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Montana Kaimin, July 2, 1981

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The Milwaukee Road:

'It came as a gambler... and it lost.'

During this century, the Milwaukee Road went bust three times. And all because it looked West once.

It didn't have to come. The big western roads — the Union and Northern Pacific, the Santa Fe and Great Northern — all had linked their tracks to the Pacific years before. But, when it came in 1909, the Milwaukee Road came not as a pioneer. It came as a gambler, one that needed a link to the West Coast to stay in the game. It gambled — and it lost.

The Milwaukee Road — more properly called the Chicago, Mil-

waukee, St. Paul and Pacific — opened for business in 1847. According to Jim Scribbins, of the company's Chicago headquarters, it slowly built itself into a large midwest carrier.

Starting from Milwaukee, it stretched to St. Paul, Minn. in 1867, to Chicago in 1872, and to Kansas City by the turn of the century.

It held an important link: its railhead in Chicago. Other railroads, shipping either east or west, used the Milwaukee Road as center ground.

But then came the 1890s and

railroad builder James J. Hill — the founder of the Great Northern — decided he wanted a railroad to the heartland. That meant a railroad to Chicago. Along with millionaire J. P. Morgan, Hill devised a plan to connect the Great Northern and Northern Pacific lines with the Chicago, Burlington and Quincy Railroad. Hill had his link to the midwest.

Following the deal the Milwaukee Road saw its power diminished. No longer would other railroads rely as much on its midwest connection. It decided

to head West.

After considering a variety of routes, it decided to push from South Dakota to Puget Sound. In 1909, it was finished.

Missoula got a second railroad in the deal, and a Romanesque railroad station that sat on the banks of the Clark Fork.

But instead of saving the railroad, Scribbins said it finished it. It first went bankrupt in 1925, then again a decade later and then once more in 1977.

After the third bankruptcy, the railroad decided to retrench. According to Scribbins, that meant

cutting its ties with the West. So in March, 1980, it halted commercial traffic west of Miles City. Scribbins said eventually, the Milwaukee Road will once again be centered entirely in the midwest.

Just this summer, workers tore up the old track from the sand-colored Milwaukee Road bed in Missoula. The old station, with its high brick tower, will be turned into a restaurant. So soon, folks sitting in the station will watch only the river roll west.

— Greg Gadberry

THE MONTANA KAIMIN

Missoula, Mont. Vol. 83, No. 112

Thursday, July 2, 1981

Milwaukee Road becomes a park, the depot a cafe

A Missoula city council member has called it "a dream come true for many people." A member of the group of developers restoring the old Milwaukee Depot has called the area "unique and precious." Whatever the terms one chooses, the preservation of the Clark Fork riverfront and the refurbishing of the depot into a restaurant and lounge has sparked enthusiasm from environmentalists, developers and recreationists.

The strip of land, where the Milwaukee Railroad once rumbled through town loaded with tons of cargo, will become bicycle paths, soccer fields and open space. And the brick depot, from which thousands of Seattle-bound passengers were whistled to their trains, will become a place for dining and for remembering.

The Missoula City Council this spring pledged \$175,000 toward acquiring the 10-acre parcel along the river between Higgins Avenue and Madison Street. The money is part of a \$500,000 conservation bond fund passed last year.

City Alderman Ken Lousen said the asking price of the property is about \$225,000, and that the council hopes to make up the difference with a federal grant.

Lousen said that the land is being held in trust by Milwaukee Station Associates, a group of land developers headed by Missoula real estate agent Bob Brugh. The group bought the property from the bankrupt railroad and is holding it until the city can meet the asking price. Lousen said that one reason to hurry the purchase is that interest on the trust continues to force the price up.

While the city has no solid plans for the property, Lousen said "a few rough drafts by the parks department call for bike paths, walkways and ball fields."

Alderman Bill Boggs simply said that "it will be good to see that area cleaned up and beautiful again."

