upgrade its appearance and install new lighting.

The initiative for improving Room 2000 came from fourth-year Science student Fred Metcalfe, who is also president of the Science graduating class. He persuaded his classmates to contribute \$780 to a fund to upgrade the 200-seat classroom.

Each student in UBC's 1974 graduating class pays a fee of \$7.00 which is used to support a variety of projects approved by graduating students. Each Faculty undergraduate society may also request that \$2.00 of the \$7.00 fee be returned to it to pay for functions or projects approved by students in that Faculty.

The student gift was matched by the Department of Botany and the Department of Zoology and the office of the Dean of Science. The Systems Services department, which allocates and books all University rooms for lectures and other events, contributed \$1,500. All the contributions resulted in a fund of \$4,620 for the improvements.

UBC's Dean of Science, Dr. George Volkoff, said the gift by the Faculty of Science graduating class was a concrete expression of a desire on the part of students to improve teaching-learning conditions at UBC.

A plaque acknowledging the student gift will be unveiled in Room 2000 at 10:00 a.m. on May 31, the day on which Bachelor of Science degrees will be awarded. Members of the B.Sc. graduating class will be invited to the short ceremony, which will be followed by a coffee hour.

Commerce Dean Named

University of B.C. Professor Noel A. Hall has been appointed dean of the University's Faculty of Commerce and Business Administration.

Prof. Hall is well-known in British Columbia as an arbitrator or mediator in industrial disputes and as a consultant to various governmental bodies on labor relations matters.

Announcement of the appointment, effective July 1, 1974, was made by UBC's President, Dr. Walter H. Gage.

In addition to his teaching duties in the Faculty of Commerce and Business Administration, Prof. Hall is director of the Institute of Industrial Relations in UBC's Faculty of Graduate Studies.

Prof. Hall succeeds Philip H. White, who resigned last year to head up a European real estate development company.

Prof. Hall has been a member of the UBC faculty since 1953, joining the Faculty of Commerce and Busi-

New UBC Division Funded

The first Division of International Business Studies to be established in any university in Canada is to be set up at UBC as a result of a \$298,000 grant from the federal Department of Industry, Trade and Commerce. The division will be part of the Faculty of Commerce and Business Administration.

The department is making an additional \$100,000 available, over a five-year period, for scholarships for students wishing to undertake graduate work in international business.

The \$298,000 grant, also payable over five years, will support the hiring of faculty, program and course development, administration of research and other activities of the Division in order to expand the undergraduate and graduate international business courses currently offered by the Faculty.

Announcement of the grants was made jointly by UBC's President, Dr. Walter H. Gage, and Mr. Lubor F. Drahotsky, Assistant Deputy Minister, Industrial Policies, Department of Industry, Trade and Commerce.

The Division will be headed by Dr. James W. Tomlinson, an associate professor in the Faculty of Commerce and Business Administration, and a specialist in international business.

Dr. Tomlinson said the new Division is being established in response to an urgent need in Canada to develop specialists in international business practice.

"Business studies in this country have, in general, been oriented toward the domestic market because a large proportion of Canadian businesses have been subsidiaries of United States and British firms," said Dr. Tomlinson.

"As a result, research and education oriented toward international investment, operations and finance

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ness Administration as an assistant professor a year after he graduated with a Bachelor of Commerce degree.

He did his graduate work at the University of Southern California, where he received the degree of Master of Business Administration in 1955; and at Harvard University, where he was awarded a doctorate in Business Administration in 1960.

Prof. Hall's teaching duties in the Faculty have cov-



PROF. NOEL HALL

ered such areas as production management, transportation and public utilities, policy and organizational behavior and marketing.

The Institute of Industrial Relations, which he heads, was established in 1960 to encourage research in the broad field of industrial relations, including such areas as manpower analysis, collective bargaining studies, and the study of human relations issues.

Prof. Hall is known nationally for his work as an arbitrator in industrial disputes. His latest involvement was as arbitrator in a dispute between the International Woodworkers of America and Forest Industrial Relations over pay rates for IWA tradesmen. He was also instrumental in settling the air traffic controllers' strike in Canada in March, 1972.

