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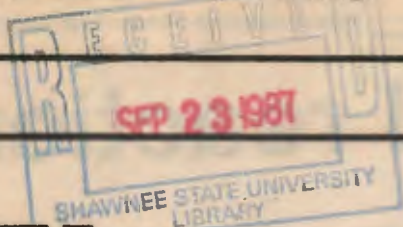
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Welcome to Shawnee State University



The Open Air

"Houses are built for you to hold councils in. Indians hold theirs in the open air. I am a Shawnee."

-Tecumseh, Shawnee chief, 1810

Shawnee State University

September 21, 1987 Vol. 2 Issue 1

Portsmouth, Ohio



by Susan Rice

The new Carl Perkins bridge, which is located just west of Portsmouth, will connect the AA highway with route 52. U.S. route 52 runs along the Ohio side of the river. See the "most promised" road in history on page 3.

Schedule change draws mixed reactions

by Bev Tadlock

Changes in scheduling of evening classes, which began with the summer quarter, have brought mixed reactions from both students and faculty.

Classes which traditionally were held one night a week for three or four hours are now being held on two separate nights for one and one-half or two hours. Most classes are scheduled from 4 until 5, 5:30 until 7 or 7:30 until 9:30.

Dr. Robert Ewigleben, SSU president, feels classes which are four or five hours long aren't productive. "I tried to teach some classes that lasted four hours and I felt they were too long because I would get tired and so would the students," he said.

When asked who made the decision to change the night classes, Ewigleben replied, "I did."

Ewigleben added, "When you feel very strongly about making SSU a top university, you have to do what is educationally sound. We have to set our standards on what the other big universities do. SSU is no longer Shawnee State Community College, it's Shawnee State University!"

Fred Chrisman, director of Student Activities, is opposed to the new schedule. Chrisman said, "I have to commute to SSU two nights instead of one to teach my class."

"Four hours are too long to sit in class," Tom Stead, art instructor, said. He thinks the new schedule is better.

Students, interviewed at random, had varying viewpoints on the class schedule changes.

Cindy Adkins, a social sciences major, said, "I find the schedule more convenient for me because I am a single parent. My child needs my attention in the evening and it is difficult to get a sitter for five hours."

Sandra Jordan, a business management major, feels the schedule is unfair. According to Jordan, she will have to cut back her hours at work in order to attend school. Jordan said, "I will be gone two days a week instead of one." She added, "Before I would fit all my classes into one day." Her final comment was, "In other words, I detest the new schedule."

Returning students will feel the effects of the new schedule more than the incoming freshmen. First-time students won't have to deal with the adjustments and drawbacks some of the

returning students will experience.

Whatever the sentiments of the students and faculty are, it appears the new schedule is here to stay.



replaces riverboat

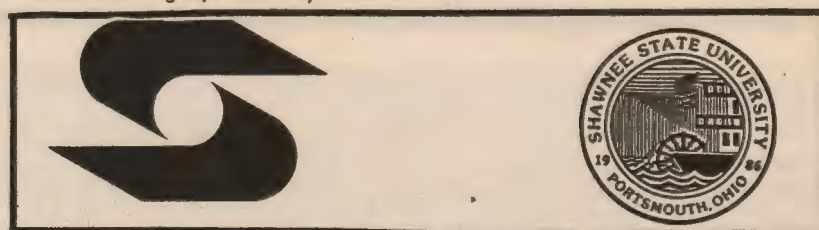
A new contemporary logo will signify the changes being made as SSU moves into operation as a full-fledged university.

The streamlined "S" logo was designed by Greg Bauer, owner of Bauer Graphics, and a part-time SSU art instructor. Bauer envisioned the logo as creating a modern feeling for the new university.

The logo will be reproduced in buffalo (charcoal gray) and sky blue on

letterheads, pamphlets, uniforms and university vehicles. University officials hope the new logo will provide easy recognition of SSU throughout the region.

The old, familiar riverboat logo, designed by artist and SSU assistant professor of art Tom Stead, will remain as SSU seal.



Special Needs program receives money

The Special Needs program has been granted \$102,961 from the state, Dr. Robert Ewigleben reported at the regular monthly board of trustees meeting on Aug. 17.

