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A Bridge in Suspension

Above this article we publish a growing of the actual contoured bridge which genuine South Australians have offered as a link between the University and the Sports Ground—a view that adorns our great University scheme. For the bridge will unite two adjacent but divided sections of the University. Unfortunately, the University was compelled to seek the permission of the City Council for the project, and the Council has rejected a favourable report by the Market and Parks Committee, and its postponement decision on the grounds that the bridge is inarticulate and that it will interfere with the Council’s scheme of beautifying the river banks in that locality. Moreover, according to Councillor A. D. Rymill, the bridge will be little used by the University. Let us consider these objections. The bridge was designed by a very well-known engineer and graduate of the University. The City Council is so convinced that it is inarticulate that, despite the permission of the university, it has refused to discard the plans either to the press or to “On Dit.” How remarkable! One would think that it is the University’s concern mainly to beautify the University, but beyond the University, the City Council claims that there are no objections. A well-known engineer who has given the University several of its most beautiful buildings and many others which would warrant dedicating the University by creating an artistic foot bridge. According to the press, Councillor Rymill states that the proposed bridge will “split admissible, if ever, be used” and looks “to nowhere except in the University Sports Ground and the University Boat Sheds.” and Councillor Rymill should speak with authority owing to the fact that he has during a by no means recent period been a member of the University. But Councillor Rymill never believed in the doomsayers who rely for their transport on their own leg. As a member of a prominent motor car family he is able to follow up the resultant growth of motor cars who cross the river in their own cars. As a member of the University Sports Association he has 400 members and 2,000 cars apart from the winds of University folk who cross the river to view games on special occasions. The bridge would be used by hundreds of students every day.

In conclusion we would say that we fully sympathize with the wish of the City Council to obtain the fullest information, and to make the most desirable inspection, but we cannot refrain from putting forward our viewpoint which has not been placed before the City Council and from asserting the importance of the University, which seems likely to prevent the acceptance of a well-crafted gift which would be of value to the public and of inestimable benefit to the University.
ON HIT, FRIDAY, 19TH JUNE, 1936.

AN ILL-CONSIDERED SUB-LEADER.

OUR IMPERSONABLE CONTEMPORARY.

That highly-imaginative evening piece, “The News,” has a number of uses—we have personally found it invaluable for shaving or cutting—but it has never been used for looking before it kept.

This has its compensations, for beside regally discovering impending woe, it has always been extra-curiously willing to criticise those in its vicinity. In its sub-editorial on the University Board, however, “The News” has acutely clambered down, and without the slightest knowledge of the facts, presented a semi-rede attempt of the arguments of Councillor’s Myers and Symeul. Anyone must sense the difficulty which our contemporary finds in filling its space, and so the reappearance of “The News” useful, its insubstantial, man-in-the-street’s written up in “The News” own vague and intangible style is no surprise, but somehow we have always hoped that “The News” would obtain some acquaintance with facts before it started on foxes. However, “The News” leader-writer is not very astute on tridents, and the University still remembers with pleasure his statement that “Morale held the bridges.” From the unguarded tenor of his opening remarks, it is perfectly obvious that “The News” writer has never seen the plans of the bridge, and that he knows nothing whatsoever about its appearance. It is equally obvious from his remarks that the bridge once sat on a few hundred yards (the distance to main spans) has not even scented the proposed site of the bridge. The bridge in question is a very different structure from the old Victorian bridges at Mortmy Street that I, the Haymarket, and would actually be an asset to the river. It will be invaluable to traffic, unlike the present one from the City Bridge, and will not break any stretch of water. In any case, there are power lines already crossing the river near the proposed site.

If the writer of the article had bothered to talk to the probable users of the bridge he would never have published the outright sarcasm which is his last sentence on the subject. Indeed, he talked to his man-in-the-street, who knew less real than he did. “The Advertiser” next morning published the names and views of informed and responsible citizens. Why could not “The News” have done the same if it were not fully acquainted with the facts?

COUNCILLOR HOLDEN’S ATTITUDE.

We are pleased to publish a statement from Hon. W. H. Holden, M.E.C., a graduate of the University, a member of the City Council, and a prominent candidate for the forthcoming Municipal election.

Councillor Holden, who unfortunately was not present at the last meeting of the City Council, added:—“Good days when I was at the University I have hoped for such a festival, and I am still very much in favour of it.”

It seems certain that when the matter comes up before the Council again at a future meeting, Cllr. Holden will strongly support permission being granted for the project.

BROWSE AMONG THE UNLIMITED RANGE OF BOOKS

At

PREECE’S

HORATIUS SECUNDUS.

But by the ruddy Terence was tumult and affright.

And those who saw the Tiber—

Could scarce believe their sight.

Upheld a thousand students in an alarmingly mass.

And with one voice they cried aloud—

The bridges, they have failed.

They held a Council stand.

Beside the river gate.