Prof. Hall was also one of two UBC professors who were members of a provincial Department of Labor task force which advised the government on new labor legislation passed in the fall, 1973, session of the Legislature. The other UBC faculty member on that task force, Mr. James Matkin, was later named deputy minister of labor.

A native of Weyburn, Sask., Prof. Hall was educated in public schools there and came to UBC as a student in 1949. A resident of Kerrisdale, in Vancouver, he and his wife Jean have three children, Robert, 16; Nancy, 14; and David, 9.

REPORTS STUDIED

A committee established by UBC's President, Dr. Walter H. Gage, is currently studying two reports on traffic circulation and transportation on the UBC campus.

The problems dealt with in the reports are becoming increasingly critical in the northwest quadrant of the campus — the area bounded by the arc of the Point Grey cliffs on the north and west, by the East Mall and by Agricultural Road just south of the Main Library.

The problems in this area have been made more acute by the addition of four major buildings in a confined area: the Museum of Anthropology now taking shape on the old Fort Camp Residence site and, adjacent to it, a new home for the Department of Anthropology and Sociology in three former women's residences, which are being renovated and tied together by an addition; the new Asian Centre adjacent to the Nitobe Memorial Garden; and the new Faculty of Law Building, nearing completion at the corner of Crescent Road and East Mall.

The challenges posed in planning the northwest campus to accommodate increasing numbers of cars and people were detailed in the Feb. 13 edition of *UBC Reports* by Dr. Robert W. Collier, associate professor in UBC's School of Community and Regional Planning and a member of the Presidential committee studying the reports on campus traffic circulation and transportation.

Dr. Collier's article resulted in a substantial number of letters from members of the University community, commenting on the proposals for changes in the northwest quadrant of the campus and other matters associated with parking on the campus.

A selection of those letters appeared in the March 13 edition of *UBC Reports*. The balance of the letters appear on these pages.

PROPOSALS WELCOMED

I personally welcome the proposals for changing the access to the northwest area of the campus. Every automobile we manage to leave home will add to the attraction of this section of the University. Certainly improved bus service can reduce our present reliance on automobile transport...

Leon M. Zolbrod,
Associate Professor,
Asian Studies

MORATORIUM ASKED

In my relatively short time at UBC I have seen the road and traffic system made, unmade and remade, directed, misdirected and redirected so many times that I have lost count. I have seen streets made one-way, then reversed, then closed off and finally reopened. I have seen concrete road blocks installed, knocked down and repaired and then removed. I have seen a road widened for a bus stop only months before the bus service moved to another route. In my view the principal result of all this has been confusion and, of course, expense.

I find the prospect of a further massive tampering with the road and parking system very depressing.

Couldn't we have a moratorium on this kind of "planning" for a few years, and make only the minimum necessary changes to accommodate new buildings? Do we have to try so hard to "enhance the campus environment"?

Richard Spencer,
Assistant Professor,
Civil Engineering.

I have long felt that UBC's parking policy has been irrationally handled, so I was glad to see that this matter is now being given some official attention. However, I believe that Dr. Collier's analysis did not give sufficient weight to the fact that the parking problems on the north end of the campus are part of the larger problem of UBC parking as a whole, while parking itself should be part of an overall transport policy for the University. I feel that some of the overall transport policy directions should be discussed before particular details of parking policy are looked at.

TIDES OF CARS

UBC has shown considerable irresponsibility towards the Greater Vancouver community in its choice of transport policy. By means of such devices as almost unlimited numbers of parking spaces, and ridiculously low parking fees, this policy has encouraged the use of the private car as the principal means of transport to the University. As a result, there are now immense tides of cars washing in and out of the campus every day, causing severe congestion and noise on the roads of the western part of the city, not to mention safety problems. Moreover, this mass of cars contributes significantly to air pollution in this region, and since UBC is upwind of most of the residential areas of Greater Vancouver, this pollution is occurring in the worst possible place.