The Special Needs program provides academic and counseling services for handicapped and disadvantaged students, Ewigleben said.

The university's preliminary degree proposals were presented to the Baccalaureate Degree Advisory Committee

of the Ohio Board of Regents in Columbus, Ewigleben said. Immediate response was encouraging, with a written review expected shortly. Final versions of the proposal are being prepared by faculty and consultants.

Ewigleben announced the university has received the entire library collection from Western College for Women, Miami University, consisting of more than 40,000 volumes plus additional periodicals.

Dr. James Biddle, director of teacher education, has been honored by a three-year appointment to the Ohio Department of Education's Inservice Education Advisory committee, Ewigleben said.

New faculty and administration members were hired by the board. Faculty members hired were Dr. Francis Byrne, associate professor of English; Dr. Julia Coll deByrne, assistant professor of education; Dr. Richard

Cohen, assistant professor of philosophy; Dr. D. James Day, associate professor of history and Dr. Carlson Yost, assistant professor of English.

Administrative positions hired were Dr. A.L. Addington, provost; Dr. R. Fred

Rolsten, dean of the division of engineering technology; William R. Decatur, assistant vice president (finance), Henry A. Bias, assistant director of admissions and William A. Hannah, media services specialist.

24 hr. study area planned

by Jan Stein

SSU is planning to build a new library, which will be located across from Massie Hall on Second St.

The library will consist of a 24-hour study area, group study room (10 small meeting rooms), typing room, and a lecture hall that has the capacity to seat 300 students, according to Tess Midkiff, head librarian.

The present library seats 20 percent of the full-time students. With the new library the plans are to seat 35 percent of the full-time students, Midkiff said.

The new library will house 160 to 200 thousand volumes.

In October an open meeting will be held for students to review the plans as they exist at that time, Midkiff said.

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Two history classes accidentally were left off the printed Fall Quarter Schedule.

History 201 Western Civilization from Antiquity to the Renaissance
(Monday and Wednesday 2-4PM)

History 201 Western Civilization from Antiquity to the Renaissance
(Monday and Wednesday 5:30-7:30PM)

Both courses will be taught by Mr. Mirabello, a new member of the Faculty,

who is completing his doctorate in history at the University of Glasgow in

Scotland. Mr. Mirabello, a native of Ohio, presently teaches at the University

of Toledo

"Most promised" road in history

by Barbie Lyons

With the completion of the Double A highway connecting the Cincinnati area with Ashland, Ky. will come economic development for the entire tri-state area.

The new Carl Perkins bridge, just west of Portsmouth, and the Greenup Dam bridge, east of Portsmouth, should open up the Portsmouth area to new growth potential.

When \$20 million was made available for the Greenup Dam spur, the state of Kentucky began purchasing rights-of-way between Vanceburg and Quincy in Lewis County. The people in this section were disappointed that the highway did not follow Ky. 10 along the Ohio River. Ky. 10 has a high traffic volume and is in need of improvement, which the state has promised.

In interviews with residents on the Greenup Dam spur, in Lewis County, Roger Bentley, of Garrison, said, "Roads are more important than private property."

Bentley voiced concern about the route the highway is taking. "The prime location for the AA highway would be along the Ohio River," he said.

The route of the AA highway will take all of Bentley's land except a small strip on the adjoining hillside. Although Bentley welcomes the new highway, he said, "It has given me a lot of mental stress waiting around for a year to see if I would lose my property."

The state has already offered Bentley a price for his property and he has accepted. Bentley's family will be relocating to Florida.

However, not all other Bentleys agree with Roger Bentley. Orville Bentley, also of Garrison, when asked if he thought the government should be allowed to take private land for public use, replied, "No, I don't think so."

His land will be bisected by the highway. He also said, "It takes my grazing pastures for my cattle, my water, and it cuts my timber off." He agrees the AA highway will be a plus for the area, however, he too, thinks the highway should have followed the Ky. 10 route. Bentley said he knew eight other families in the community who would be relocating because of the highway.

Dale Bentley, Orville's son, expressed dismay that the highway was to plow through his front yard within 50 feet of his home. He said, "The highway should have followed Rt. 10, but I believe it will boost the economy for Eastern Kentucky."