The council's long-range plan is to acquire riverfront property as far east as Hellgate Canyon and to include parts of Mount Sentinel and Mount Jumbo.

Alderman Rosalie Buzzas, a member of the open space acquisition committee, said that she would like to see most of that area maintained as open parkland with only a bike path following the railroad bed where the tracks have been torn up.

Buzzas said the council would also like to purchase property west of the depot. And if stores are built on the riverfront, she said she would like to see them on the north side of the river between Higgins Avenue and Orange Street where they would not interfere with open space.

Lousen said that he expects the owners of the depot will donate the land in front to the city. He said that it would provide "total access" along the river.

While the city is arranging the financing, the depot is undergoing restoration of its original design, by Clark Fork Station, Inc., the group that holds the lease and will develop the restaurant and lounge.

Ron MacDonald, spokesman for the group, said their plans include renovation of the depot, the freight building and the grounds. The group does not intend "to use a railroad motif," he said, but will instead "emphasize the unique architecture of the time."

MacDonald said that the developers realized the unique and precious quality of the property, and that they are sensitive to public concern.

"It's like taking the city's last virgin out on a date," he said at an April city council meeting when the zoning for the project was approved.

The developers plan to preserve as much of the interior of the depot as possible. MacDonald said that in the restaurant, which will be named Clark Fork Station, "the unique ceiling, wainscoting and tile floors will all be stripped



SOON TO BE A RESTAURANT, the Milwaukee Depot tower looms against the summer sky. (Photo by John Carson.)

and redone, but preserved." He said the brass light fixtures will also be kept.

The old freight building will have oak doors with clear glass, an antique bar and an open-hearth fireplace, MacDonald

said.

There will be a 15-foot-wide causeway connecting the freight building with the depot. With an exterior of glass and aluminum, the enclosed causeway will have plants and benches inside and

according to MacDonald, will "create a greenhouse effect. A quiet area for people to wait."

MacDonald said he expects the restaurant to open in mid-September.

— Tom Alton

Opinions

The U.S. Supreme Court ruled last week that Congress can exclude women from draft registration — and therefore from the draft itself.

The Supreme Court argues that since the only reason to register potential draftees is for combat, and since women are excluded by law from combat, there is no reason for them to register.

The Court assumes, the Congress assumes, and everyone supporting this decision assumes that women are a dainty subspecies unsuited for certain male games such as war.

After all, who can imagine Mother wielding an M-16, tossing grenades and calling for napalm through a

Another barrier to war vaulted by high court

greasy, sweat-drenched mike?

Or Little Sister staggering drunk through the squalor of San Salvador, searching for a male whore or a fix or anything to numb the horror?

It's absurd. Impossible.

Yet, as long as women are excluded from the draft they will remain second class citizens in the eyes of those who can be drafted.

If the draft is the civic obligation of

men, then it should be the obligation of women as well. On the other hand, if war is too horrible for women, then it is also too horrible for men — Vietnam taught us that. The horror, or the protection, ought to be shared equally by both.

The Supreme Court realizes that most people do not believe this. Thus, their decision last week was not really a prop for sex discrimination, but

rather, an act of expediency.

Think. For whatever reason — maybe that Reaganomics won't work without a war machine — the Reagan, Haig and Doublespeak Bros. Circus has been galloping down the road to war, vaulting one barrier after another, preaching arms deals, Soviet threats, increased military spending, war, war, war.

There will never be a war without a draft and never a draft without registration. And most important of all, there will never be registration if women are forced to register.

The reasoning, and the result, are clear.

—Doug O'Harra

A few folks around town are taking up something new. It's a healthy sport, clean and safe in most neighborhoods; although I wouldn't advise it down by the tracks. It does, however, have all the attributes to become as chic as running.

It's called *sauntering*, and it can be done anywhere: downtown, suburbia, wheat fields or forests. I tried it myself: immediate addiction.