This policy also harms the University. At a time when land is becoming increasingly valuable, acres are being wasted as parking lots. If there is much snow, these lots do not even recover their costs of operation from the annual fees charged, and UBC certainly doesn't need any more financial drains. Furthermore, parking lots are now

being located further and further away from the actual destinations of the people using them. And last, all this parking is just plain ugly to look at.

So these are the problems, but what about solutions? I propose that the ideal situation would be as follows.

If a person travels to UBC by car, then he should be able to park immediately and park close to where he is going. However, since the mass use of private cars is causing so much difficulty, most people should come to campus by other modes of transport, in particular by public transit.

This situation could be quite easily brought about by a change in parking policy. My solution is to drastically raise the price of *all* parking at UBC (the exact rates would have to be discovered by experiment, but I think about 50 cents a day, or about \$100 a year, would be about right). This would decrease the demand for parking, so the number of spaces provided could be substantially reduced, and the spaces remaining should, of course, be the more conveniently placed ones. Simultaneously, the bus service to UBC should be markedly improved, particularly in terms of frequency of service and reduction of numbers of transfers needed to travel to the campus. Perhaps some of this improvement could even be funded by the increased parking receipts.

Of course, there are lots of other details to be considered, but there is only room to mention a few here. The fees charged must be on a per-use basis, so that car use is discouraged for every trip to the campus. No free parking should be allowed anywhere on campus, since if someone even thinks that he might be able to park free, the whole policy is negated. There should be no discrimination between faculty, staff and students. All should have an equal chance to park in each

Underground Parking S

1. Why haven't all new buildings going up in the northwest campus been equipped with underground parking? The cost is much lower before the building goes up!

2. Many more people will probably use buses in the future, but many, myself included, cannot for various reasons — children to be picked up from day care, etc.

3. Therefore, why go to the expense of wiping out great quantities of parking, only to have to add it back? The entrance to the Fraser River lot doesn't need widening — you can't go in two abreast anyway.

4. The "pedestrian" quality of campus is desirable, but I contend that it is already there. The inner campus is sufficiently free of automobiles and is very pleasant. But if you have to have the edges of campus also car-free, then soon people will be pressuring to clear the approach to the edges, etc.

5. The University exists for the students, faculty and staff. Since practically none of the above can afford to live near the campus, the automobile will have to be tolerated to a higher degree than desirable.

6. The Spanish Banks parking idea is good — for students. Faculty must have the flexibility of close access to their cars as they must be in constant contact with the "outside world." This is not a 19th-century country day school. Lots could be constructed very cheaply at the eastern edge of the Endowment Lands on other arteries to the campus, with continuous shuttle service. There is a big meadow on 4th Ave. already.

7. Why not create the lots mentioned above in No. 6 and then start construction of a 6-to-8-storey (half-underground) garage on the Fraser River lot?

James Fankhauser,
Assistant Professor,
Music.

to pay for the privilege, as the University of Washington makes them do.

Another point for consideration is the number of cars that roam over the supposed pedestrian part of campus unmolested by University Patrol and making matters miserable for walking traffic in the area bounded by University Boulevard and the two Malls. No private automobile should be allowed on this section of campus under any pretext.

My suggestions, then, are these:

1. Bar off all access to the inner campus for private vehicles.

2. Ensure greater use of facilities in the southeast section of campus, or dispose of those that are virtually unused.

3. Build a cycle track along the seaward side of Marine Drive to link up the dual-carriageway section with the University; this will have the added advantage of getting rid of the cars that are messing it up at present.

4. Extend the present campus bus shuttle service for those weaklings who have lost the use of their legs.

David Macaree,
Associate Professor,
English.

PEDESTRIAN TRAFFIC

I would like to bring to your attention a situation with regard to pedestrian traffic coming from the east side of the campus between University Boulevard and Chancellor Boulevard.

For many years, in fact since the University first came out to Point Grey, according to maps of the campus, residents of the University Endowment Lands, including many staff members and students, have approached the University on a path which skirted behind the theological colleges and the then wireless station. This path was heavily used and was chiefly maintained through voluntary labor for many years, although latterly it received some assistance from the University in the form of gravel. However, unfortunately, during the recent work on the new Walter Gage Residence, the path was torn up and is now impassable. The alternative path... leads to a heap of earth and a no-entry sign.

