

Cloudy

It will be partly cloudy today with a 30 per cent chance of precipitation. High today is expected to be 50.

# The Daily Tar Heel

Crucible sold out

The Crucible is sold out. However, there will be a matinee Sunday at 2:00 in Playmakers Theatre. Tickets are available in 102 Graham Memorial.

Serving the students and the University community since 1893  
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Staff photos by Rouse Wilson

## Coffee costs perking

The overstocked appearance of these coffee shelves is deceiving. Coffee is in short supply and its price has skyrocketed. But despite price increases of almost 50 per cent, consumers continue their wintry habit of warming-up with a hot cup of the invigorating.



## SG, faculty seek extension of bus system to Carrboro

by Mary Anne Rhyne  
Staff Writer

Student Government Transportation Director Paul Arne met yesterday with a committee to draw up proposals for extending bus service to Carrboro.

Arne and several faculty members met in response to the establishment of a Carrboro bus study committee by that city's Board of Aldermen Monday night.

The aldermen are investigating the need for bus service and financial support for the service. They promised to speak to University officials and the town of Chapel Hill in seeking funds for the extended service.

Under Arne's proposal, bus service would be extended to the Royal Park, Yum Yum, Old Well, Park West, Fidelity, North and West Hampton, Chateau and Berkshire apartment complexes.

The plan also calls for extension of the existing N Route to provide service for Estes Park residents. Buses would run on 15- to 30-minute intervals during peak hours.

The cost of such an extension would not involve buying a new bus or widening roads. Arne said a very rough estimate of the cost would be \$40,000 a year.

He proposes the cost be covered by money from the University Traffic Fund, a collection of money from parking fees and fines.

Arne said this could cause the price of parking stickers or bus passes to change.

"We would have to find a certain level of bus pass prices and parking sticker fees to keep us from having a pretty bad parking problem," Arne said.

"I'm hoping they won't raise anything," he said.

The committee is discussing an alternate plan that would call for a third new route on North Greensboro Street in Carrboro.

The cost of this plan is \$60,000. The \$20,000 increase is due in part to the need for an additional bus.

The University probably couldn't justify paying for a route through the middle of Carrboro," Arne said. He said he felt the University would more likely pay for routes passing apartment complexes.

Another problem in financing the committee's plan is the fare rate. Arne said that by using finances from the University and the cities of Chapel Hill and Carrboro for different parts of the route, four possible

fare prices could be charged. There might be a different fare for students riding within Chapel Hill and those going to Carrboro. There might also be different rates for residents of Chapel Hill or Carrboro.

"I don't think Chapel Hill will ever say it will fund a bus system in Carrboro," Arne said. "And if Chapel Hill won't pay, it's up to the University."

He stressed the fact that no one had made any commitments on the proposal.

Arne's committee will try to present its plan to the Faculty Council in February. An Advisory Committee on Transportation and Parking will also be meeting with Vice Chancellor for Business and Finance Claiborne Jones to discuss the matter.

## ERA passage advocated by Hunt, Scott at hearing

by Charlene Havnaer  
and Laura Scism  
Staff Writers

RALEIGH—A distinguished group of North Carolinians, including First Lady Carolyn Hunt and former First Lady Jesse Rae Scott, voiced its support for passage of the Equal Rights Amendment (ERA) Thursday before members of the N.C. House and Senate Constitutional Amendments Committee.

In the second of two public hearings held by the committee, ERA proponents responded to arguments voiced by amendment critics Wednesday.

Hunt, who said she spoke as a woman and

a mother, said, "I feel very strongly that everyone has the right to be treated equally under the law. This state has shown that in the past it has the will and the courage to do what is right for its people."

"If we ratify the ERA, we will show that we are ready to make a new beginning for North Carolina."

Scott, honorary co-chairperson of the Board of Advisors of North Carolinians United for ERA, said she did not share the fears of ERA opponents that ratification of the amendment would create a "unisex society."