Kenny Liles, of Pine Lake, who will also have to relocate, has been offered money for his property several times. He said, "They used to come around two or three times a week trying to get me to sign but now they only come once or twice a month."

"I know I'll eventually have to deal with them, I'm just holding out as long as I can," Liles said. He believes the AA highway will be an asset for the area. He plans to relocate in the South Shore area.

The AA highway has been labeled the "most promised" road in history. As early as 1967, Democratic gubernatorial candidate, Henry Ward, promised a highway connecting the Eastern Kentucky area with Northern Kentucky.

In more recent history, the highway was proposed by G. B. Johnson, Jr., president of FIVCO Area Development District, as a four-lane toll road from Ashland to Alexandria (near Cincinnati), and it was promptly dubbed the "Double A Highway."

The AA highway is actually a misnomer, because the highway doesn't reach Alexandria in the west, but stops at Brent, nor does it extend to Ashland on the eastern terminus, but instead ends at Grayson, south of Ashland.

When John Y. Brown, Jr. was elected governor in late 1979, the AA highway once again surfaced. On April 23, 1982, Governor Brown announced that the state would start building a highway between Alexandria and Maysville by December at a cost of \$142 million. The total cost of the highway was now estimated to be \$250 million and was not expected to exceed \$275 million as of July 20, 1982.

The highway was designed with a 100 foot right-of-way, a 30 to 35 foot median, and was to be constructed to accommodate a four-lane highway if necessary. Governor Brown said that if he had been a traditional politician, this road would never have been built. He considered it shameful that this eastern section of Kentucky had been neglected and isolated for so long

because it didn't have the votes necessary to command attention. Brown observed that Eastern Kentucky appeared "lonely and barren" while flying over in his helicopter. He viewed the AA highway as a good business investment that would be the key to progress for Eastern Kentucky.

On Dec. 1, 1983, on a hillside in rural Campbell County, Governor Brown held ground-breaking ceremonies for the long-promised highway, and then repeated the ceremony a few hours later in Mason County. He called it a "monumental day" for Northeastern Kentucky. The highway was then expected to be completed by fiscal 1988-89, according to transportation secretary Jim Runke, and was also expected to be one of the most expensive highways built in the state.

Brown left office with contracts let for construction in Campbell and Mason counties. He also left growing controversy over the route the highway was to take and the proposed \$300 million road bond issue which was to provide the major source of funds.

As delays occurred month after month, costs rose to almost four times the original estimated cost.

The sale of \$300 million in road bonds was held up by a law-suit, filed by Bruce Blythe, former state

representative, charging the bond sale was unconstitutional. The Kentucky Supreme Court gave the go-ahead on the sale of the bonds in a decision rendered Dec. 22, 1983.

On the eastern front, taking the road from west of Vanceburg to Grayson, and leaving Greenup and Boyd counties out of the plans met with opposition. The route was revised in February of 1984, to fork east of Vanceburg with one prong connecting to U.S. 23 at the Greenup Dam bridge and the other connecting with 164 at Grayson.

With projected costs for the highway now at \$450 million, Transportation Secretary Floyd Poore said the 1986 General Assembly needed to furnish money for the spurs and he forwarded his final recommendations to Governor Martha Layne Collins before he left office over an unrelated dispute with the new governor.

Poore had hoped that all the segments of the highway would be under construction by December 1987 when Collins will leave office, but he expects completion by 1990.

Foreign Service provides employment

A Foreign Service written examination will be given Dec. 4, for those interested in employment in the U.S. Dept. of State, U.S. Information Agency or the U.S. Department of Commerce.

The tests will be given at locations throughout the U.S., according to Tom Davidson, director of Career Planning and Placement.

Of more than 15,000 expected to take the examination, approximately 250 will be hired, Davidson said.

There are no specific educational requirements for the positions, but most people hired have at least a bachelor's degree. Sixty-five percent have advanced degrees in international relations, economics, business administration, law or journalism.

Success in the testing requires a broad knowledge of foreign and domestic affairs, history, government, foreign policy and culture, according to Davidson.