I am now, after 22 years of walking to the campus, occupying a parking space for the first time. There are many of my neighbors in the same position. It is too dangerous to walk or bicycle on the road as it now exists... Hopefully the path could be re-activated as soon as the high-rises are completed.

Laurenda Daniells,
Special Collections Division,
Library.

University

remaining space if he is willing to pay the fee. There should be some efficient way of collecting the fees — monthly tickets that are automatically clipped by machines, or some similar, automated system, might be considered. The fees could be graded, depending on the lot used, if demand for some lots is too great, or depending upon the time of day, or if the cost of operating the improved transit system in the evening is held to be too high in relation to the number of users at that time. Of course, concessions should be made to allow reduced parking rates for the cars of handicapped people. The only other class of users that should be specially treated are those delivering unwieldy items, who should be allowed to use loading zones free of charge. All others, including occasional visitors, should pay the same fees. Museum browsers are as capable of using public transit as students.

BASIC TENET

In terms of the north campus, such a policy would imply several things. First, the parking along Marine Drive should no longer be free (even though I use it regularly). Second, no new parking lots are needed for the new Museum — Marine Drive and the Fraser River lot are quite adequate. Third, the need for all the little lots squeezed between the buildings could be reduced by charging higher fees for their use, etc.

Anyway, I think my basic tenet is clear. The use of the private car should no longer be encouraged by UBC.

Adrian Stott,
Graduate Student,
Community and Regional Planning.

Suggested

REMOVE BARRIERS

... I invite your attention to a problem which is developing just south of the Woodward Instructional Resources Centre, insofar as it concerns the Vancouver Institute, which now uses this facility almost exclusively on Saturday nights.

Coming in from Wesbrook Crescent west, between Dentistry and Psychiatry, one passes into a non-metered parking zone which stretches west for one hundred paces. There have been cement barriers placed at the western exit to this very valuable lot, so that there is the greatest possible confusion in turning around by people who have not realized that it is a blind alley. At the same time it is almost impossible to get out of this lot when someone is trying to get in.

Would it not be possible to remove those cement barriers on the western extremity since they actually merely cause trouble? If someone is going over to the Biological Sciences Building, for instance, ... they can pass right through this lot and get to their destination. ...

While you are at it on the northwest slope, perhaps you could remove about three feet of the plants, just west of the flagpole, which makes it impossible to enter the Faculty Club without stepping down into the very dangerous and narrow motorcar roadway. I have offered to do it with my own sledge hammer some night after dark, but so far the officials have frowned on this moonlighting.