"Men are still going to grunt and groan to prove their machismo," she said, "and women are still going to hem and haw to prove their femininity."

Other speakers referred to the history of discrimination against women and called for ratification of the amendment as a means of correcting these injustices.

"It is time and long overdue to free U.S. women from the impact of English common law and bring them under the constitutional right of being 'born free and equal,' with inclusion into the U.S. Constitution," said Gladys Tillett, a leader in the women's suffrage movement and founder of the state's first county League of Women Voters.

William Van Alstyne, William Perkins professor of constitutional law at Duke University, dealt with the effect passage of the amendment would have on the military and the powers of state and federal governments.

He said no additional powers would be granted the U.S. Congress by passage of the amendment. "There is nothing alarming about Section 2 (which gives Congress power to enforce the amendment's provisions)," he said.

Concerning the drafting of women during wartime, Van Alstyne said that based on the manner in which the courts have dealt with constitutional amendments during previous wars, the amendment would not apply during wartime.

## ACC tourney lottery delayed

Most of the students in Carmichael Auditorium had two things on their minds when they went to watch the UNC-Wake Forest basketball game. A conference victory and their ACC Tournament Tickets.

They were deprived twice. In addition to the narrow loss to the Deacons, the ticket distribution drawing was canceled only hours before game time, said Jean Keller, UNC ticket manager. The drawing will now be held at halftime of the Maryland game on Wednesday, Feb. 9.

"All of the arrangements were not made with us the way they were supposed to be made," Keller said. "The new person appointed by (Student Body President Billy) Richardson was not sure as to all the details."

The new person that Keller referred to is Mike Dixon, named to replace former chairperson Marshall Reid, who left school after last semester. Keller added that the ticket office was unaware of Reid's departure until early Wednesday evening.

"We were set to go. We had it on the schedule," Keller said. The cancellation occurred at 6:30 p.m. Once the drawing takes place, students will be given a certain length of time to purchase their tournament tickets from the ticket office. They will receive a receipt from the ticket office as proof of purchase. Students are then to take the receipts to the Greensboro Coliseum where they will receive their tickets.

Keller noted that the same system was tried at last year's tournament at Landover, Md., and was successful.

—Skip Foreman

## Coffee prices rising—from brown beans to golden liquid

by Libby Lewis  
Staff Writer

Next to alcohol, it's the *the* social beverage. People wake up over it, and break up over it ("Okay, you can have the TV, but give me the coffee-pot). It is present for every celebration and crisis in life. Over it, national policies are made, scandals are revealed. Without it, corporations and universities would wither. It is the nemesis of waitresses. In large quantities, it destroys vitamin B. It exhilarates and accentuates. It is American.

And now it is turning into gold. A freeze in southern Brazil's coffee belt which killed hundreds of millions of trees in July, 1975, along with a disruption in South America and Africa's coffee production, triggered coffee inflation—prices have risen 50 per cent on a national level in the past year.

They haven't stopped rising, either. Coffee-sellers are receiving notices from major companies warning of another price-hike in February and Brazil's export tariffs have been raised.

Brazil and Columbia supply most of the top-quality coffee beans, thus makers and buyers of the finer brands of coffee have suffered most. There are still plenty of lower-quality beans, from Africa mostly, for instant coffee brands.

Michael Barefoot owns Southern Seasons, a specialty shop that sells coffee, cheese and natural foods—but mostly coffee. The shop features 14 types of coffee beans, imported from South and Central America, Haiti, the Caribbean and Hawaii. The price-hike hasn't helped Barefoot's business, but it hasn't really hurt it, either.

"There are more new customers now, and they're looking for quality. These are people who have become dissatisfied with the brands on the grocers' shelves, because the quality is declining. Coffee-makers can adjust their blends any way they want, in order to accommodate the shortage, and quality is on the decline," Barefoot says.