To be eligible for the written examination, applicants must be at least 20 years old, U.S. citizens and available for worldwide assignment.

Applications must be received by mid-October. Application forms may be picked up in the placement office.

Walk a little--save alot

Students, you can save 10% to 50% by buying used textbooks. Check what is available at the Campus Ministry, 1216 Second St., on the East end of the campus. Walk a little -- save a lot. The Campus Ministry House is open from 9 a.m. til noon and from 1 until 3 p.m. on Monday, Tuesday, Wednesday and Friday. Students also may place books for sale by bringing them to the Campus Ministry.

The Open Air, Shawnee State University's student produced newspaper, is a vehicle of expression for students, faculty, staff and administration. Opinions expressed herein are not necessarily those of the faculty advisers or the administration of the university. The Open Air is managed and produced cooperatively by the following:

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The Open Air
Shawnee State University
940 Second Street
Portsmouth, Ohio 45662

Construction spurts continue piecemeal on the highway, with Eastern Kentuckians caught between hope and despair. On Oct. 29, 1985, Governor Collins announced that \$20 million was available for design and construction of the Greenup Dam spur, and \$4 million was available for the Grayson spur design.

Not much political action has been noted since Feb. 15, 1986, when Collins met with Northeastern Coalition, a group of 20 state senators and representatives, and pledged support for the highway. At that meeting it was proposed that funding for the Grayson spur come from a truck sticker tax. A bill for that purpose is now pending in the Kentucky house.

After all the route changes the state made from the conception of the AA highway until the present, it looked as if the final route was at last, indeed final.

But not quite! Core drilling at the mouth of Beechy Creek where the highway intersects Ky. 7 and Tygarts Creek, showed problems establishing a roadbed and bridge footing because of a sand bottom.

Once again the highway had to be relocated. The engineers are surveying and new core drilling is being done on the segment from Blackbird Hollow to Ky. 7. The proposed route will intersect Ky. 7 just south of the Bennetts Mill covered bridge. This segment of the Greenup Dam spur has a price tag of \$4.5 million, because a bridge will have to be built across Tygarts Creek.


Eastern Kentucky has given up the corridor grudgingly, inch by inch over steep hills, high ridges, deep valleys and over political ambitions and resentments. But through insight, hindsight, and foresight, maybe in the end Eastern Kentucky will have a highway linking it to the future.

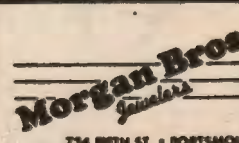


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What are your clothes saying about you?

by Nancy Adkins

Long before I am near enough to talk to you on the street, in school, or at a party, you announce your sex, age and class to me through what you are wearing — and give me important facts (or mis-facts) as to your profession, nationality, opinion, sexual desires and current state of mind. Often these facts are not on a conscious level but still influence me about you before we ever speak.

The idea that clothing is a language is not a new one. Balzar, in *Daughter of Eve* (1839), observed that for a woman, dress is "a continual manifestation of intimate thoughts, a language, a symbol." Today, with semiotics becoming fashionable, sociologists tell us that fashion too is a language of signs, a nonverbal system of communication.

The "language" of a poor person might contain only a few "sentences" so they would be able to express only the most basic concepts. So-called fashion leaders, on the other hand, may have several hundred "words" at their command. Just as most of us know many more words than we will ever use in conversation, so all of us are able to understand the meaning of styles we will never wear.

