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Portland State perspective

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PSU CENTER KEEPS TAB ON OREGON'S CENSUS

By CARLOS QUIROS

PSU's Center for Population Research and Census, located in 188 Cramer Hall, announced Dec. 15 the new census figures for each county and incorporated city within the state, as well as the up-to-date population of Oregon.

The study showed that the Portland metropolitan statistical area now has more than 1 million people (1,022,714). It also found that Oregon's population has reached 2,143,010, an increase of 51,652 since last year and 2.36 per cent above the 1970 count.

Nearly half of the population growth took place in the three Portland metropolitan area counties: Washington county, with the largest increase, 11,740 persons for a total of 169,660; Clackamas county, with a gain of 8,812 to 174,900, and Multnomah county a 3,033 increase to 559,700.

PSU's Center became a part of the University in 1965 when the state legislature transferred the duties and responsibilities of the former Oregon State Board of Census, located in Portland but outside of PSU, to the Oregon State Board of Higher Education.

The Board then assigned the job, to "determine annually the population of the State of Oregon and certain of its political sub-divisions," to PSU. Portland State had the personnel to do this job more efficiently while conveniently located in an urban area.

James Weiss, director of the Center for Population Research and Census, explained that PSU's



Dr. James Weiss, Director of the Population Research and Census Center, shows two interviewers for the Port of Portland Impact Survey, (left to right) Sandra Yoder and Margot Faegre, the locations of their interviewing assignments.

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■ **ALUMNI NEWS** — Latest reports from the Alumni Office involve the Library (Page 7) and notes from all over (Page 8).

Center is the only designated agency in Oregon to provide population estimates and special enumeration counts. When certified to the Secretary of State, the counts become the basis for the distribution of certain highway, liquor and cigarette revenues. The Center up-dates its findings and quarterly submits them to the secretary of state.

Surveys may be requested by state agencies, city and county governments, public and private agencies and financial and business organizations needing a specific survey to answer questions about an issue or problem.

Recently, the Center did a survey for the Ford Foundation which wanted to know what alternative forms of student loans college students preferred. The Center interviewed Portland State's students to find out what they thought about the issue. One out of five students preferred a deferred payment loan plan as a means of financing their education.

This was a national survey undertaken by the Ford Foundation to find out what form of student loans college students throughout the U.S. prefer. The PSU student body was only a part of the over-all survey.

Currently, the Center is involved with PSU's urban studies center in conducting an environmental impact survey for the Port of Portland. The Center will interview people around the airport flight paths — a sample of 1,000 persons — and find out their opinions and attitudes concerning the airport's expansion.

The impact statement is required under a provision of the Airways Development Act of 1970 which calls for a study of the environmental consequences of airport expansion.

Fees charged by the Center for performing surveys make it a partly self-sustaining organization. In the past two years approximately \$97,000 has been grossed by the Center through contracts

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More On...

POPULATION

(Continued from Page 1)

(survey fees) and grants. It also has a state appropriation of \$40,000.

A major service provided by the Center, besides making surveys and population estimates, is that it gives the students employed there actual field experience in a variety of occupations which they may pursue after graduation (sociological field work, computer data preparation and processing, statistical analysis, etc.). At the same time it helps them pay their way through school.

As Professor Weiss points out, "In the last year and a half the Center has employed 17 different students. These students, mostly PSU sociology majors, have received actual experience in almost all the phases of work involved with the Center. They help design questionnaires which are used on specific surveys, interview people, prepare data for the computer and all the intricate steps involved with it... everything." Three out of the five regular staff members of the Center are PSU graduates.

"Since the 1970 census," Weiss said, "the Center has made population enumerations for 32 cities in the state, from Medford down to the smallest."

"When a city asks us to do a population estimate, we send some of our students trained in interviewing people for surveys to the city where they, in turn, instruct the people who do the actual questioning for that particular survey. On these surveys our students are the census supervisors."

Cities request a population estimate, usually, when officials believe that the population of their city is larger than the federal census reported. If the city is correct, then the amount of state-shared revenue the city is entitled to is increased.

An example of this occurred shortly after the 1970 census. The city of Tigard felt that the U.S. Census Bureau had grossly undercounted the population of the city.

Tigard officials contracted for services of the Center and it was discovered that there was, indeed, a discrepancy. The federal census came up with a population of 5,302 persons; the Center accounted for 6,763 — an error of 1,461 persons.

Luckily for Tigard, findings made by the Center are considered official by the State of Oregon so the city received its rightful portion of the state-shared revenue.

In making population estimates for the state, the Center checks and verifies the data uncovered with other state agencies, like the State Board of Health, Bureau of Motor Vehicles and the State Board of Education.

Indicators — trends in birth and deaths, registered voters, registered motor vehicles, marriages, divorces and school enrollment — also are taken into account for the population estimates.

The data is then thoroughly analyzed and worked over, a process which takes many tedious man-hours, and put into computers, another time-consuming job. The end result is then rechecked for errors.

Another valuable service provided by the Center is that it has been designated a Summary Tape Processing Center by the U.S. Census Bureau. The purpose of a summary tape processing center is to make data from the 1970 U.S. Censuses of Population and Housing of Oregon available to users at a minimal cost basis at the earliest possible dates after Census Day.

In the tapes is information never before printed pertaining to population and housing in Oregon and statistics and facts which will be able to serve all organizations or persons which use population and housing data.

There are only two Summary Tape Processing Centers in Oregon which have been recognized by the U.S. Bureau of the Census — PSU's Center and U of O's Bureau of Governmental Research and Service.



Constituents are where you find them... and new ASPSU chairman Teri Anderson has been out looking. Here she chats with Jim Stotler (left), Chris Darkin and Danny Chinn.

Student Leader 'Has to Be in Things'

By JEANNETTE ROSLAK

Teri Anderson, newly-elected student senate chairman, can best be described as a human whirlwind with enough energy and enthusiasm for an army.

"I hate to watch things," said Teri. "I have to be in them."

As a high school student at Sunset, Teri was involved with student government and student organizations. Involvement at PSU seemed like a natural step.

"I tried to stay out as long as I could and just watch, but I got tired of seeing the same faces in student government all of the time and I felt they needed some new blood," she added.

Teri spends an estimated 12 hours a day working on student government affairs. Not all of that time is spent in her fourth floor office in Smith Memorial Center. She talks to people in her classes about government, and several of her professors have set aside a specific part of each class session for discussion with Teri.

When PSU's day students leave campus Teri is still at PSU talking to night students.

"I go into the cafeteria and introduce myself to night students so they know who is running student government. Some of them are surprised to learn there is a student government at PSU."

One of Teri's personal goals is to get everyone unified and moving in one direction.

"As it is now, everyone moves in 15 different directions and no one knows what the others are doing."

Teri plans to have regular meetings with the faculty senate and members of the administration to unify the entire university.

"We're a university before we are factioned off," commented Teri.

PSU's student senate has the potential of having 350 members. When Teri took office and began to file student government records from the past six years she learned there were only 18 valid senators. In the past few weeks she has been

visiting campus departments and encouraging students to get petitions signed and represent their department or group in the senate.

At last count her efforts have brought in 44 new senators, bringing the total to 62. Teri also is encouraging foreign students and student organizations to get involved in student government.

"They have been left out for a long time," said Teri.

As chairman of ASPSU, student senate and the executive committee, Teri sees student government as "an organization that people neither trust nor respect, and it's about time we changed that image." Teri feels ASPSU's image can be changed through community service and involvement.

"Since we are an urban university, we need to have activities that the community can get involved in," she asserted.

In private life, the blue-eyed whirlwind has the same enthusiasm. A 22-year old junior, she is majoring in general studies with an emphasis in the social sciences.

"With so many interests it was hard for me to narrow my studies to one specific thing," Teri commented.

After graduation Teri plans to go to law school and eventually teach law and practice international law at the same time.

With all of her varied activities Teri still finds time for gourmet cooking. Her husband, Tom, a PSU graduate student in economics, is always there to try her creations.

"In the 10 months we've been married I've never served him the same meal twice," said Teri. She said the key is to stay away from hamburger.

Upon taking over her new position in student government Teri found a torpedo abandoned in a student office. She adopted the weapon which has since been nick-named "Torpedo Teri" by student government members. Picking up the symbol, Teri said, "Full speed ahead."

She has taken off, leaving a whirlwind behind.