Southern Seasons' prices have risen a relatively modest 30 per cent since August, 1976. The coffee that comes to the shop is green; it is

roasted and ground there to prolong freshness. That concern for quality costs an average of \$4.00-plus per pound for the customer, and plenty of people are paying it.

The Aurora Restaurant gets its coffee from Southern Seasons; their costs have risen anywhere from 50 to 75 cents a pound, a 35 per cent increase, but their prices are staying at 35 cents a cup. "We see no need to raise our prices," says Andy Michaels, part-owner of Aurora.

The Carolina Coffee Shop isn't budging from its 25-cent-a-cup for coffee, and it doesn't plan to in the future, even though it's averaging a weekly \$35-to-40 increase in costs. Why not?

"Tradition," says Kasey Chapp, Coffee Shop bookkeeper and mainstay. She holds her half-filled cup in the air. "We're famous for it."

Harrison's charges 30 cents a cup for coffee, an ample price for increasing costs. The inflation hasn't really hit them yet, anyway—Harrison's, as well as the Coffee Shop's wholesaler, the Wilkins Company, had enough of a "back-log" in supply (anticipating the coffee shortage) to stave off recent higher prices.

Shoney's has raised its price for mocha motivation—from 25 to 30 cents. But the "motivation" factor is what keeps them from worrying.

"Costs have gone up about 40 per cent, so we felt a five-cent increase was needed," says Wayne Steelfold.

Perhaps the saddest change in Chapel Hill due to the shortage is at the Dairy Bar on West Franklin Street. For there, up until a year ago, one could buy that dying phenomenon, the 10-cent cup of coffee. Costs for them have doubled since last April, and a cup now costs 25 cents. Refills are a dime—as if in memoriam.

If you're buying your coffee in grocery stores around the central Chapel Hill area, your best bet is Fowler's. The widest selection in brands and prices is there; you can buy Luzianne, a blend of coffee and chicory, for a mere \$1.59 (instant), or \$1.99 (ground) a pound; most of the standards—Maxwell House, Nescafe, Chase and Sanborn—hover between \$2.69 to \$2.79 for ground and slightly lower for instant; or you can splurge on Melita for \$4.75.

## No-deposit type questioned Bottle bill faces state

by David Stacks  
Staff Writer

A bill that would outlaw disposable beverage bottles and flip-top cans in North Carolina is to be introduced in the 1977 General Assembly.

If enacted, the bill would impose a five-cent deposit on all returnable bottles used in the state. It would prohibit nonreturnable containers of beer, soda water and carbonated soft drinks.

House Speaker Carl Stewart, D-Gaston, said he does not know when the bottle bill will come up for a vote in the General Assembly.

"But I do expect it to be an extremely controversial bill," Stewart said.

Proponents of the bill say the measure would reduce pollution caused by throwaway bottles and cans while opponents maintain that at least 1,850 jobs in the container industry would be lost.

"The bill is designed to conserve energy and raw materials and clean up the environment," said Rep. David Diamond, D-Surry, advocate of the bill and cosponsor of a similar bill that was defeated in the 1975 General Assembly.

"You can't go anywhere in the state without seeing beer cans scattered all over the countryside," Diamond said.

The proposed bill would mean a net increase in jobs for workers in the container industry, according to a study prepared by the Research Triangle Institute (RTI).

But state AFL-CIO President Wilbur Hobby said the increase would be in the area of handling and packaging of containers, jobs which pay wages lower than what is now paid to workers in the container industry.

"They're talking about putting people to work in a large A&P store stacking boxes that contain returnable bottles," Hobby said.

He said \$108,281,000 in wages to workers in the glass container industry would be lost if the bottle bill were enacted. AFL-CIO figures indicate almost 7,500 workers are

employed in the glass and container industry in North Carolina.

Beer brewers and other container manufacturers also do not support the bottle bill.