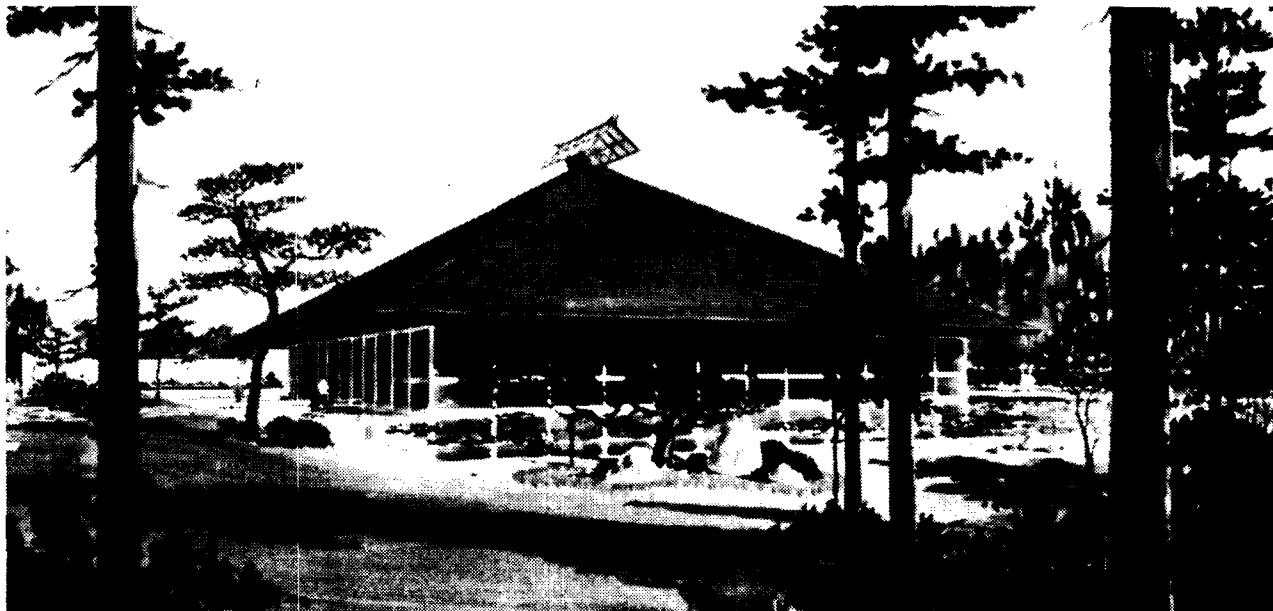
There is also a need to increase the number of Faculty Club parking places for 2,000 members from 40 to 80 by double-decking that particular area. It presents no great architectural problem and it will never be cheaper to do than today. Obviously trucks and campers would not be able to get into the lower area. The slope of the ground is ideally suited for putting one layer of cars below another. ...

William C. Gibson,
Professor and Head,
Department of the History
of Medicine and Science.

