

Fees folly

While progress within a university is desirable and necessary, progress hastily made can be a detriment to solving problems. When new schemes are adopted, the effects can be so overwhelming as to kill any chance of further reform for years.

Such might be the case with the newly-formed Student Fees Allocation Board. The board is the brain-child of student-faculty-administration task forces, set-up last year to change the current student fee system. It was spawned in closed-door meetings and was approved hastily by the Council on Student Life in May.

The master plan implied that the student fees system should be changed by the end of this year. Last year was taken up by studies of possible alternatives to the current system, public discussion of the alternative proposed, approval of the proposal and efforts to begin implementation of the new system. This year was to be devoted to studying the financial needs of student activities and recommending amounts of aid to be given.

But things haven't worked that way. The first year went smoothly. A plan was devised and approved.

But although the infant student fee board now is

beginning to take its first steps, it seems it won't be ready to walk this year. The board was to be appointed and begin meeting in September. It wasn't. Appointments were made too late, and scheduling conflicts kept it from getting underway until November.

The group now is meeting, but no permanent leader has been chosen, nor has it formulated bylaws or other necessary plans.

It has launched a study of what it needs to begin operation, but if members of the board think it can function as it should, they are fooling themselves.

The board already is three months behind schedule. Clearly, this is not the time for it to go into operation. The members of the board are not knowledgeable in the distribution of fees and they don't have the time needed to do the thorough study necessary to make a just distribution.

The board needs at least one more year to establish itself, study the fee system and arrive at a fair distribution method. To try to reform the fee system now without the necessary facts or thought could be disasterous.

Michael (O.J.) Iverson

"SELL ME YOUR GAS, YOUR OIL, YOUR KEROSENE...."



"YOU DON'T HAVE TO WORRY ABOUT ME GETTING SEASICK OR JUMPING SHIP! I'M STAYING AT THE HELM UNTIL WE BRING IT INTO PORT!"



Cagey consumer blows horn on gas cache

With the full force of the energy crisis and gas shortage upon us, many Americans are adopting radical approaches toward insuring a supply of energy. Among the consumer groups being formed to combat the crisis is an organization known as the "Conserve America's Gas" (CAG) society. This rapidly growing and influential organization has pioneered a number of energy and gasoline saving programs. I spoke with their president, Mr. H. Hornblower, concerning these programs and the group itself.

"We of the Conserve America's Gas society are dedicated to the maintenance of Life, Liberty, and the American Way—all of which vitally depend on one thing: The Automobile. And it is toward this America that we dedicate our time and energies, long may she wave."

john o'shea
distant thunder

"Mr. Hornblower, what are some of the programs your group has recommended?"

"CAG offers information to the consumer on ways to beat the gasoline shortage. Our best-selling pamphlet is entitled 'The Family Gasoline Shelter.' In addition to the easy step-by-step instructions for construction in the average basement, it includes helpful hints on storage and bootlegging procedures."

"You mean you're encouraging people to build their own gasoline storage tanks?"

"Certainly. It's every American's duty to see that his family is protected."

"But isn't his 'protection,' as you call it, simply gas hoarding?"

"Not at all. It is simply a safeguard against some unforeseen disaster that might threaten to turn off the gas pumps. We envision the establishment of local shelters in every community which would be designed to withstand a long turn-off period. This, coupled with the individual family shelter, would assure America's safety, whether attacked by the Arabs or by Congress."

"How will you be able to maintain these shelters if rationing is instituted?"

"Easy. Another publication we put out is the 'How to Beat Rationing Handbook.' It includes all the information a person needs to get the most out of rationing. Some of its most profitable chapters include: How to gain ration books with the licenses of recently deceased relatives, and an up-to-the-minute list of 100 'sure-fire' sob stories to lay on quibble station attendants."

"Do you really expect people to take advantage of the rationing system like that?"

"Why certainly. For rationing or any other government program to succeed, all citizens—rich and poor—must be willing to pitch in and help themselves. After all, that's what America's all about, isn't it? God helps those who help themselves, I always say. By the way, besides our regular activities we have organized a youth group, the 'Conserve America's Gas Youth.' The CAGYs have undertaken their own project to save gas, which once again proves that the strength of America lies in the sure, intelligent thinking of her Youth."

"Really? What is their project?"

"The methodical disablement of every Cadillac in the city."

"You can't mean that! How can wrecking the Cadillacs help ease the energy

crunch?"

"Elementary. Cadillacs get the worst mileage of any car on the road, right? Well, the CAGYs decided to limit this drain on gasoline by eliminating big gas hogs. After all, the dune buggies gotta keep rolling. By the way, what make of car do you drive?"

"An Opel. I have time for just one more question. Mr. Hornblower, what does your organization think of the current world situation which brought about our present crisis?"

"As far as foreign policy is concerned we're behind the President one hundred percent. It's hard for those who aren't in the know to understand what the President is doing, with the detente and all, but we're not worried. We know it's just another plot to get the Arabs and Buskies to lower their guards, then wham! We even sent Mr. Nixon a telegram, pledging the use of our reserve fuel supplies for the big push. With interest, of course."

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