"We do not favor legislation which restricts the kind of packaging we're able to use," James F. Bennet, director of environmental and industry affairs for Schlitz Brewing Co., said.

Rep. Charles Webb, D-Guilford, principle sponsor of the 1975 bottle bill, said he thinks labor and industry leaders are exaggerating the bottle bill's possible effects on the economy.

"We feel the impact on manufacturers and workers would be a minimum inconvenience when you consider the effects the bill would have on the environment," Webb said.

Ask any student what his major gripe about car ownership is and he'll probably tell you it's the high price of professional labor for repairing breakdowns or performing routine maintenance.

Not necessarily so in Chapel Hill.

Since last April anybody plagued with auto troubles can simply rent his own garage and do his own work at Manifold Destiny, the building on Airport Road with a huge sunset painted above the front window and a modern sculpture out front.

Randy Danziger, part owner and the mastermind of the do-it-yourself operation, says business has been good, but he has room for more.

Those students who would like to give it a try, but who are not properly versed in the craft of auto repair and maintenance, can use an assortment of Danziger's manuals like *Auto Repair for Dummies* or step-by-step procedures "for complete idiots." For hard-



Staff photo by Allen Jernigan

No deposit-no return bottles and flip-top cans may soon be replaced by ecological glass bottles such as these, making canned beer a thing of the past.

## Manifold Destiny: do your own auto repairs

by Mark Lazenby  
Staff Writer

core cases Danziger, or one of his assistants, provides unlimited advice at \$3 an hour.

"Right now we are running the bays on a break-even basis," Danziger said, explaining that he and his partner, Jay Tappan, must make \$100 each week to keep Manifold Destiny alive. All other money will be used to improve the place or to get exotic equipment like video cameras or unusual tools.

"It's absolutely essential that we have an actively interested group of patrons who will communicate the idea of the place," Danziger said. He added that about 30 per cent more use of the garages, or increased sale of gas, would enable him and Tappan to begin plans for their ultimate goal—the conversion of Manifold Destiny's two garage facilities into a 2,000 member, 10-garage co-op.

Such a co-op could provide Chapel Hillians with unlimited facilities at a low price. "If you have a large technological co-op in the hands of a number of people then there is no limit to the direction you can go

in," Danziger said. He believes people could restore quality at low prices.

How did Danziger come up with the idea of Manifold Destiny?

"I got sick and tired of the American way of doing things, which is using money and not thought," Danziger said. Bothered by the fact that pride and craftsmanship were being taken out of mechanics' jobs, Danziger saw a decrease in quality workmanship and customer appreciation of all a mechanic must do.

"Customers fight with mechanics all the time," Danziger said, adding that he thinks the conflict stems from lack of understanding for the scarcity and tremendous price increases of auto parts.

"If people do things themselves they wind up with one of two things happening. Either they appreciate a mechanic much more in the future or they wind up realizing they never needed a mechanic in the first place."

Since the operation began last April, Danziger has had over 15,000 people use the garages for tasks ranging from patching tires to rebuilding the engine of a Porsche.

For the person totally ignorant of auto repair and maintenance a talk with Rosalee Macklin would build the confidence of even the lowliest auto neophyte.

When Rosalee's car broke down she barely knew where the battery was located. "I wanted to learn to do some things by myself," she said, and admitted, "before I started I knew absolutely nothing about an engine."

After a thorough study of *Auto Repair for Dummies* Rosalee repaired her car and more. "I'm doing other things on it now," she said. "I'm putting on a new front transmission mount. That's normally a \$50 job and I'm doing it for \$8."

Rosalee has also adjusted her brakes, replaced shock absorbers, tightened her steering and adjusted her clutch.

For anybody with a needy auto and a desire to learn while saving money, the cost of a garage is \$4.50 each hour if you buy your parts at Manifold Destiny and a dollar more each hour if you bring your own parts. Unlimited advice is an additional \$3 each hour.