

# Rapid Growth Predicted For New Ont. University

By CARL MOLLINS  
TORONTO (CP) — A debate that began in the academic cloisters of Athens 22 centuries ago is burning with fresh fervor today on the edge of a treed ravine in northwest Toronto.

The perennial issue of education, discussed by Plato and Aristotle and many philosophers since, is crystallized in a turmoil of planning at young York University.

York was established in 1960 to help meet the mounting demand for higher education in Ontario. The University of Toronto, with some 15,000 students now, plans to enrol no more than 23,400. But authorities estimate twice that many young people will be in line for university education in 1975 in Metropolitan Toronto alone.

The new school thus is destined for swift growth. From a current enrolment of 216 students, York is expected to be registering more than 10,000 students well within the next two decades.

**WORKS WITH U. OF T.**  
York's general arts course and degree now are offered through the University of Toronto. But by 1964 at the earliest, 1968 at the latest, the affiliation will be severed and York will be on its own.

Faced with the prospect of quick expansion, York president Murray G. Ross and his youthful staff are anxious to avoid rushing off in the wrong direction.

Dr. Ross, a Sydney, N.S., sociologist who was vice-president of the University of Toronto before launching York with provincial government backing, is determined that the new school will not become a mere carbon copy of its older, midtown neighbor.

"We have the opportunity to be creative, and to produce something that may be new and valuable," Dr. Ross says. But the move would have to be made now while York is "young, fresh and flexible."

He says York's first aim is "to free man to use all his creative powers." He emphasizes the importance of a general, liberal education in achieving the goal.

**HUMAN PROBLEMS**  
Society is "already overbur-

dened with professional technicians who have little idea that life involves more than cutting a hole in a mountain, or a tooth or an abdomen."

The university's major concerns "should not be how to improve technology, but how to cure man's spiritual impotence; not how to create new forms of transportation, but how to apply creativeness to our social structure; not how to link continents physically, but how to achieve decency in human relations the world over."

The current concern at York is how to translate the aim into a formal course of study, and create an atmosphere of inquiry that will make the university more than just a grey-stone mansion and a redbrick academy on the edge of the Don River ravine.

York began by offering a broad curriculum covering the humanities and the social and natural sciences. The program also stressed direct discussion between individual student and teacher.

**RAN THREE SCHOOLS**  
The curriculum was borrowed from the University of Toronto and the direct communication between undergraduate and teacher was easy enough to arrange with the student-staff ratio only about nine to one.

The problem is to maintain the pattern, making certain that such standards are not lost in the shuffle of swift expansion when York's own curriculum is introduced, classes grow in size and demands for professional training are met.

Answers now in the planning stage call for the division of

the university into three schools and a determination to base specialized training on a firm foundation of general education.

The present school will be maintained and developed as a college of up to 1,500 resident students concentrating on a broad, liberal arts course of study.

A large urban university, with a range of arts and professional faculties, will branch out to the northeastern outskirts of Toronto and cater to some 15,000 students, mostly commuters.

**DEGREE AT NIGHT**  
An evening college providing courses leading to a university degree is planned for midtown Toronto within the next two years.

The residential college would foster a program encouraging the most intelligent high school graduates to develop themselves through a study of the great ideas of past and present as well as by the stimulation of a close student-teacher relationship. The student here would be concerned with "why, not how," as Dr. Ross puts it.

The same principles would be adapted to the other two schools alongside specialist courses. One curriculum idea would insist that students at all branches of York complete a general education course in addition to any specialized professional training.

Several North American universities have introduced a two-year course of the liberal arts as a preface to specialized studies like medicine and engineering.

**YEAR TO SUM UP**  
York might refine such a

system by adding a final-year synoptic course, a review that would attempt to sum up and relate the fields of study to each other and the current world.

"Much of the material fed by the high school and the university to young people has little, if any, meaning to them," Dr. Ross says. "Unless the student learns to relate facts, to receive them into his imagination, the facts remain sterile and largely meaningless."

Dr. Ross believes that to lift young people above the mere accumulation of facts, the university must "nourish intuitive and imaginative powers," encourage understanding "not only with the intellect but also with the emotions" and assist the personal search for values and beliefs.

**Nfld. Ferry Cost Is \$12,500,000**

Ottawa (CP) — The auto-truck ferry to serve the east coast of Newfoundland is expected to cost \$12,500,000, the government disclosed in the 1962-63 spending estimates. The estimates, tabled in the Commons, earmark \$1,320,000 for the fiscal year starting April 1 for preliminary work on the new ferry, promised in the speech from the throne.

The new ferry will link North Sydney, N.S. with Argentia, Nfld. Another ferry already runs between North Sydney and Port-aux-Basques, Nfld.

The estimates also list \$350,000 for work on the \$3,500,000 auto-ferry to serve between Cape Tormentine, N.B., and Borden, P.E.I. Also planned for the P.E.I.

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ferry service in the coming fiscal year are improvements to terminal facilities at Borden, expected to cost \$900,000, and dredging at Tormentine, expected to cost \$137,000.

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