THE TRANSPORT CRISIS

From Portland to Rome – and in most of the world's other population centers – a key topic of conversation and a problem of survival is transportation.

In Italy, the Romans experimented with free rides to lure people back to buses; in Portland Tri-Met is buying new buses and planning pick-up stations to do the same thing.

On this and ensuing pages are stories describing three ways of dealing with the problem as proposed by three Portland Staters.

Dr. Walter Kramer, director of Portland State's Transportation Studies Center, has just spent two years in Pavia, and while in Europe he attended several urban transportation seminars. He also participated in the 25th anniversary celebration of the establishment of New Towns in England, the concept originated by the British for dispersing metropolitan settlements over a wide area separated by wide green belts. He also has served as adviser to the waterways, world trade and transportation committees of the Portland Chamber of Commerce and has been a member of more than 30 business and professional organizations.

Sam Oakland was picked by the Oregon Journal as one of the top ten non-political newsmakers of 1971 for his efforts in organizing the Bicycle Lobby which peddled to Salem for sessions of the House and Senate to dramatize the needs of pedestrians and bike riders. Currently he is serving as chairman of Portland's eleven-member Bicycle Path Task Force which is to come up with a comprehensive bicycle and pedestrian plan for the city by the end of 1972. He teaches English at Portland State and recently was awarded the position of "Personality in Residence" at the University of Oregon, where he will spend a week this month.

David Smith has been teaching aerial geography courses at Portland State since 1966, and is on leave to teach the spring semester at San Fernando Valley State College. He received funds from the National Science Foundation in 1968 to head a two-year research program to explore the potential of teaching earth science courses while flying over the subject matter. Smith was a research physical geographer at the U.S. Army Natick Laboratories before coming to PSU in 1965, and he also has been a meteorological observer at the Mount Washington Observatory, Gorham, N.H., and a technical writer for the National Bureau of Standards in Washington, D.C.

By WALTER H. KRAMER

The Transportation Studies Center, through the encouragement of Donald D. Parker, dean of the School of Business Administration, and Robert E. Dodge, then head of the Marketing Department, and a gift from the Oregon Motor Trucking Association, was established about four years ago.

Oregon's location, so far from the markets for its goods and so far from the source of much of its needs, always has made efficient transportation vital to her economy. The continuing need for the development of successful management of this function to preserve and promote this community's welfare, certainly in terms of its livability as well as its economy, made the establishment of such a center in its urban capital logical and necessary.

The Transportation Studies Center, backed by the strength of interested faculty throughout the University and encouraged by the transportation industry and local government, is designed to provide:

1. Undergraduate study for all business majors;
2. Graduate study leading to the Master of Business Administration degree;
3. Short courses for the continuing education of those already employed in the field;
4. Conferences for the exchange of information between the industry and higher education;
5. Executive development programs;
6. Research;
7. Internships;
8. Publication of research findings and significant trends in transportation.

The Transportation Studies Center thus does not look narrowly just to the needs of the full-

time student, but broadly to the needs of all those interested in the industry.

The work of the Center, far from being confined to the typical academic approach in the classroom, has extended to the offering of seminars on tourism, and, with the help of the Portland Center of the Division of Continuing Education, classes for preparation for practice before the Interstate Commerce Commission, and seminars concerned with the transportation of hazardous material. Studies concerned with Oregon ports and the Portland International Airport have been completed or are under way.

The wealth created by Portland and Oregon's economic activities will have little meaning as urban society if this state loses its attractiveness. That the increasing difficulty in moving about in American cities has become a cause for serious concern, if not alarm, can hardly be disputed. A few years ago, the Transportation Studies Center began a series of efforts designed to attract funding, to permit the establishment of an urban transportation studies feature here at Portland State University designed to serve the Pacific Northwest. A number of hypotheses were proposed as a basis for further research. One of these was predicated on the following:

In spite of all of the efforts made here as well as nationally to improve urban transit, the love affair between ourselves and our automobiles is still going on. In most cities a figure of the magnitude of 80 per cent of all trips to the urban core are made by automobile. In most cases, the figure is rising. It is rising because we have not developed an acceptable alternative. Too many people want a public transit system for the "other guy" to use. But, Portland has a unique opportunity to make a significant contribution to a favorable modification of the problem, if not an acceptable solution.

Public transit systems, particularly rail, but highway oriented systems as well, can offer clean, comfortable and fast transportation, but only within certain restrictions. Generally, they require massive investment which their revenue-pro-

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BIKES!

By SAM OAKLAND

It was a fluke, a chance in 6,000 and yet it happened — Oregon House Bill 1700 actually came into being.

It was a "happening," I suppose, because no one, after all, "steals" funds from the highway lobby. No one "raids" the U.S. highway-freeway trust fund. No one stands a chance against the steel, the concrete, the automobile, the asphalt and the oil interests in this country.

But HB 1700 was the near-impossible; it "stole" one per cent of all future Oregon highway funds for the construction of pedestrian and bicycle trails throughout the state. And in doing this it set a most dangerous precedent by opening the can of sacred worms to other non-superhighway groups.

The importance and the scope of the "little bill" is now being realized; Oregon has, perhaps, started to build the coffin of the automobile industry. It's a small opening but it's a start and the time may come when the auto builders grab all their creatures with oversized fenders, overpowered motors, overbulted bodies and tin skirts and sneak them off the market to be buried in that coffin in Transylvania.

Already the impact of the bill is being felt; California, using Oregon as an example, has introduced a bike bill. Washington State has done the same. And Michigan, New Jersey, Kansas, New York, Ohio, Missouri and Indiana will soon follow suit. Even the national government is getting the hint and the debate against the automobile and for the bicycle has begun in the U.S. Congress.

Perhaps the times were right, perhaps the circumstances were right, perhaps the strange alliance formed among the hard-core bicycle advocates, the Sunday riders, the eco-freaks, the legislators, and the Bicycle Lobby in the state of Oregon happened at exactly the right moment; whatever, the bill passed and pedestrian and bicycle trails are now being constructed.

The highway division of the state of Oregon is developing a seven mile bicycle trail from Oregon City to Portland on the road bed of the abandoned Inter-urban Electric RR and a bikeway from Cannon Beach to Seaside on the coast.

Multnomah County and the Columbia Regional Association of Governments (CRAG) have just begun a comprehensive metropolitan bikeway study; together they will attempt to develop a system that would link Beaverton, Lake Oswego, West Linn, Oregon City, Gresham and Vancouver with the city of Portland. And the city itself has empaneled a Bicycle Path Task Force to work out a super plan that would tie into the Multnomah County/CRAG system. The Task Force is presently attempting to design a plan that would unite NW, N, NE, SE and SW Portland with a series of paths that would allow bicyclists to move in relative safety throughout the city, over bridges and in and out of the city parks.

Proposals being considered call for commuter as well as recreation bicycle trails. One specific proposal would allow the North, the Commercial, and the South Park Blocks to be transformed into a multiple-use cross-town parkway with one parking lane each way (the full length of the combined Park Blocks System) converted to a basic downtown backbone bicycle trail into which the rest of the skelton-like trails in the city could feed.

In attempting to develop the plan The Task Force is following the basic aim of trying to link Portland's schools, churches, parks, shopping centers and sleeping areas together so as to allow the bicycle to be used as an alternate means of transport and of recreation in the city. And of course, all trails would eventually lead to the heart of the city with its soon-to-be-realized Downtown/Waterfront/Peoples/Mall!



Sam Oakland, chairman of the Bicycle Lobby, teacher of English, and candidate for the Republican nomination as U.S. senator, does his transportation thing with Kathy Dewey, a student and also a bicycle enthusiast.

Oregon Science Academy to Meet at PSU

The 30th annual meeting of the Oregon Academy of Science, scheduled Feb. 25 and 26 at Portland State University, will include a special symposium and film on "The Sea, Science and Society."

Speakers from throughout Oregon are expected at the free and public sessions in the Ballroom of Smith Memorial Center on Friday, Feb. 25.

The afternoon meeting, beginning at 2 o'clock, will summarize current research findings and future research needs in the traditional oceanography areas — physical and chemical oceanography, marine biology and geology, and such newcomers as marine anthropology, marine geography and food from the sea.

Highlight of the evening program, beginning at 7 o'clock, will be the showing of the newly released film, "They Share the Sea." The Tom Beemer production is the story of the Sea Grant in Oregon, with narration and song by Barre Tolken. The film will introduce a panel discussion of the problems man faces as he contemplates greater use of the sea.