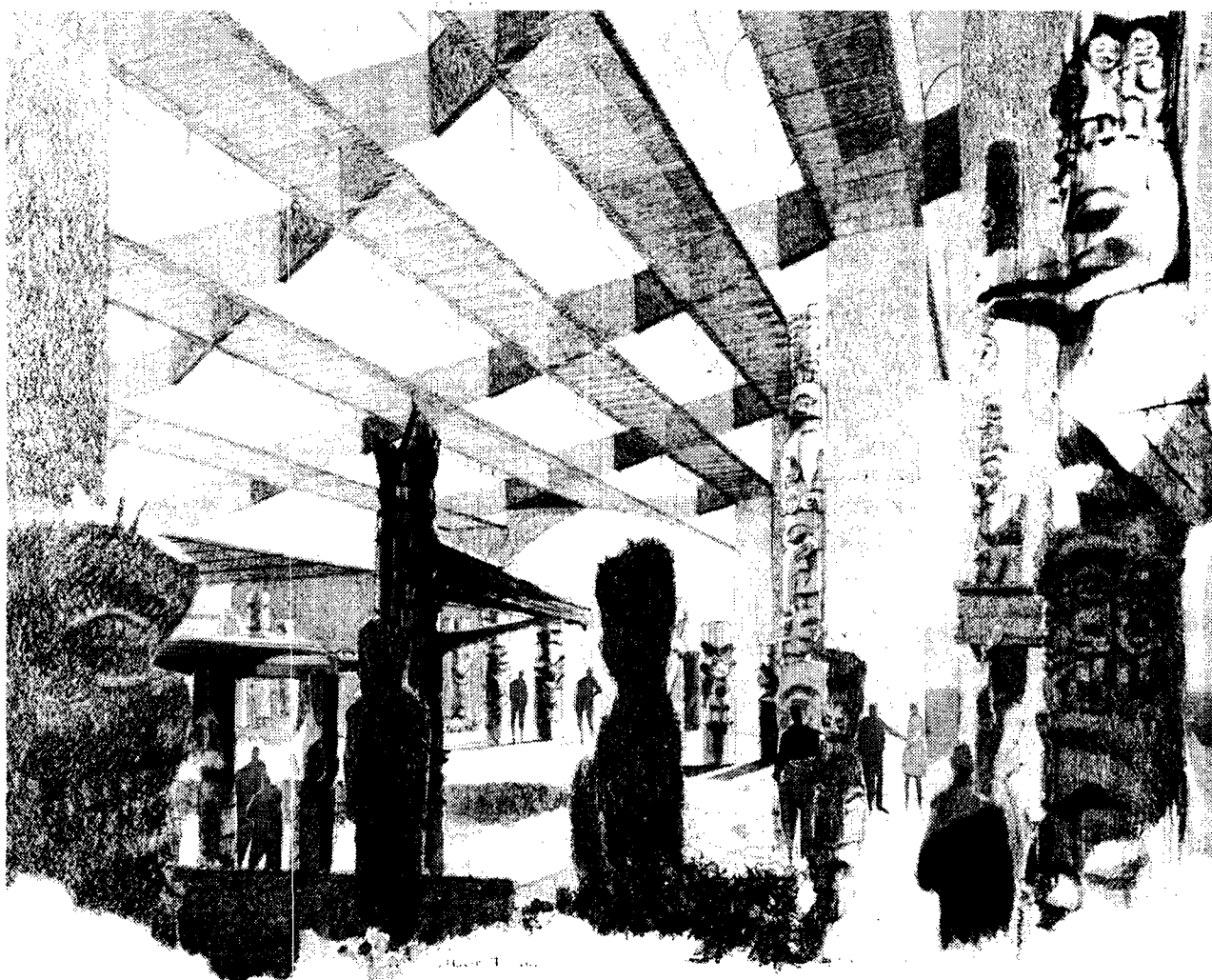
LEAVE ROAD OPEN

I am in favor of the Erickson/Graham composite proposals, except that I would like to see Crescent Road left open to permit bus access, tourist drive-through past the flagpole viewpoint, and safe commuter dropoff at the north end of the campus. The Armory seems to me to be too crowded a location for the first and last purposes.

Anthony Buckland,
Programmer,
Computing Centre.



Two major developments in the northwest quadrant of the campus are pictured in architect's sketches above and below. The new Asian Centre, above, is being constructed at the north end of the Fraser River parking lot adjacent to the Nitobe Memorial Garden. Great hall of the new Museum of Anthropology, shown below, will serve as a showcase for UBC's collection of totem poles.



New Lots Not Needed

I was amazed to find out that our annual parking fees are to be increased next year from \$22.50 to \$30.00 (a 33 per cent increase. I presume that this is a clear indication that the Board of Governors intends to grant an equivalent percentage increase in salaries). The new fees are to "meet an anticipated deficit of more than \$71,000 in the 1974-75 operating budget of the Traffic and Security Department, which is responsible for campus traffic control and building security."

This last year has seen the construction of at least two car parks that were not needed (the extension to one on the south side of the Woodward Library and the new lot on the north side of the Winter Sports Centre). I say that these were not needed because there are large underused parking lots immediately adjacent. The Asian Studies Centre is being built on top of one parking lot and so another lot has to be constructed. The other lots on campus are potholed, downright ugly and there is no protection against the weather on the pedestrian routes to them. Since it cannot take the time of more than one individual to patrol them to check on illegal parking, such patrolling is not a major expense. My point is that we are being charged for downright lousy service. Certainly there should be a charge for parking, but in return the carparks should be clean and attractive places, accessible without one getting soaked through on a rainy day. These things

should not be difficult to achieve. I believe that faculty and staff have every right to refuse to pay these increased fees until proper facilities are provided.

Michael Smith,
Professor,
Biochemistry

BUILD GARAGES

1. I favor leaving Crescent Road open as far as the flagpole, but closing off the Main Mall entirely to automobile traffic.

2. Two- or three-level parking garages should be constructed to reduce the ground area required for parking. Cost of building the parking garages should be covered by charges to users.

3. Unless level pedestrian crossings across Marine Drive are physically blocked off, I doubt pedestrians would use a bridge.

Hilton Ramsey,
Associate Professor,
Mechanical Engineering.

TEA CEREMONIES PLANNED

The 500-year-old Japanese tea ceremony will be performed eight times at the University of B.C. between May 1 and 13 by a master of the ancient art who is currently touring North America under the auspices of the Japan Foundation.

The first performance of the ceremony will take place at 8:00 p.m. on May 1 in the Recital Hall of the UBC Music Building.