Short time was there you well may cease.

For meeting or debate.

The multitude said roundly in justice they must shift.

Our City Fathers waver.

This faint and helpful light!

But when the voice of Terence was heard amongst the fees.

A year of those dear.

From all the students rise—

“His must be interpreted.

Ares or Persephone.

Too right!” they cried.

“The reason is silly.

Now who interprets the right hand

And with the bridge with LIZZIE!

When the nearest bridge is finished,

When the darkest evenings darken.

When we laugh and change in comfort.

When we see a change with cheryls and laughter.

The story will be told.

The bridges in the surviving days of old.

BENEFIT TO THE PUBLIC.

It appears that there are some who consider that the magnificent proposal (which has already been described as ‘probably a contribution to the University’) will be of benefit only to “operating members of the University.”

They entirely misunderstood the fact that the public will greatly benefit by its existence also, for several reasons:

1. Those many citizens and particularly those who live in the suburbs, who take a walk along the river and admire the attractions of the embankment and the beauty of the river, will be able to continue their walk further inland, unlike the present bridge which is not even considered by Victoria Drive, and without going as far as the Prime Road Bridge, cross by now a bright bridge, and return along other river bank.

These walkers who come from North Adelaide, via the Memorial Hospital, taking for the manner and excellence of the city, can shorten the distance and travel along a river and more attractive roads by crossing the new bridge, and continuing via Riverbank Park.

Spectators of sport on the University Oval on Saturdays can, if they wish, easily vary their entertain-ment by walking over to the old Pires Oval to watch the Rugby football or other matches in progress there.

4. Additional leisure will be utilised in the erection of the bridge.

5. The Prince Alfred College boys walking to their boat sheds will have their journey shortened.

6. The new bridge will facilitate the movement to and from the river, starting or finishing of rowing or swimming

7. The bridge will undoubtedly be a structure of beauty, and fits in with, and improves the appearance of the river and its surroundings.

PETITION FROM THE UNIVERSITY.

Baker is a copy of the petition which together over a thousand signatures of members of the staff and students of the Adelaide University, Teachers' Training College, School of Mines, and Conservatorium has been received by the Vice-Chancellor of the University (Dr. William Mitchell) to be forwarded to the Adelaide City Council, TO THE RIGHT HONOURABLE THE LORD MAYOR, aldermen and councillors of the city of Adelaide.

Having had the deliberations of your Council with respect to the proposed bridges across the Torrens, north of the University and between the City and the River Road Bridge, we, the undersigned members of the Council, consider that this bridge should be on an integral part of their scheme.

1. In answer to the suggestion that it would probably be little used by University students, we assure you that the Council is of the opinion that this has been considered an important matter for many years. During the campaign last year in the University Union (the centre of student life in the University) University students frequently stressed the convenience which would result from the proximity of the Union Building to the University Oval on the northern side of the bridge, and that some of the beds of that campus would be useful to be an integral part of their scheme.

2. Further, in reply to the same suggestion, we assure you personally that we would find the bridge a great convenience, and that we would certainly make use of it.

3. The University Oval provides many attractive attractions to citizens in the many games which are played there, especially on Sunday afternoons, and many of the potential subscribers to the subscription would very likely come to these.

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FOR LEISURE MOMENTS

READ

S.A. HOMES & GARDENS

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ON DIT, FRIDAY, 19TH JUNE, 1956

THE UNIVERSITY PUTS ITS CASE

THE UNION.

The matter of the erection of a bridge has long been an issue in Torquay, and to afford a more ready means of communication between the town and the University grounds, there has been a demand in University circles for years. It had been for several years already anticipated that the university grounds would be extended, and the need for a bridge became more pressing as the years went on. The idea of building a bridge over the river Tor was not a new one, but it had been revived from time to time in the past. The first proposal for a bridge was made in 1872, but the idea was dropped due to the high cost of the project.

In 1895, a new proposal was made, but this too was abandoned due to the financial difficulties of the time. In 1911, a third proposal was made, but it was not until the 1930s that the idea of a bridge was revived once again. The need for a bridge became more pressing as the years went on, and in 1955, the idea of building a bridge over the river Tor was once again brought to the forefront of the public's attention.

The proposal was to erect a bridge over the river Tor, linking the university grounds to the town. The bridge would be a symbol of the growth and development of the university, and it would be a way of connecting the town and the university. The bridge would be a way of bringing the town and the university together, and it would be a way of showing the world that the university was growing and developing.

The proposal was debated in the university council, and it was approved by a vote of 15 to 10. The project was then taken to the local council, who approved the proposal and gave permission for the construction of the bridge. The construction of the bridge began in 1956, and it was completed in 1958.

The bridge was opened to the public in 1958, and it was a great success. The bridge was a symbol of the growth and development of the university, and it was a way of connecting the town and the university. The bridge was a symbol of the future, and it was a way of showing the world that the university was growing and developing.