Panelists will be Dr. Joel W. Hedgpeth of the Marine Science Center, Newport; Dr. John Mac-

Gregor, OSU sociologist; Dr. Paul Rudy of the Oregon Institute of Marine Biology, Charleston; Dr. Larry Slotta, OSU ocean engineer, and William Wick, head of the Oregon Marine Advisory Program who will serve as panel moderator. The speakers will identify the major problems facing Oregon and other Pacific states, and point to ways science in Oregon can help to solve the problems.

The Oregon Academy of Science will have section meetings Saturday morning, Feb. 26, when papers will be given in the fields of anthropology, biology, chemistry, geography, geology and math-physics.

The Physics Academy, featuring research reports by high school students, will be a part of the Saturday program, beginning at 9 a.m.

A special symposium of the geology section will summarize "Late Mesozoic and Cenozoic Sedimentation, Volcanism and Tectonism in Oregon West of 122° Longitude." The Oregon section of the American Institute of Professional Geologists will meet with the Oregon Academy.

The Saturday afternoon session will be devoted to the Academy's business meeting, awarding of citations to outstanding scientists in Oregon and the election of officers.

PLANES!

By DAVID SMITH

Mini-airliners with V/STOL (vertical or short takeoff and landing) capability have been considered in the nation's major urban centers as a possible partial solution to transportation problems in metropolitan areas.

The Federal Aviation Administration is working hard to encourage the development of suitable aircraft, but it remains to be seen if the problems of noise pollution, aircraft expense and terminal development can be overcome. These problems become especially sticky when one realizes that the entire system would contribute to the obsolescence of the automobile, to which we seem to be permanently addicted. But at the same time one might ponder the question, "Is the automobile an historical anachronism?"

Mass transit systems are desperately needed, but lack popular support. The interstate highway system is indirectly subsidizing automobile manufacturers, locking the U.S. society into the individual-vehicle mode of transportation. Airborne mass transit is a possible alternative, or supplement to the system. A 1967 transportation workshop noted some of the problems in getting sophisticated transportation systems off the ground:

"The actors are at an impasse. The manufacturers will not build until a market is visible. The operators will not provide the service because they have other interests and because they lack suitable route structure, financial backing and market information. Investors are wary because of the amount of capital required, the risks involved when there is no clear evidence of public response, and the uncertainty about future government action. Since the operators show no interest, the regulators and legislators have been slow to investigate V/STOL development and methods of increasing it."

It is encouraging to note that a plan has been proposed for Los Angeles which would establish 48 V/STOL terminals for intra-metropolitan transportation. Each would have enormous parking facilities and link with public ground transportation. Implementation of a program like that still is many years off, but it would do much to encourage the manufacturers and public administrators to develop further, and thereby bring twenty to sixty-passenger V/STOL airliners into most of the cities in the country.

Columbia Construction Helicopters, located on Swan Island, reports there has been only "talk" about establishing a Portland facility for short takeoff and landing aircraft. And there are only three buildings in the city with helicopter pads — the city-owned Portland Auto Port at 123 S.W. Jefferson St., the restaurant at the Flamingo Motel at 9727 N.E. Sandy Blvd., and one private facility atop the Portland General Electric Co. Service Building at 3700 S.E. 17th Ave.

Once we have widespread availability of the aircraft, chartering them as airborne classrooms should be just as easy as chartering a bus. The aerial approach to teaching has been proved in numerous universities and colleges, including Portland State. It is no more radical an approach than the use of computers in teaching freshman science classes. The cost per student is not so much greater than other teaching aids we are already *used to*. Unfortunately, the airplane is far more conspicuous than other teaching aids, so adoption of the method may go slowly even if V/STOL commuter operations should be instituted throughout the country.

There are magnificent possibilities for aerial field trips in the environmental sciences utilizing such aircraft. Suppose, for instance, we had one of the 300-mph, 20-passenger craft now under

development and a landing pad in downtown Portland. We could put an entire small class through an incomparable tour of northwestern Oregon in an hour or two. Two or three such field trips in a term would tremendously multiply the relevance, for instance, of geography or geology classes.

The increasing standard of living and improved technological prowess of the United States have made possible a variety of improvements in education at all levels; in higher education an increasing quantity of very expensive, specialized equipment has become available to undergraduate students. The feedback from technology to higher education takes many forms; one of the potential forms which has not yet been fully recognized is the airplane. If the subject matter of geography is the earth's surface, then logically some courses can and should be conducted on a mobile platform above the earth's surface. By this means the students now being trained can be exposed to a far more comprehensive, realistic, and effective understanding of the resources which they will eventually manage.

Not only is this approach natural, it is somewhat overdue; thus far, geography and other earth

sciences seem not to have gotten an equal share of the increased buying power of our society, while laboratory and computer sciences have been heavily subsidized.

Geography, by its very nature, deals with the spatial configuration of the earth's surface; but the subject is most commonly taught indoors by reference to two-dimensional abstractions such as maps, graphs and photographs, linked together by long lectures and much discussion. A serious handicap is imposed by this cloistered environment; by analogy, consider chemistry without the first-hand experience of laboratory experiments; or biology without laboratory specimens for observation or dissection; or English literature based on the reading of abstracts; or art appreciation taught with only black-and-white photographs of paintings or sculptures.

We've been calling for improvements in higher education for years, so that it will be more relevant and more effective. Some of the changes, once they come, will be in methods and curriculum. At the same time we should be ready to utilize and adapt to technological improvements once they become available. Then we can finally move to get higher education, too, off the ground.



Geographer David Smith first presented his ideas on mini-airliners in urban transportation and airborne classrooms while flying chartered plane to conduct aerial tour of seashore while attending meeting of National Council for Geographic Education in Atlanta, Ga.

AUTO 'OUT OF PLACE' IN CONGESTED AREA

(Continued from Page 3)

ducing capabilities, largely because of an inability to use them intensely, do not justify. They must, therefore, be financed through a "tax" on non-users. But, more important than their financing is their extreme specialization and rigidity (more so in the case of rail than by bus) of their operation. They operate between fixed points and have capabilities concerned only with the truck line portion of the journey. It is largely this technical limitation of public carriers that makes the feasibility of the automobile so attractive.

It seems a fair statement that all journeys may be considered as having three parts. What we might call the trunk line movement is usually what is meant when the public carrier system is being discussed. This is the trip people make after the journey to the station to board the train and before the journey from the station at the "destination" of the train ride. It must be clear that as far as the passenger is concerned the "system" he uses from origin (his home, for example) to his destination (his office, for example) has three distinct parts: the collection, the trunk, and the distribution. It is the versatility of the automobile as a vehicle and the ubiquity of the road, highway, or street that creates the convenience of one unique system, one journey - without change from home to place of work. This convenience, coupled with some measure of ego enhancing factors, is apparently of such magnitude that it cannot be offset by the usual frustration associated with congestion and parking. Under the circumstances, even where reasonably adequate alternatives are available, the automobile is still the favorite choice for urban transportation and the cause for building and adapting more roads for collecting, transporting and distributing it.

The principal source of limitation of benefit associated with the automobile (usually carrying less than two persons) as a motor vehicle used in metropolitan transportation systems may be summed up in the general term, congestion per person. This congestion arises from the competition for scarce space: competition with other automobiles and competition with other uses to which land devoted to roadways might be put.

The very nature of the automobile, the way in which it produces such speed, flexibility, comfort, and ego gratification means it must be relatively large in size. At rest it may need in the vicinity of 100 square feet of scarce space. Considering the necessary headway between vehicles, it requires more space when in motion. This requirement per unit of time varies inversely with the speed of the vehicle; or, to put it another way, the faster the movement of the automobile in any given road, the more effective is that form of transportation in terms of volume carried. This is where the automobile excels. This is what it was built for. It is a road vehicle, not a street vehicle. With due regard to the seriousness of the effect of additional commitments of urban land for freeway use without adequate consideration of alternatives, it seems safe to say that properly designed freeways offer the best opportunity for effective use of the automobile.

It is when the automobile is used for other than trunk line trips that the marginal benefits approach zero and eventually a negative quantity (certainly in terms of social benefits). At the "collection points" the noise, pollution, and damage of amenities of the quiet residential streets make it a nuisance. At the distribution end of the journey, the mass congestion takes over a disproportionate share of the area that might be used for more productive and aesthetic purposes. The search for a spot in which to leave the vehicle means that much traffic is held for a longer period than is necessary for purely transportation purposes.