Sauntering is more difficult than walking, but it's easier than running. Last week I met a family of saunterers. They said they'd given up running at their doctor's advice. So there they were, right in front of Hansen's Famous Ice Cream—a father, a mother and two sons. They slowly turned their heads from side to side, broad smiles stretched, empty minds.

"Pardon me, but what are you doing?" I asked.

"We're sauntering, of course," the father replied. He had a curious smile that smacked of ultra-contentment. He slowly lifted one of his Adidas super saunterers, extended his knee, then carefully placed his foot between a melting blob of ice cream and a wad of pink bubble gum stuck to the sweltering, hard, cracked concrete.

"I would have stepped in that stuff had I been running," he gleefully asserted.

"I'm no fool. No more shin splints. No more sweating. No more pain."

His wife glanced at the children who intently watched their father.

"These are my husband's kids," she said wistfully, glancing at her rounding belly. "They're from his first marriage. His wife divorced him because he ran too fast. She couldn't keep up."

"My doctor says I quit running just in time," she declared,

Hate Pain? Well, try Sauntering



Jim
Bruggers

gently massaging her stomach. I'm due in November."

I carefully imitate the family's sauntering as far as Fifth Street—time enough to ponder this new sport.

Last weekend, over a few gin and tonics—athlete's poison—I came up with a host of reasons to begin sauntering today, along with a few tips.

The key to successful sauntering is to walk about idly in a leisurely manner. Dawdle, but keep moving. Good saunterers know how to avoid being harassed for loitering. That's just one of the risks of walking with no place to go.

Runners are always in a hurry, dripping smelly sweat on friends. Runners are obnoxious. Saunterers are cool.

Sauntering can be mind expanding. It provides time for needed meditation. Next time you're out sauntering think of the runner who passes you, gasping for some of Missoula's fresh mountain air. Think of the great community service he's providing by sacrificing his lungs as filters.

Some experts say running raises one's personal esteem. But how can the thought of battered legs, joggled jewels and a future of arthritis make a person feel better? Sauntering, however, involves few risks as long as the saunterer stays away from Higgins Avenue on a weekend night.

Saunterers can drink gin and tonics without feeling guilty. And since a 26-mile sauntering marathon can last for days, groupies can watch more action.

Saunterers can wear runners' outfits: designer sweats. They used to be called joggers' outfits. Nobody jogs anymore.

Why do people run? To prevent heart attacks, perhaps? Doesn't a quick ventricular fibrillation sound better than slow senescence or a long-endured cancer?

For peace of mind, start sauntering.

Campus Briefs

Mitchell draws fire in his bid for new position

Student members on the search committee for the new Auxiliary Services director are dissatisfied with one of the finalists for the positions—so much so that they are suggesting applications for the position be reopened.

Max Weiss, paralegal assistant for ASUM Legal Services, said that he and fellow committee member Tom Hartman, sophomore in philosophy, had "extreme reservations" about

candidate George Mitchell, current University of Montana legal counsel.

The auxiliary services director is responsible for the operation and coordination of campus services such as the Food Service, Residence Halls, the Health Service and the golf course.

The new director will be chosen this summer by acting UM President Donald Habbe. Incoming President Neil Bucklew has indi-

cated he wants the position filled before he arrives in mid-August.

Weiss said that Mitchell has not "dealt in an amicable way" with students in the past making him a questionable candidate.

"When he's had the opportunity to be cooperative, he has not dealt with students . . . in a fashion that is appropriate or even legal," Weiss said.

Mitchell said that committee members are entitled to their

opinions about the candidates, but he disagrees with the charge that he has been uncooperative in dealing with students.

"I'm not of the opinion that that's supported by the record," he said.

The four other members on the committee endorsed Mitchell's candidacy. They cited his familiarity with and experience in several administrative positions at UM as prime factors

for his recommendation.

Other than Mitchell, the finalists for the position are David Young, who is on leave from State University in New York as an education associate at the Oregon Educational Coordinating Commission; and Grant Sherwood, who is director of the Office of Housing and Residence Education at Colorado State University.—Stephanie Hanson

Liberal Arts Building dark as workmen replace windows

The halls are dark now. Coils of insulation squat in the gloom as workmen climb the scaffolding clinging to the outside and replace most of the Liberal Arts Building windows with insulated panels.