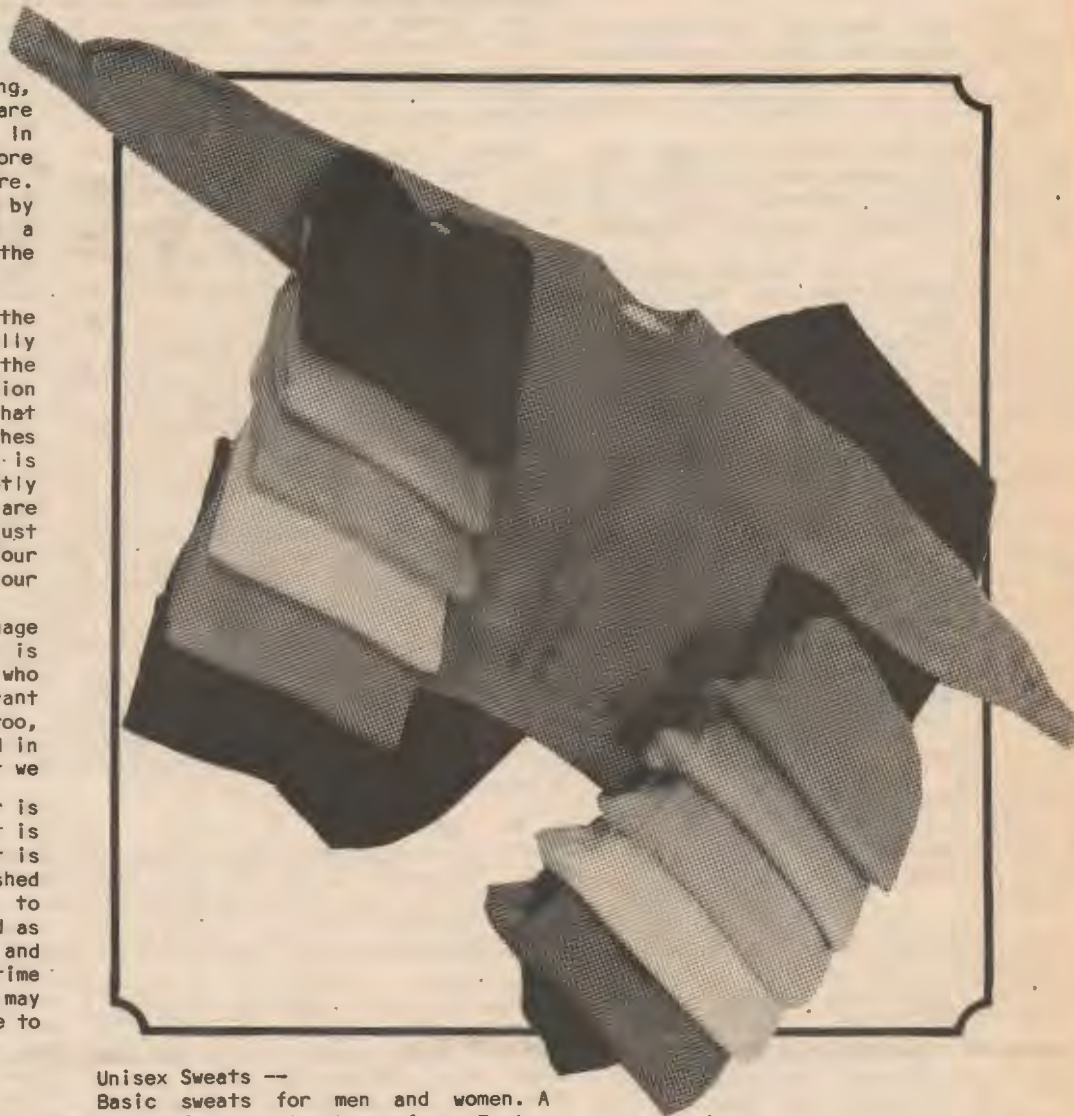
To choose clothes, either in a store or at home, is to define and describe ourselves. Sometimes, of course, practical considerations enter into these choices — considerations of comfort, durability and price, especially in the case of persons with limited income, such as college students.

There are certain items of clothing, more so in the past than now, that are strictly for one sex or the other. In today's fashion world there are more genderless clothes than ever before. T-shirts, for example, can be worn by either sex. They can also make a political or moral statement by the wearer.

According to Irving Goffman, the concept of "proper dress" is totally dependent on situation. To wear the proper clothes for a given situation acts as a sign of involvement in that situation, and the person whose clothes do not conform to these standards is likely to be more or less subtly excluded from participation. There are exceptions, of course. If you've just escaped from a burning building in your pajamas, no one is going to hold your lack of propriety against you.

Someone who speaks our language clearly and with confidence is considered distinguished. Someone who speaks it badly is considered ignorant or sloppy and careless. In dress too, manner is as important as matter, and in judging the meaning of any garment we

must consider whether it fits well or is too large or too small; whether it is old or new; and especially whether it is in good condition and soiled or crushed and filthy. Cleanliness is next to godliness, but it is usually regarded as a sign of status, since to be clean and neat always involves the expense of time and money. Remember, your clothes may be saying so much no one will be able to hear you!