Portland's major urban transportation problem is the growing congestion in the urban core, the

end of which can clearly be seen from the experiences of major cities all about us, and which will soon reach "unbearable" levels. It is, at least, open to question, that this will be reversed solely by a publicly-owned bus system. Indeed, any decisions currently being made in terms of increasing the number of parking facilities in the urban core create an attraction and encouragement to bring in more, not fewer, automobiles. The course could become irreversible except at great cost.

The automobile clearly is out of place in congested environments. Automobiles belong on the freeways. Portland's rare advantage here is the loop of freeways around the central core that will soon be completed with the construction of the Fremont bridge. Commuters should at least be given a choice of parking over, under, or near the freeway and of using a more appropriate means of transport for the central core portion of the journey. This should clearly include an opportunity and encouragement to walk. An indication of how poorly we use our transportation resources is reflected in the difficulty and unattractiveness of walking in our downtown area. In spite of our famous mist, covered walkways are almost unknown. The pedestrian comes out second best with the stop light. The sidewalks are getting narrower. Can you imagine how pleasant it could be to leave your car somewhere in the freeway area and walk through a floral garden to work?

Those who prefer to bring their cars in the core in a free society may insist upon being permitted to do so. But, the prices of the services of these facilities, e.g. parking, now being provided by local and state governments as well as business and educational agencies, as compared with the facilities at the freeway, should reflect the anti-social nature of such behavior.

Until serious steps are taken to solve this problem through the effective employment of one of Portland's great transportation advantages - the freeway loop around the urban core - this community's downtown transportation problem will continue.

This Center had proposed a research program to develop relevant marketing information in respect to pricing of parking alternatives that might be necessary to encourage more socially acceptable behavior on the part of the motorist driving downtown.

It is interesting to point out in passing that many cities from San Francisco to Vienna are now encouraging experiments to discourage the intro-

duction of automobiles into the downtown area, through either outright prohibition or a pricing arrangement favoring more intense use (e.g., three or more passengers per car, as in the San Francisco case) of the vehicle.

The Center will continue to seek funding to encourage creative research in this as well as other aspects of the urban mobility problem.

New Programs Set For Summer Term

A folklore institute, a free reading program and a Teacher's Performance Institute on the Southern Oregon College campus are just three of the new features of the 1972 PSU Summer Term.

Additionally, West African dance seminars will be directed by Percival Borde, noted authority on Afro-Caribbean music and dance. The music department will have a composer-in-residence, the contemporary Swiss composer, Sandor Veress. The sociology department will be hosting world-famous social psychologist, Dr. Herbert Blumer, currently teaching at the University of California, Berkeley.

Popular personalities returning to campus include the Portland Summer Concerts with Sergiu Luca; Dr. Helen Edmonds, who will offer a special United Nations seminar, and Londoner Tony Laws, who again will teach jewelry and metal-smithing classes.

A special offering within the full academic program that's available each summer is a range of 13 intensive languages - from Arabic to French to Russian.

Students may earn credit in more than 1300 areas with new classes beginning throughout the summer.

Summer term catalogs soon will be available from the Summer Term Office or the Registrar's Office.

Trackers 'Capture' Moon Eclipse for TV

PSU's "optical tracking group," composed of three men from the physics department and a technical engineer from instructional television, spent five and one-half hours video-taping an eclipse of the moon from OMSI beginning at midnight Saturday, Jan. 29.

Two different cameras were hooked-up to a three and one-fourth inch telescope during the eclipse. An ordinary TV camera was used until the eclipse reached totality (totally dark), and then a \$10,000 low light level TV camera was used during totality.

The entire event was recorded on video-tape and will be reviewed by the scientists later.

From the tape the scientists hope to learn more about the moon. Dick Sears, physics research assistant on the project, said, "We will notice occultations, a heavenly body moving behind another heavenly body (stars behind the moon). From this we hope to improve our knowledge of the orbital motion of the moon. We also will look for two craters which are believed to have been formed by volcanic activity. If they are volcanic, the film will show it."

A story of the group's project was shown on Channel 6 News at 5:30 p.m., Sunday, Jan. 30.

Making up the group are Don Wright, assistant professor of physics; Dick Sears; Mike Gilmore, graduate assistant in physics, and Stan Zulaski, technical engineer with ITV.

By-Liners

Carol Valleau, a student at Portland Community College, drew the sketch depicting the fellow in love with his car which appears on Page 3. She intends to continue her studies at Portland State next year.

Jeannette Roslak, a Vanguard staffer and frequent contributor to Perspective, did a whirlwind tour of the campus with Teri Anderson, new student senate chairman. Her report appears on Page 2.

Carlos Quiros, who specialized in photo-journalism while a student at Sherwood High School after his family moved to Oregon from Cuba, is continuing his studies in that field at Portland State where he is a freshman. He produced the story and photo about how the University keeps tab on Oregon's population, Page 1.



Continental Can's Obert J. Haavik, left, presented \$1,000 scholarship to James W. Jackson, senior majoring in the management division of the School of Business Administration, through office of John Jenkins, director of Alumni Relations and Placement.

ALUMNI NEWS

Continental Can Gives Scholarship

The Continental Can Company has awarded a \$1,000 scholarship to James W. Jackson, a senior majoring in the management division of the School of Business Administration.

The scholarship was presented by Obert J. Haavik, manager of industrial relations for Continental Can's Portland complex and for whom Jackson worked for two summers as a personnel assistant.

Jackson currently is working 16 hours a week as a personnel management specialist for Bonne-

ville Power Administration while taking a course load of 19 hours at Portland State.

Haavik said this is the first such scholarship to be given by Continental Can in the Northwest and it is designed specifically for a member of a minority group who is a university student.

Haavik, who arranged for the scholarship through the assistance of John Jenkins, director of Alumni Relations and the Placement Service, noted that about half of the employees hired during the can company's peak summer season are Portland State students.

Buildings Renamed

The State Board of Higher Education recently authorized new names for two of the buildings on Portland State's campus: South Park Hall is now Richard L. Neuberger Hall and "Old Main" is now Lincoln Hall.

LIBRARY 'ON PREMISES' FACILITIES AVAILABLE

Use of the Portland State Library, reports Alumni Director John Jenkins, is one of the services most frequently asked about by former students and graduates of the University.

All alumni with ID cards now may use any of the Library's facilities on the premises, but check-out privileges are not yet available.

In a recent reply to a letter from alumnus Jon Lesch (1971), Frank Rodgers, director of the Library, explained some of the reasons:

"At the present time, we do not believe that we have a strong enough collection to offer borrowing privileges... Our holdings are still scarcely adequate to support the needs of our students and faculty. Our Library is still puny in relation to the number of programs it must attempt to support... Unfortunately, it is probable that alumni borrowers would be competing for the same recent materials most urgently needed by our students."

The Library holdings are constantly being strengthened, Rodgers said, and it is planned that alumni borrowing privileges will be extended at the earliest possible time.

In the meantime, Jenkins said it is possible under certain circumstances for alumni and others who may have specific short-term or limited projects or purposes to obtain special check-out privileges or other access to the Library stacks. Arrangement for such special permission should be made through Jenkins, either in person in Room 402, University Services Building, or by telephoning him at 229-4615.

Promoting alumni services on the campus is one of the main thrusts of the University and the Alumni Office, Jenkins added.

By filling out the accompanying coupon, alumni may have, with small cost, the use of the PSU gym facilities, with a family swim program on Tuesday nights and a singles swim-and-gym program on Wednesday nights. They also may obtain parking permits which allow them to park on

campus after 2 o'clock each afternoon and on evenings and weekends. Other services to alumni include the use of Smith Memorial Center meeting rooms and recreational and food facilities and the opportunity to buy athletic and theater tickets at student rates.

To participate in these programs, however, it is necessary that alumni have ID cards which are available for one dollar. Those who have not yet obtained ID cards may do so by using the accompanying coupon. Because they have been calculated on a fall-through-spring-term basis, they

now have been pro-rated to provide the services at a reduced cost for the remainder of the academic year.

Jenkins also invites alumni to use his office in Room 402 of the University Services Building, 617 S.W. Montgomery St. He said meeting rooms can be arranged for groups whenever the need arises. The fourth floor of the University Services Building is connected to parking and by a walkway over S.W. Broadway to Smith Memorial Center and Cramer Hall, providing direct access to other facilities until 10 o'clock every night.