The \$400 million window-covering plan, which had outraged many faculty and staff members over the past year, was approved last spring by the Montana Board of Examiners and is now proceeding on schedule.

And according to John Kreidich, the University of Montana consultant for planning and construction, it should be completed by Fall Quarter.

Once installed, the panels will be covered on the outside with stucco and will be painted in the halls and classrooms. Panels in the offices will be overlaid with one of six coverings — according to the choice of the occupant. Venetian blinds will be used to cover the small windows remaining.

While many had objected to the plan because they had not been consulted for conservation ideas and alternatives, several faculty members interviewed earlier this week seemed reconciled.

"It is darker," said Kay Unger, assistant professor of economics. "But my God, we live in Montana

— it had to happen."

Unger said that the windows being left in the faculty offices, which are bigger than the ones originally proposed, will be satisfactory.

Donald Habbe named acting UM president

The Montana University System Board of Regents appointed Donald Habbe the acting president of the University of Montana at its meeting June 26.

Habbe, who served as the UM academic vice president, will act as president until Neil Bucklew, the newly chosen president, arrives in August.

John Stewart, special assistant to Habbe and former dean of the

graduate school, will act as academic vice president until Habbe steps down as president.

The Regents also approved a contract negotiated last spring between the University Teachers' Union and the UM administration.

The contract, which is in force from July 1, 1981 to June 30, 1983, provides faculty raises of 12 percent in 1981-82 and 11 percent

Kreidich said that while some faculty "are not very happy with the situation," everyone is behaving "professionally."

—Doug O'Harra

in 1982-83.

In other business, the Regents:

- approved an operating budget of more than \$28.8 million for UM in 1981-82.

- appointed William Johnstone as the acting president of Eastern Montana College. John Van de Wetering had resigned to become president of Brockport State College, New York.

Missoula

Hang gliders fly in spite of danger

A hang glider pilot, swept from takeoff like a particle of dust in the wind, dipped over Mount Sentinel and smacked Hellgate Canyon's earth in a fatal landing. A colleague, Jay Raser, stood on top of the mountain and could only watch.

Montana's most recent hang gliding fatality occurred on June 19 of this year. Bruce Stoverud, 31, considered a veteran by Raser, died after being caught up in a rare "freak" wind following his launch.

Twenty-one people in the world died last year while hang gliding. Thirteen of the 21 fatalities were among the estimated 35,000 American pilots, most of whom were highly experienced. Add to that six deaths in Montana during the last nine years, according to Raser.

Raser, veteran pilot with 400 hours of air time under his belt and former gliding instructor in Missoula, attributes most deadly hang gliding accidents to pilot error — although freak, unpredictable winds, like those that occasionally curve and blast around Mt. Sentinel, also cause accidents.

Raser saw Stoverud and three other pilots begin their flights. Target area was the UM golf course, official landing pad contracted to the Missoula Hang Gliders Association by the university.

While Stoverud's companions were aided by a west wind that whisked towards the golf course, Stoverud lost control one minute after takeoff.

"The weather changed radically and the wind picked up to 40-45 mph within 60 seconds," Raser said. Stoverud's equipment was not designed to handle that amount of wind, which was about 15 mph too fast, he explained. Caused by a thunderhead, the wind forced Stoverud into the canyon, where he crashed in Hughs Gardens, a designated

emergency landing strip for pilots.

"It was a freak accident and during my nine years of flying I haven't seen anything like it before," Raser said.

Stoverud had 600 hours of air time during his career and had taught 500 people to fly with Raser as his co-instructor.

Terry Mace, MHGA safety director, said that he was shocked to learn of Stoverud's death because "he was one of the best flyers in Missoula."

With such experts in the sport and occasional freak accidents, why does Raser blame pilots for being their own worst enemy?