Subsequent performances of the ceremony will take place in the tea house of UBC's beautiful Nitobe Memorial Garden, the Japanese garden in the northwest quadrant of the campus just off Northwest Marine Drive.

The garden performances, all of which will begin at 4:00 p.m. and last an hour, will take place on May 2, 3, 4, 8, 11, 12 and 13. An interpreter, who is travel-

ling with the tea-ceremony master and his assistant, will explain to onlookers all aspects of the ceremony while it is taking place.

The tea ceremony began as a means of establishing rapport between political and cultural leaders. In the course of time it developed into a highly stylized ceremony in which every bodily movement has esthetic significance. From its beginnings it was linked with Zen Buddhism.

In contemporary Japan the ceremony is preserved by tea masters who instruct both young people and adults. Young women of good families are still expected to learn to perform the ceremony.

Performances of the ceremony will also take place at the Martial Arts Centre in Steveston on May 5 and at the Vancouver Art Gallery on May 6 at 12:00 noon and 2:30 p.m.

Government Ups Grant

The provincial government announced on April 4 that it was increasing by \$4.8 million the basic operating grant for B.C.'s three public universities.

In his Feb. 11 budget speech to the B.C. Legislature, Premier David Barrett had announced that grants to the three public universities would contain only a 10-per-cent increase over the 1972-73 fiscal year's \$100-million grant.

At that time, President Gage said UBC's share of the provincial grant — about \$68.8 million — would be insufficient to meet salary increases and annual increments and to meet increased costs due to inflation and other necessary costs for programs and services.

Following the announcement on April 4 by the Hon. Mrs. Eileen Dailly, the Minister of Education, that an additional \$4.8 million would be added to the basic operating grant, President Gage issued the following statement:

"I was delighted to learn . . . that the provincial government had announced an increase of \$4.8 million

in the basic operating grant for the province's three public universities.

"I am particularly grateful to Mrs. Eileen Dailly, the Minister of Education, who arranged for the presidents of the three public universities to meet on March 19 with the Hon. David Barrett, Premier and Minister of Finance, to discuss the financial problems faced by the universities. The government's reception on that occasion was hospitable and resulted in full and open discussion.

"The division of the additional \$4.8 million grant will be discussed by officials of the three public universities and a recommendation made to the Minister of Education as soon as possible.

"UBC's Board of Governors has already approved an operating budget for the coming year totalling almost \$83 million, based on allocations announced by Premier Barrett in his budget speech in the Legislature on Feb. 11. The University will reassess its financial position and draw up a supplementary budget when our share of the additional grant . . . is known."

RESEARCH

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and Technology, told a meeting of the Canadian Association of University Research Administrators last year that Ottawa at present can't mobilize the research re-

DIVISION

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by Canadian interests has been very limited."

In the interim, he said, some of Canada's major competitors such as the U.S., Japan and European countries have recognized the need for development of international business expertise and have moved quickly ahead in this area.

UBC's Faculty of Commerce and Business Administration currently offers a number of programs in international business described, in a recent report to the Ontario government, as the broadest range of international business courses offered by any university in Canada.

Dr. Tomlinson said the new grants will enable these programs to be enlarged considerably.

Undergraduate and graduate programs in international business at UBC are designed to help open opportunities for students to:

- Work directly in international business, either in the export trade or in Canadian management of Canadian-based multi-national enterprises;
- Recognise potential international business opportunities as they arise;
- Help manage independent Canadian firms in such a manner that they can successfully compete with multi-national enterprises; and
- Develop a sensitivity to the development needs of individual countries in which foreign investment is taking place.

Dr. Tomlinson said the new Division is now recruiting an advisory committee, to be made up of top officials of major B.C. industries that have international markets, plus provincial and federal government representatives.

UBC is the first of three Canadian universities to receive federal funding to set up centres for international business studies. Names of the other two universities, in Ontario and Quebec, have not yet been announced.

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sources of universities in pursuit of national goals.

University research, she said, is not as involved as it should be in the inter-disciplinary studies needed to solve urban, environmental, health or off-shore or northern development problems.