PSU Alumni Activities Program

Mail to: Alumni Relations Office
Portland State University
P.O. Box 751
Portland, Oregon 97207

Name

Address

City State Zip

Soc. Sec. # Telephone

Degree Year

I am enclosing my check (money order) for \$ for the following activities, services and/or contributions:

- ☐ PSU Alumni ID Card - \$1
- ☐ PSU Family Swim Program - \$17.50*
- ☐ PSU Swim/Gym Program - \$7.50 (Couple, \$15)*
- ☐ PSU Alumni Parking Permit - \$4.50*

*Prices will be pro-rated after winter term.

- ☐ My contribution of \$ is to be used for
- ☐ Please contact me about a special contribution.
- ☐ Please send me information about the PSU Foundation.
- ☐ I can assist PSU candidates with career information and employment contacts.

Please make checks payable to Portland State University.

ALUMNI GOINGS-ON

Answers to queries for information have been received in the Alumni Office from the following:

1950s

Richard Green (BS '57) writes that he is a computer programmer for Systems Development Corp., serving as technical liaison representative for computer programming to the Aerospace Defense Command in Colorado Springs.

Irving G. Ewen (BS '59) is an urban planner with the Multnomah County Planning Commission.

Edward D. Powell (BS '59) is an auditor for Standard Insurance Co. of Portland.



Wes H. Perrin, 1959, has been elected a vice president of Cole & Weber Inc., an advertising and public relations firm in Portland.

Cole & Weber is the largest and oldest company of its type in the Northwest and also maintains offices in Seattle and Tacoma.

Perrin joined Cole & Weber in 1968 after holding advertising positions with Gerber Advertising Agency, Omak Industries and William Winter Advertising. His current major agency responsibility is coordination of the advertising program for the United States National Bank of Oregon.

Perrin also was elected president of the Portland chapter of the Association of Industrial Advertisers in 1971.

1960s

William S. Kallimanis, (BS '62) recently was promoted from general manager to executive vice president of the Pacific Plastic Pipe Co. in Portland. He will continue to be responsible for management supervision of the firm.

Sarah McGuire (BS '63) is teaching kindergarten in the Portland Public Schools.

Carl Perry (BS '63) writes that he is now a semi-retired real estate investor in Portland after having worked as a sales representative for an oil company, an accountant for a meat packing company and a salesman for a duplicating company.

Jerry E. Albrecht (BS '64) reported for duty in January at Langley Air Force Base in Virginia. Captain Albrecht, a weather officer, is assigned to a unit of the Air Weather Service which provides information for military flight operations. Before being sent to Langley, Captain Albrecht was at Texas A&M University where he completed his MS degree in meteorology through the Air Force Institute of Technology program.

Kenneth E. Farrier (BA '65) is supervisor of the Electric Test Department of TAB Products in Santa Clara, Calif.

John H. Orengo (BS '65 MST '71) teaches 7th and 8th grade language arts/social studies at Milwaukie, (Ore.) Junior High School.

Joe V. Wenzel (BS '65, MST '67) said in a recent letter that he is in Portland working for Oregonian Publishing Co. and the Holiday Magic Corp., where he is involved in management.

Jerome B. Buckley, Jr. (BA '66) is an attorney working with the law firm of Galton & Popick in Portland.

Dianne M. Bitte (BA '67) is a management analyst for the City of Portland.

Gary A. Lippert (BS '67) is an accountant with Tri-Met, Portland's public transportation facility.

Geoffrey S. Bushell (BA '68) works in Portland as a manufacturers sales representative for Meriwether Products, Inc. He lives in Lake Oswego.

George T. Cameron (BS '68) reports he is now a senior at the University of Oregon Medical School and plans to intern in the Panama Canal Zone next year.

Gary Leiser (BA '69) writes from the University of Pennsylvania where he is a Ph.D. candidate in Islamic history. His wife Pat (Tarbell, PSU '70) is working as an assistant to the Near Eastern bibliographer in the University of Pennsylvania library.

Martha Warren (BA '69) is working for Multnomah County Community Action as the Position Center Director for Aleta Latch Key Child Care Center.

Gerald R. Park (BA '69) has recently reported for duty in the U.S. Air Force at Kadena Air Base, Okinawa. Sgt. Park is an air traffic controller, assigned to a unit of the Air Force Communications Service, which provides global communications and air traffic control for the USAF. While at PSU, he was a member of Tau Kappa Epsilon.

1970s

Mary Anne Grant (BS '70) is working as a clerk/librarian for the Library Association of Portland. She plans to enter the University of Oregon in the fall of 1972 to do graduate work in the School of Librarianship after spending the summer of '72 touring Europe.

Karl O. Krueger (BS '70) reports he is a field supervisor in Portland for the Oregon Motor Vehicle Department where he is involved in testing, registration and licensing.

Robert L. LaFarge (BS '70) teaches business and clerical subjects at Tongue Point Job Corps Center in Astoria.

John Paul McDonald (BA '70) is an Air Force training specialist at Travis Air Force Base, Calif.

Patricia A. Rauscher (BS '70) is teaching kindergarten in the Forest Grove Public Schools and is still taking classes at PSU.

Ether L. Rucker (MS '70) works as a junior high school counselor for Reynolds School District near Portland.

Stephen E. Short (BS '70, MS '71) teaches Modern Problems at Coquille High School.

Sonja Wilson (BS '70) is a systems analyst for the U.S. National Bank in Portland.

Milo R. Yount (BS '70) is a staff accountant for Price Waterhouse and Co. in Portland.

Lynn Baumgart (BS '71) teaches in the Lynch School District near Portland.

Deanne Benson (BS '71) is remaining at PSU to work on a master's program in biology.

Richard D. Grant (MBA '71) and Donald J. Morgan (MBA '71) are principal partners and founders of Grant-Morgan Associates, a new research consulting firm in Portland. Their work includes industrial and consumer market research, business consulting and socio-economic base and impact studies.

Ardys A. Hanson (BS '71) teaches in the primary grades at the Apiary School District in Rainier, Ore.

Kent I. Mehrer (BS '71) was commissioned as a second lieutenant after graduation from Officer Training School at Lackland AFB, Tex., in December. His next assignment was for pilot training at Williams AFB in Arizona.

Marillis Marie Meyers (Saulitos) (MS '71) is working as a librarian for the Portland Public Schools.

James M. O'Connell (BS '71) was working at ESCO Corp. in Portland the year he was graduated. Then he worked for Freightliner Corp., and now has accepted a position as an engineer at Northwest Natural Gas.

PSU Graduate Plans To Start Newspaper

Bob Ziemer, 1960, currently is attempting to start a new newspaper in Clackamas county which he says will be "dedicated to truthful, in-depth, investigative reporting."

He has opened offices at 1500 Washington St., Oregon City, and says if 5,000 people in Clackamas county will subscribe, he will begin publication.

Ziemer, a former *Vanguard* editor, won the first place award in 1970 for editorial writing from the Oregon Newspaper Publishers Association. He has also been cited for a top series involving ecology issues.

"I'm concerned about the special interest influences exerted on the corporate press," Ziemer said. "I am convinced the 'sweeping-it-under-the-rug philosophy' has just about negated the responsibility of the press in this county."

"It's long overdue that we start facing the truth if some of the political and social problems are to be solved," he said.

Ziemer, 36, had been a reporter on a Clackamas county daily newspaper for two-and-one-half years before leaving to organize his own paper. He said he is carrying his campaign for a better newspaper directly to the citizens of the county.

Ziemer said he hopes Portland Staters now living in Clackamas county will subscribe.

Subscription blanks may be secured by phoning the *Oregon Spectator* at 656-0661. Ziemer said he hopes to publish the paper weekly, beginning in March.

IN MEMORIAM

Deaths of the following Portland State Alumni have been reported: Roy William Koping, 1957 and 1966; Betty Hapke Crichton and Oscar Leroy Larson, 1959; Rafael Crzy Untalan, 1964; Jay Scott Eichenberger, Kenneth Gilbert Enz, Peter McCord Menefee and Kathleen Sherwood, 1971.



She Knows Her Weapons

The first woman munitions weapon officer in the U.S. Air Force is Janice S. Cissna, who received her bachelor's degree in elementary education from Portland State in 1970.