'There's only one guarantee that you get when you're born and that's that you're going to die. So why not take the risk?' — Terry Mace

Even experts can be careless and unrealistic when they stretch their wings over Missoula, Raser said. Last year another Missoula pilot, Glade Thompson, 29, fell to his death while heading for the golf course.

Thompson began doing acrobatic maneuvers, "showing off," Raser called it, for a crowd of about 100 people. His glider was not designed to fly upside down. Since no one had flown for five weeks because of ash caused by the eruption of Mount St. Helens and continual rain, Raser said, Thompson probably was anxious to fly. His glider was not certified, meaning that the manufacturer

and Federal Aviation Administration had not tested it.

"Thompson pushed it," Raser said, adding that he wasn't cautious enough to have the correct equipment for his air stunts. Thompson had six years experience and had earned an advanced pilot rating from the United States Hang Gliding Association.

Hang gliding takes a great amount of concentration to practice, prepare and eventually maneuver a glider successfully, Raser said. "Many people think it's easier than it looks."

To be a serious pilot, it takes about six months training, a willingness and ability to shell out much money for equipment and most of all, a lot of dedication, Raser said.

"Hang gliding is not a weekend, gradual thing where you have a hang glider sitting in your garage and you only get it out once a week," he said. "There's a lot of people who don't put a lot of effort into it."

According to Raser, there are about 30 pilots in Missoula — all MHGA members. Pilots must be a MHGA member, an intermediate (hang three level) and possess liability insurance in order to fly Mt. Sentinel. The insurance covers only other people's property and damage to the craft.

Accidents due to pilot error also occur when untrained people build home-made gliders. In 1973 a Billings man devised a home-built model and despite warnings from those around him, jumped off the city's Rimrocks, only to lose his life.

Why do daredevils attempt the obvious like the mythical Icarus did when he flew too close to the sun which then melted his wax wings, flinging him into the sea?

One theory that Raser has about people like Stoverud, Thompson and himself is: "It's a glamorous way to go out."

—Renata Birkenbuel



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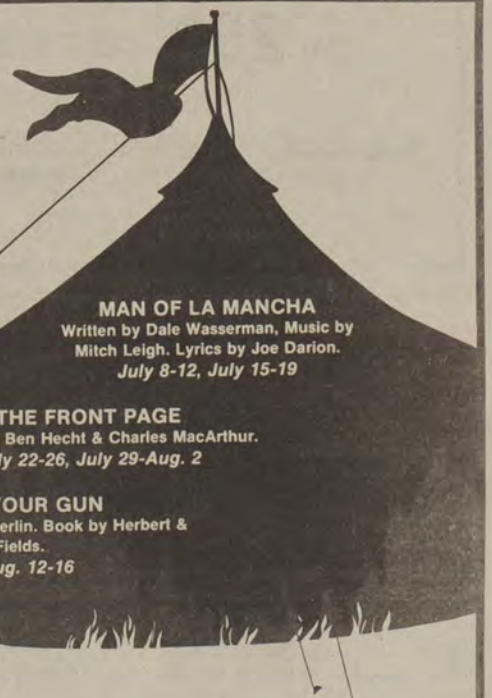
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Sponsored by the University of Montana and the Downtown Community

Outings

Riverfront theater opens July 8

What was conceived as a test for future downtown development may turn out to be the most intimate and unique theater setting Missoula will see this summer.

The University of Montana Department of Drama/Dance, in conjunction with the Missoula Downtown Association and the city of Missoula, will perform three productions — including two musicals — in a 120 foot by 60 foot theater tent adjacent to Caras Park. Each play will be conducted in the round, with the audience encircling the stage.

The tale of Don Quixote will be relived in the musical "Man of La Mancha"; followed by "The Front Page," a 1930s farce about a Chicago newspaper reporter; and

"Annie Get Your Gun," a western musical.