Mme. Sauve said MOSST has developed three categories for financing research: projects suggested by university researchers; government research; and programs on national priorities.

The first category covers the traditional funding of university research proposals through granting agencies, she said. The research may be basic or applied and proposals are assessed by the applicants' peers on a nationwide competitive basis.

The second category, she said, is designed to meet the scientific, technological, social and economic needs arising out of the activities of federal departments and agencies. MOSST is reviewing the research needs of federal departments, she said, and research grants to universities from federal departments should be funded through contracts.

"We look forward to a shift towards research on societal problems and away from ivory-tower research with respect to government-funded activity," Mme. Sauve told the research administrators.

"The provinces and universities themselves are beginning to move in the direction of greater relevance to the needs of society and we in government intend to assist in that changing environment."

MOSST has already had an impact on research and development in federal departments. Under MOSST's new "make-or-buy" policy the departments must contract to industry, but not to universities, all new research and development rather than doing the research themselves within their own departmental laboratories. One rationale for the make-or-buy policy is that industry and the economy in general will benefit from the greater scientific and technological skill that would be developed in the private sector.

The make-or-buy policy will be extended, Mme. Sauve said, so that both university and industrial researchers will be able to approach the federal government to fund research proposals.

The third category of research, on national priorities involving multi-disciplinary programs, can only come about under new mechanisms of funding, she said. This category will give universities and industry an opportunity to develop their research ability in certain subjects or regional problems which are a national priority.

Views on Pool Sought

The University community have been asked for their views on the facilities to be included in the proposed campus Aquatic Centre, to be sited between the existing Empire Pool and the Student Union Building.

The Aquatic Centre users' committee, chaired by graduate student Bob Angus, has distributed on campus a four-page tabloid flyer which includes a questionnaire listing various environments, facilities and activities which might be included in the centre.

Faculty members, students and employed staff are urged to complete the questionnaire and return it to the Alma Mater Society offices in SUB. Additional copies of the flyer are available in the AMS office.

Data from the questionnaire will be used by the committee and the firm of Graham Brawn and Associates in planning facilities to be included in the pool complex. The Board of Governors, at its meeting on April 2, appointed the firms of Carlberg Jackson and Partners, Architects, as executive architects for the centre.

The new centre will cost an estimated \$2,750,000. Students are now contributing about \$100,000 a year to the construction fund through a \$5.00 annual levy. The University, in its 1974-75 capital budget, included an allocation of \$925,000 as its share of the project. The remaining \$900,000 will be sought in gifts and grants from outside sources.

WATS System

UBC's new Wide Area Telephone System, designed to reduce long-distance telephone costs to the University, went into operation on April 1.

The WATS system applies to long-distance calls made to all points in Canada and the United States, with the exception of the State of Washington, the Lower Mainland of B.C. and Vancouver Island. The City of Victoria is included in the WATS system, however.

Instruction cards distributed to campus telephone users state that departments with switchboards are required to dial "9" and then "80" to use the WATS system. This applies only to the following switchboard-equipped campus offices: Alumni Association; Instructional Media Centre; Bookstore; Centre for Continuing Education; the University Health Service; and TRIUMF.

All other WATS users should dial "80" only. This does not produce a ringing signal. Callers should stay on the line until the WATS operator answers.

Order Texts

UBC Bookstore officials have urged faculty members to submit their 1974-75 textbook orders as soon as possible to ensure that books are on hand by September.

Demand for textbooks may exceed supplies in the coming year because of the world-wide paper shortage, according to UBC Bookstore manager Bob Smith.

To date, he said, only 1,700 out of an expected 5,000 textbook orders have been received from UBC faculty members. The 5,000 orders result in the purchase by the University of about 250,000 volumes for sale to students.

Award Offered

Information and application forms for a \$2,000 French-language fellowship are available from the UBC Awards Office, Room 207, Buchanan Building.

The fellowship is designed to provide anglophones with an opportunity for immersion in the French language for a period of one year and is tenable at any Canadian French-language institution.

The award is open to post-secondary students, high school graduates and teachers.

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