On a recent visit to Portland Air Force Base, where the accompanying photo was taken by Al Monner of *The Journal* and released by the Air Force, Lt. Cissna recalled that she "put in for information, personnel education or education training... but when the application came back it was coded 4621 (munitions maintenance)."

A 1965 graduate of Madison High School, Lt. Cissna was commissioned a second lieutenant upon graduation from the Officer Training School at Lackland AFB, Tex. She now is taking 22 weeks of intensive training in the aerospace munitions officer course at Lowry AFB, Denver.

Winter Graduation Scheduled March 17

The second annual winter term commencement is scheduled for 8 p.m. Friday, March 17, in the Ballroom of Smith Memorial Center.

Katherine Corbett, director of all-University Events and chairman of the Commencement Committee, said the informal affair will last about an hour and will be followed by a reception in adjacent rooms at Smith Center.

Karl Dittmer, dean of the College of Science, will be commencement speaker. His topic will be "I Don't Know, But It Intrigues Me."

The formal June convocation is scheduled for Sunday afternoon, June 11, at the Memorial Coliseum.

Williams to Study Yugoslav Minorities

Harold Williams, director of Portland State University's Educational Center at 2611 N.E. Union Ave., has been awarded a spring-term study grant at the University of Zagreb in Yugoslavia.



Williams is among ten persons from Northwest secondary schools and universities to be selected for the overseas training program offered under a "Triple T" grant (training the teachers of teachers) administered by the University of Washington. The University of Oregon and Portland State University are the co-operating

institutions.

"The purpose of the grants is to build greater international dimensions into educational curricula," says Charles White, assistant dean of international education at Portland State.

Two former Portland States also are recipients of grants for this spring's study in Yugoslavia. They are Chester Bowers of the University of Oregon and Robert Hibbard of the Vancouver Public Schools. White said about 50 persons applied for the ten spots available to Northwest educators.

Williams, who has concentrated on expanding the Educational Center to develop the education skills of low income and minority people, said he plans to study Yugoslavia's minority problems while he is at the University of Zagreb.

Keith Larson Aids Costa Rica Project

Dr. Keith Larson, head of PSU's special education department, is going to Costa Rica this month to assist researchers from several Latin American countries in establishing training programs in special education.

Larson is a member of Partners of America, an organization committed to fostering a closer relationship and understanding between Latin American countries and the United States through personal involvement by private citizens in self-help projects.

The Partners Rehabilitation and Education Program (PREP), which provides treatment, training and services for the mentally and physically handicapped, is the project on which he will do the initial research in Costa Rica.

ALUMNI ADDRESSES WANTED

Dahlgren, Bryan L.	BS '69	Dawson, Alfred L.	BA '69	Diack, Jr. Samuel Latta	BS '68
Dabs, Grover C.	BS '69	Dawson, Ronald Bruce	BS '67	Diamond, Mary Barbara	BS '60
Daily, William Wallace	BS '69	Day, Christiann	BS '70	Dan, Etelle Elaine	BA '59
Dalakias, Barbara Lavonne		Day, Kay Hawthorne	BS '69	Dickinson, Donald Lee	BS '68
Dalbey, Gary Eldon	BS '63	Day, Robert Collins	BS '63	Dickinson, Donald W.	BS '59
Dale, Everett James	BS '69	Daye, Mohamed A.	BS '68	Dickinson, Janis Hollister	BA '67
Dalton, Joan Karal	MST '69	Deaton, Nancy Anne	BS '68	Dickinson, Kim H.	BA '64
Dalton, Laurence Edward	BS '65	Dean, Gregory Evan	BS '70	Dieckhoff, Flora Alice	MSW '68
Dalton, William Michael	BS '68	Dearing, Louetta J.	BS '60	Duffy, Robert E.	BS '62
Damewood, Roger David	BS '65	Deaver, Jr. Robert L.	BS '68	Dillon, Dennis Lee	BS '70
Daniels, John Allen	BS '59	DeBlasio, David H.	BS '68	Dillon, Warren Ernest	BS '69
Danielson, Sheila Rae	BS '69	DeBlasio, Roberta Marie	BS '65	Dimick, Jean Irene	BS '68
Danko, Barry Martin	BS '66	Dechaine, James Paul	BS '62	Dimick, Robert L.	BS '70
Danner, David L.	BS '60	Dechaine, Jerald Gene	BS '62	Dimick, Roger Donald	BS '66
Dapkus, David August	BS '67	Dechant, David Clark	BS '64	Ding, Douglas B.K.	BS '64
Darby, Judy Ree	MS '69	Decker, John Michael	BS '65	Dipper, William R.	BS '62
Darby, Kaye Lewis	MST '67	DeCourcy, Judith M.	MSW '67	Divens, Marilyn Gene	BS '68
Darcy, Lillian Judge	BS '61	Deering, Ronald John	BS '64	Dixon, Gale	BS '67
Dardis, Eugene F.	MST '68	DeGeer, George Willard	BS '65	Dixon, Willie Dean	BA '68
Darling, Michael Edwin	BS '69	De Geer, James Ray	BS '65	Dobranski, Vernon William Jr.	BS '67
Darwish, Maditha Ahmed	MA '70	De Hart, Sunny Lee	BS '64	Doherty, Nancy C. nee: Swanson	
Daugherty, Richard Anow	BS '64	De Haven, Alfred Vincent Jr.	BS '60	Dohling, Harold Bernard	BS '69
Daugherty, Lorraine Jane	BS '69	Dehn, Patricia Ann	BS '68	Donaca, Ronald Lawrence	BS '68
Daugherty, Michael Terry	BS '70	Deich, Donald Leon	BS '68	Dorin, Donald F.	BS '61
Daugherty, Sarah G.	MST '68	Deiz, William Ronald	BA '68	Dorio, Virginia Louise	BS '60
Davenport, Sharon (Mrs.)		Delaney, Gary F.	BS '69	Dorland, Linda Melissa	BS '69
Davenport, William Albert	BS '62	Delano, Diana Carol	BS '69	Durrell, Paul Lawrence	BS '68
Davidoff, Verna Nell	BS '58	De Lelle, Judy nee: Kuiper	BS '64	Dorsey, Vera Mae	BS '68
Davidson, Dwayne	BS '69	Delich, Daryl Eugene	BS '68	Doty, David Frank	BS '63
Davidson, Margaret Elizabeth	BS '60	Delich, Diana Lee	MS '68	Douglas, John C.	MSW '66
Davidson, Robert Harold Jr.		Delick, Diana Lee nee: Roberts	BS '63	Douglas, Mary Louise	BS '66
Davidson, Robert M.	MST '69	Deloff, Darlene Fay	BA '69	Downey, William Charles	BS '68
Davidson, Roderick Wynn	BS '61	DeLong, Mildred Smart	MSW '68	Downey, William Daniel	BS '57
Davidson, Thomas John	BA '67	Deizer, Robert H.	BS '57	Doyle, JoAnne G.	MSW '67
Davidson, William Howard		Demars, Roger, Leo	BS '62	Drabek, Karen Marie	BA '64
Davis, Cynthia Lynn	BS '65	Demas, Marianne Alynne	MSW '67	Dragich, William George	MS '68
Davis, Dennis R.	BS '64	Dempsey, Susan Rae	BS '65	Drais, John Charles	BA '67
Davis, Edward Morton	BS '58	Dempster, Susan Claire	BS '65	Drake, Elinor Rae	BA '67
Davis, Gerald	BS '62	De Muth, David A.	BS '60	Draper, Tani S.	BA '69
Davis, Guy Lether	BS '68	Den Bestie, Alfred L.	BS '60	Driggs, Charles Ross	BS '68
Davis, Harold Joseph	BS '63	Denefle, Richard W.	BS '62	Driskoll, Margaret Jean	BS '58
Davis, J. Ronald	BA '66	Denner, Warren Wilson	BS '61	Drumm, Richard Harold	BA '62
Davis, James G.	BS '63	Denney, Goldie M.	BS '63	Drummond, David J.	BS '59
Davis, James Robert	BS '69	Denning, Jay D.	BS '68	DuBois, Gary Donald	BS '64
Davis, Janet Carol	MS '68	Dennison, Edward Sinclair	BA '69	Du Bois, Lloyd R.	BA '66
Davis, Michael Dewey	BS '68	Denny, John B.	BS '64	Dubose, Paul Alton	BS '69
Davis, Phyllis Helen Mrs.	BS '65	Dees, Doyle Ellen	MS '69	Duke, Lyndon Frederick	BS '66
Davis, Ronald Richard	BA '67	Depass, Calvin Lloyd	BS '61	Dulay, Gerald E.	BS '68
Davis, Theodore Michael	MA '70	Der-totosian, Zohrab Y.	BS '66	Dulley, Vance Murry	BS '62
Davison, Katherine Rose	BS '68	Desouza, Asir Antonio	MA '71	Duman, Donald Samuel	BS '57
Davolt, Mary Frances	BS '68	De Vidal, Nita Lee-neo: Pilger	BS '66	Duncan, Gail nee: Birkedahl	BS '61
		Dewey, Mary Margaret	BS '70		
		Dezoff, Lazzlo	MSW '69		

Scholars Program Offers 3-Year Chance at Degree

Enrollment of entering freshmen in the Portland State University Scholars Program is expected to increase from 50 to 75 students when the program begins its third year of operation in the fall.