The unique theater setting will test public reaction to using Missoula's riverfront area as a theater and entertainment district, according to Les Prentice, director of the Missoula Redevelopment Agency. The riverfront has been the focus of revitalization for the downtown area and could become the city's recreation and entertainment center.

The red and blue tent seats about 300 people around small, two-chair cocktail tables and rents for about \$12,000 for seven weeks, Prentice said. His agency is splitting the rental cost with the drama department and may use the tent for craft shows and workshops. Prentice said that if the theater is successful, an outdoor amphitheater could be constructed next year near the tent site, along with other improvements of Caras Park.

Plans are also being made to

have a bar in the tent theater, creating a cabaret atmosphere. The premier production "Man of La Mancha," will be directed by Randy Bolton, a UM assistant professor of drama. Bolton said he had no qualms about directing a musical in an outdoor setting, saying: "A musical works anywhere."

The theater in the round concept was necessary, Bolton said, so enough people could be accommodated and still have a good view of the stage. Bolton said he was pleased with the idea because theater in the round "pulls you in" to the action. In this type of theater, he said, "it is hard to sit out in a seat and be detached" from the play when it is happening only a few feet in front of the audience.

"Man of La Mancha" will be presented on July 8-12 and 15-19. "The Front Page" and "Annie Get Your Gun" will be performed in late July and August.

—Steve Grayson

montana kaimin

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Letters Policy

Letters are welcome, but must be typed, less than 200 words and signed with the author's name, address and phone number. The flag on the front of this issue graced the cover of the Kaimin from 1920 to about 1950. We brought it back because it has class.

Classifieds

help wanted

WORK STUDY summer positions available. Clerical and receptionist duties, flexible hours. Apply at the Montana UAP, 401 Soc. Sci. Bldg. Ext. 5467. 112-7

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- July 2 — Movie, To Be Announced (Canceled)
- July 9 — Movie, "IRMA LA DOUCE"
- July 13 — UC Gallery, JOHN KREMPEL Photography Reception July 13, 7 p.m.
- July 16 — Movie, "BACHELOR MOTHER"
- July 23 — Movie, "HUMORESQUE"
- July 29 — SHAKESPEARE IN THE PARKS — "THE DOCTOR, IN SPITE OF HIMSELF" 7 p.m., University Oval
- July 30-31 — ART FAIR — UC Mall, 9-5 p.m.
- July 30 — Movie, "MEET ME IN ST. LOUIS"
- July 31-Aug. 14 — UC Gallery "DISABLED ARTISTS SHOW" — Paintings & Sculpture. Reception July 31, 7 p.m.

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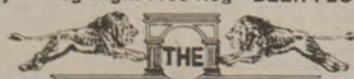


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Soil Conservation
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UC Gallery

July 6-9	Noon	Mt. Rooms
July 6	7:30 p.m.	Ballroom
July 8	Noon	Mt. Rooms
July 9-10	11:30 a.m.	Mt. Rooms
July 10	8 a.m.	Mt. Rooms
July 13	7 p.m.	Lounge
July 15, 16	9 a.m.	Mt. Rooms
July 15	8 p.m.	Lounge
July 15	9 a.m.	Mt. Rooms
July 15	Noon	Mt. Rooms
July 13-30		Lounge

Mon.-Fri.	7:30 a.m.-4 p.m.
Mon.-Fri.	7 a.m.-3 p.m.
Closed for Summer	
Mon.-Fri.	7:30 a.m.-4:30 p.m.
Open for Special Events Only	
Mon.-Fri.	7:30 a.m.-6 p.m.
Mon.-Fri.	8 a.m.-6 p.m.
Mon.-Sat.	7:30 p.m.-9:30 p.m.
Sat.	2 p.m.-4 p.m.
Mon.-Fri.	12:30 p.m.-1:30 p.m.
	5:30 p.m.-6:30 p.m.
Mon.-Fri.	10 a.m.-3 p.m.

The University Center is Closed Weekends
During the Summer Months.
Please call 243-4103 for additional information.