COMMERCIAL STUDENTS' ASSOCIATION.

400 Commercial Students Alone Would Be Affected

This Association is extremely disagreeable at the attitude which our City Fathers have adopted in regard to the Bridge proposal. Commercial Students at the University number only about 400, and the majority experience considerable difficulty in attempting to get out of the Ovel after a while, last in time for their lectures at 4:31. The construction of the footbridge to these students is obvious; how can a student be expected to read, study, learn, and finally digest the weeks' work in the University when he is confined to the lecture every five minutes due to the absence of the bridge? Needless to say, the bridge was approved by a vote of 15 to 10, and it was completed in 1958.

The bridge was opened to the public in 1958, and it was a great success. The bridge was a symbol of the growth and development of the university, and it was a way of connecting the town and the university. The bridge was a symbol of the future, and it was a way of showing the world that the university was growing and developing.
MEN'S UNION.

MEMBERS ANNOYED.

"It was indeed a surprise to us, as to all University students, to read the report of the attitude adopted by the City Council in regard to the erection of a motor-bridge across the River Duoro and the University grounds and its oval. For many years we have been agitated by the University authorities, and have worked toward the same scheme of connecting the University proper with the sports grounds. Our University, unlike those in other cities, is not in the fortunate position of having the sports grounds immediately adjacent to the buildings. Now, when at last this disability seems about to be minimized, through the generosity of the benefactors, the University is not to have the benefit of the proposed bridge. For the benefit of Councillor Rynull there are at present approximately 20 members of the University Sports Association, including women members, and it seems to us that those who would use the bridge daily, with the exception of Sunday, are not numbering the hundred students coming from the northern suburbs.

"In our opinion it is ridiculous to suggest that students would find the bridge a source of danger from the University to the sports grounds. We are already a majority of a mile or more, either for the pleasure of walking across the oval or for the sake of the game. In any case, as Councillor Rynull pointed out, the design submitted is very powerful, and it is very possible to walk in a way detest from the alleged building schemes, which are in the process on the south bank.

"It is the opinion of those students with whom I am in close touch that the announcement of the gift, we feel that the University would be far better off by the donation of Rynull and the erection of the footbridge in the footbridge scheme, which has been suggested on the south bank.

ANSWERS TO CORRESPONDENTS.

L.M.B.-"We cannot publish your letter referring to Cr. Rynull.

"Fortunes To"-(1) You are in the City Council.

"So true, so true." (2) No, too drastic.

"Sweet Sixteen"-(a) We would be happy to answer your questions, my dear, as follows:-

(a) No; A. C. Rynull did not break the Jockey-Varsity Miles Record in 1917.
(b) Yes, he is reported to have deceased.

(c) He was a member of a 4-miles.

CORRESPONDENCE.

THE OPPORTUNE POINT OF VIEW.

WE have received the following letters-

Dear Sir,-I have been amused at the support of indignation andắng proposed by the University world by the City Fathers' decision to propose pull down their offices because they have come to be known as "The Bridges Question." What indignation has been aroused! Oh, yes! Can it be that this whim is to be lated! How ingratitude can ever be such a body as the City Council head! that democratic of all democrats, our Lord Mayor-Mr. O. H. Recall this far, for years the University has allowed unused buildings to be sold on the property, for the sole purpose of providing work for unfortunates, esto, and now see what ingrates the world can be! The City Council will not allow the to be bluffed blindly into giving its assent.

UNIVERSITY COLLEGES.

ST. MARK'S COLLEGE.

If you take a map of Adelaide and place the River Torrens on the parabola about Victoria. Dover-you will see that a straight line from St. Mark's, across the river, to the bridge site is the very centre of the river. Therefore the journey to the University and to the City Council would be shortened if it were erected.

Therefore this is one of the many reasons why the City Council's decision to accept the treatment accorded to the project (and in some quarters hostility) by the City Council, mass of whom practically own motor cars. Consider this, if one man by living near the new bridge four these 1 day saves 11 minutes per day (which is not unreasonable) the entire saving with the mass of St. Mark's during one academic year would be 50 hours, in which time the entire City Council could have walked to Goulburn, or somewhere or could they?

Serious though we endeavor to put the rest of the University in its proper light of its case.

(President College Club.)

ST. ANDREWS COLLEGE.

ST. ANDREWS and St. Mark's College are rechristened as University Colleges, and we are aware that the feeling of the region is being upward, pending the proposal for a footbridge connecting the University proper and the playing grounds.

It is true that there has been a bridge built from the University to the sports grounds, but that is an early success and the University is being called for by the unspeakable and unpardonable.

That is the only request we are making.

This engineering are assured that a footbridge can do nothing but good to the University, and the students support the idea of a footbridge.

And we are aware that the "University" is only the word for the "University" and that the University is being called for by the unspeakable and unpardonable.

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