The University Scholars Program emphasizes independent study and an individualized learning process, making it possible for the student to earn a bachelor's degree after three years' residency by satisfying competence requirements rather than the usual 186 hours of credit.

Judah Bierman, professor of English and director of the program, said the first student to obtain a bachelor's degree under USP has proposed graduation in June, 1972, to be followed by another then now planning graduation under the three-year pattern in June, 1973.

The three-year program first was suggested in a two-year study published in December, 1970, by the Commission on Institutional Goals, composed of citizens and Portland State faculty members.

The Commission recommended that "the University undertake systematic experiments to replace the contact-credit hour course system with other forms of organizing student learning." It also pointed out that "a more individualized learning system, coordinated with a more efficient technology and made possible by reforms in the formal system, itself would offer a way to conserve public money and institutional energy."

Further research into the concept of the three-year degree was called for recently by President Gregory B. Wolfe in relation to the University's present financial crisis.

The University Scholars Program — offering special opportunities to bright and motivated students in all undergraduate degree programs — is one step in this direction.

Applicants for the limited enrollment program are expected to have a minimum high school grade point average of 3.4, and to have scored above 600 in mathematics and verbal portions of their scholastic aptitude tests. In addition, the program requires written recommendations and personal interviews before a student is enrolled. Applications are now being screened for admission to the third USP class which begins in fall, 1972.

Bierman points out that the USP is not like the usual college honors program where bright students compete against each other.

"In the USP, the individual bright student will be competing against his need to learn," said Bierman. "It is an incentive and performance program designed for people who want to work. We are demonstrating that a large public university can create a highly effective program for able and ambitious high school graduates mature enough to do a considerable amount of independent study."

HEW Chief to Visit Environment Center

The Environmental Education Center, designed to be a clearinghouse for environmental projects envisaged in the tri-county Portland area and funded by the U.S. Office of Education, is expected to open about mid-March on the third floor of Lincoln Hall (formerly Old Main) on the Portland State University campus.

Elliot Richardson, secretary of Health, Education and Welfare, is scheduled to visit the Center informally at 3:30 p.m. Friday, Feb. 25. Then he will make an address in Room 75 of Lincoln Hall which will be free and open to the public.

Dr. Donald Stotler, on leave from his post as science supervisor for the Portland Public Schools, is director of the center, which also is being made possible by the work of volunteers and by the donations of many of the region's companies and agencies. Architects Skidmore, Owings and Merrill, for example, have contributed the total design planning for the Center; Marshall High School students are doing the banners and graphics; Georgia-Pacific is sponsoring computer conferences; the Green Thumb project of Portland Public Schools is offering green plants; the First National Bank has donated ten arm chairs, and the Hoffman Construction Company is providing scaffolding for Center displays.

The teams of tri-county environmentalists were formed to foster intergroup cooperation and coordination in developing plans for quality environmental education systems for students, teachers and the public. The Clearinghouse at Portland State will be a place where people may phone for advice and voluntarily congregate for association, information and services. The Clearinghouse also will collect and disseminate environmental educational materials and information.

Handicapped Studied

Students enrolled in "Mobility of the Handicapped," a class designed to study the provisions and constraints of the handicapped at PSU and in the community, are surveying PSU's handicapped students to learn their transportation needs.

The purpose of the survey is to determine if PSU needs a low-cost transportation system for its handicapped students. Later this term the class plans to study buildings in the Portland area and make recommendations that would aid in making them more accessible to Portland's handicapped.

Law Professor Pushes Police Women For Better Positions in Department

The nation's police departments are missing a bet by not giving women a greater share of police functions to perform, according to Dr. Gary Perlstein, assistant professor of law enforcement at Portland State University.

"Women, at least personality-wise, are as well equipped as men, if not more so, to perform the police function," Perlstein maintains. "Presently women are mainly used as metermaids and to work on crimes by and against juveniles and women."

The 31-year-old student of criminology and sociology received his doctoral degree from Florida State University last year and joined PSU's Law Enforcement Program in the fall. He recently completed a national survey on the employment of women in police departments to be published under the title "Policewomen and Policemen: A Comparative Look" in the March issue of *Police Chief*.

"The right policewoman can do anything a policeman does now, and in certain respects can do it better and more efficiently," Perlstein said. "Among the jobs which should be open to women are those in police-community relations, intelligence and in detective work."

Portland appointed its first woman detective only last month, noted Perlstein, who added that the City of Portland historically was among the first in the nation to give police powers to a woman.

In an earlier study, "The Policewoman: A Link Between Law Enforcement and Corrections," Perlstein reported that the City of Portland

University Invites High School Staff To 'Open House'

Principals and counselors from Oregon high schools, as well as from some bordering Washington State counties, have been invited to an open house at Portland State on Monday, March 6.

The visitation of principals and counselors is the first the University has sponsored since 1965, reports Ron Cease, dean of undergraduate studies.

Noting that vast changes have occurred on the campus in the interim, Cease said the session, which will last most of the day, will make it possible for the high school and university personnel to become better acquainted.

In addition to new buildings — about two-thirds of the campus facilities have been completed since 1965 — there also are a number of new top officers, new academic programs and new student activities at Portland State.

The program will open at 9 a.m. in Room 327 Smith Memorial Center with a review of the Portland State curriculum and fields of study. After a coffee break personnel from admissions, financial aids, advising and counseling will explain University services and procedures. Student supported services will be discussed before the luncheon, scheduled at 12:30.

During the afternoon, the visitors will be given a chance to meet with Portland State freshmen who formerly attended their high schools, and after that Admissions Officer Gary Robinson will conduct tours of the campus for those who want a further look at some specific programs and/or facilities.

Kay Corbett, director of all-University Events, is co-ordinator of the program.

granted police powers to Mrs. Lola Baldwin in 1905. Mrs. Baldwin had served as a secretary with the National Travelers Aid Society before being given the police power to deal more effectively with problems involving girls and young women who were threatened with poor social conditions and "undesirable influences."

Mrs. Baldwin's work was so successful that the City organized the Department of Public Safety for the Protection of Young Girls and Women and named her the department's first director. The department later became part of the regular police department, but its women were called "workers" or "operatives" rather than "police."

Perlstein believes that policewomen should be given a greater share of the police function to perform and recently he cooperated with the Portland Police Bureau on a study of its employment and promotion policies involving women.

"There are several women in responsible police jobs around the country and in Europe," Perlstein said. "A woman, trained, can do routine patrol, and in Europe they do it now. There's a woman sergeant, a squad commander in charge of a patrol shift, in Miami."

Perlstein noted that Portland policewomen, with the exception of one, are relegated to jobs dealing exclusively with juveniles and women. It was only last year, he added, that women were allowed to take a promotional examination for a detective job. Seven women took that test, and the Police Bureau advanced its first woman to the position of detective on Jan. 25.

PSU to Test Deferred Plan On Tuition Pay

The State Board of Higher Education at its January meeting authorized the member institutions to experiment with deferred tuition plans, and Portland State is expected to conduct such an experiment during spring term.

The final form of the Portland State deferred payment plan is subject to approval of the Board's administrative and legal staff, according to W. T. Lemman, PSU's vice president for business and finance.

The Portland State experiment, said Lemman, primarily will involve the student who depends on a month-to-month income and finds it difficult to accumulate a full quarter's tuition in advance. Students currently are required to pay a full quarter's fees at registration to avoid the cost of a late fee.

Under the proposed spring term experiment, a student may pay one-third "down" on his tuition at registration time, with half the remainder due by the beginning of the fifth week (April 21) and the last half of the balance by the beginning of the eighth week (May 12).

The deferred plan includes tuition and incidental fees, but not general deposits, late fees, or fees for such things as supplemental course charges. The plan is available to full-time resident and non-resident students, but not to foreign students.

The resident undergraduate would pay \$60 down, and the balance of \$109 (or more) in two installments. The non-resident undergraduate will pay \$170 down, and defer \$334 (or more) and the graduate student will pay \$75 and defer \$148 (or more). The "or more" is to cover credit hours over the maximum allowed under the present fee structure (21 for undergraduates and 16 for graduates).

Although the student will be paying in advance of the time he actually will be receiving instruction, the program is not without cost to the state.

Lemman points out the state will lose about \$7,000 a year in late fees, and an unknown amount in interest which the state has earned on the short-term investment of tuition income. In addition, said Lemman, it will cost about \$5,500 to set up accounting and billing procedures to get the program under way. It is proposed that these costs, and losses in income to the state, be made up by adding a deferred payment charge of two or three dollars a quarter.

Lemman said that the need for a deferred payment plan has been apparent for some time as tuition and other costs have increased and students have had to resort to loans and other financial aid programs to pay their way. The experimental deferred payment plan, he emphasized, is for those who need short term assistance.

Oil Geologist Dates Lecture on Campus

Dr. Manley L. Natland, a geologist who has served as consultant and explorer for several oil companies, is coming to Portland State February 17 as a distinguished lecturer sponsored by the American Association of Petroleum Geologists.

Dr. Natland's latest assignments include serving as a geological consultant to the Union Oil Company of California from 1967-71 and currently as consultant to Empresa Nacional del Petroleo, the government-owned oil company of Chile.

His appearance at Portland State will be hosted by the Department of Earth Sciences and he will give a free public lecture at 3 p.m. Thursday, February 17, in Room 53 Cramer Hall. His topic will be "New Classification of Water-Laid Clastic Sediments."

FEBRUARY / MARCH CALENDAR

CABARET

Every Friday evening, 10 p.m., Viking Bar, Smith Center; programs include folk and rock music, mime, poetry and drama.

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MUSIC

Brown Bag Series: every Tuesday, Noon, 75 Lincoln (Old Main)

Applied Music Students' programs: every Thursday, Noon, 75 Lincoln Hall

February 11, 12 - PSU Music Department and PSU Theater Arts Department present Donizetti's opera, "L'Elisir d'Amore," 8 p.m., Lincoln Hall Auditorium

February 22 - Friends of Chamber Music Series, The Juilliard String Quartet, 8:30 p.m., Lincoln Hall Auditorium

February 24 - PSU Wind Ensemble, 8 p.m., 75 Lincoln Hall

March 27, 28 - PSU Chorus and Oregon Symphony perform Verdi Requiem, 8:30 p.m., Civic Auditorium

March 30 - Student recital by Dick Boberg, clarinetist, 8 p.m., 75 Lincoln Hall

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FILMS

All films are shown in Smith Center Ballroom, 7 p.m., unless other indicated.

February 4, 5 - "Au Hasard Balthazar" and "Thomas the Impostor"

February 6 - "The Innocents" and "The Haunting"

February 11, 12 - "Nanami (Inferno of First Love)" and "The Saga of Anatahan"

February 13 - "Out of It" and "The Revolutionary"

February 18, 19 - "Faces" and "The Savage Eye"

February 20 - "Morgan" and "Head"

February 25, 26 - "Ice" and "Me and My Brother"

February 27 - Eli Kazan Retrospective Part I: "A Tree Grows in Brooklyn," "A Gentleman's Agreement" and "Pinky," 6 p.m.

March 3, 4 - Bellevue Film Festival Part II, 7 p.m., 75 Lincoln Hall

March 5 - Eli Kazan Retrospective Part II: "Panic in the Streets," "Viva Zapata," "On the Waterfront," 6 p.m., 75 Lincoln Hall

March 10, 11 - "When I Am Dead and White" and "The Peach Thief," 7 p.m., 75 Lincoln Hall

March 12 - "Tarzan and His Mate" and "The Adventures of Robin Hood," 3 and 7 p.m., 75 Lincoln Hall

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SPEAKERS

Wednesday Forums: every Wednesday, 3 p.m., North Lounge Smith Center, featuring speakers on national and local issues.

February 11 - Don Williams, West Coast organizer of Black Workers' Congress, Noon, Smith Center Ballroom

February 16 - Patsy Mink, U.S. Representative from Hawaii, 1 p.m., North Lounge

February 17 - Ronnie Davis, founder San Fran-

cisco Mime Theater, Noon, North Lounge
February 17 - Dr. Manley L. Natland, "New Classification of Water-Laid Clastic Sediments," 3 p.m., Room 53, Cramer Hall

February 18 - Workshop by Ronnie Davis of San Francisco Mime Theater, 1 p.m., 338 Smith Center

February 21 - Jesse Gray, Director, National Tenants Organization, Noon, Ballroom

February 23 - Dr. Leonard Radinsky, associate professor of anatomy and evolutionary biology, University of Chicago, "Science for the People," Noon, Science II Lounge

February 25, 26 - Oregon Academy of Science, "Symposium on the Sea, Science and Society"
March 1 - Frank Cedervall, "History of the Wobly Movement," 3 p.m., North Lounge

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SPORTS

Baseball - At home, Multnomah Stadium
March 18 - Lewis and Clark, 1 p.m.
March 30 - University of Washington, 3 p.m.
March 31 - Don Kirsch Memorial Tournament, all day

Basketball - At home, 8 p.m. PSU Gym
February 24 - College of Great Falls
February 26 - Seattle Pacific
March 4 - U of Puget Sound
March 11 - University Division Playoffs, first round
March 16-18 - Western Regionals, Provo, Utah
March 23-25 - Finals, Los Angeles

Gymnastics - At home, 8 p.m., PSU Gym
February 18 - Eastern Washington State
February 19 - Washington State University
March 17 - PNW Championships, Preliminaries, 8 p.m.
March 18 - PNW Championships, Compulsories, 11 a.m., Finals, 8 p.m.

Swimming - At home, PSU Gym
February 18 - UBC, 6:30 p.m.
March 17, 18 - Regional Meet

Wrestling - At home, PSU Gym
February 15 - Multnomah Athletic Club, MAC, 8 p.m.
February 25 - Central Washington, 8 p.m.
February 26 - Washington State, 3 p.m.
March 2-4 - Regionals

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THEATER

February 23-27 - "The Fantasticks," PSU Players, 8 p.m., Studio Playhouse, Lincoln Hall
March 3, 4, 10, 11 - "La Ronde," PSU Players, 8:30 p.m., Studio Playhouse, Lincoln Hall

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WHITE GALLERY

Art Exhibits, second floor, Smith Center

"I'm one of the quiet people..."

...so don't say anything," cautions David L. Kennedy as he unhooks his hearing aid to plug it in an especially designed 10-foot extension cord which permits him to hear, while he watches, his favorite television shows.



It had been many years since this delightfully whimsical, 80-year-old Irishman from County Down had heard the soft thumps of small boys running in tennis shoes or robins chattering in his backyard.

In 1923 he lost his hearing as a result of scarlet fever.

He communicated with family and friends by writing messages on a magic slate. Successive hearing aids proved unsatisfactory.

In 1971 he was advised to visit Portland State's audiology clinic. His hearing was tested — he has an 85 percent hearing loss — and he was fitted with an aid that let him *hear* by telephone for the first time in 48 years. Later, "the wee extension cord was developed so I could hear my first World Series game," he recounts with brown eyes dancing.



Mr. Kennedy is one of some 300 patients — of all ages — who are evaluated each year at the PSU audiology clinic for disabilities ranging from medically correctable ear problems to speech and language instruction for the deaf. They pay only for the equipment supplied by manufacturers for their personal use.



Individuals seeking the services of the University's audiology specialists must come to Neuberger Hall. The clinic realizes the great need to take its services to the many elderly and infirmed patients who are unable to come to campus. A mobile audiology clinic can bring new promise of hearing to the elderly in three counties.

Portland State University
foundation

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If you want to help make this hope a reality, you are invited to contact the PSU Foundation.