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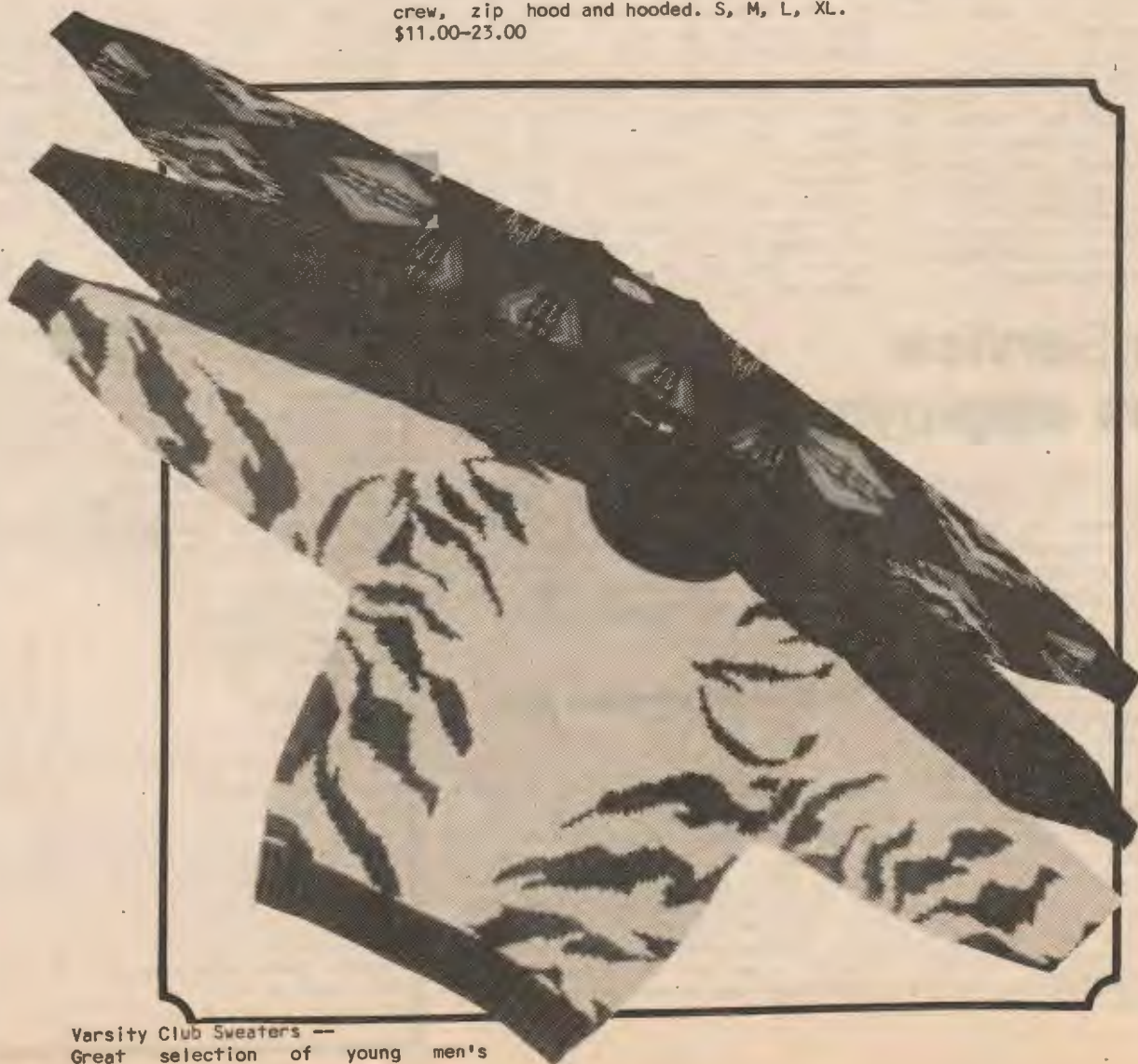
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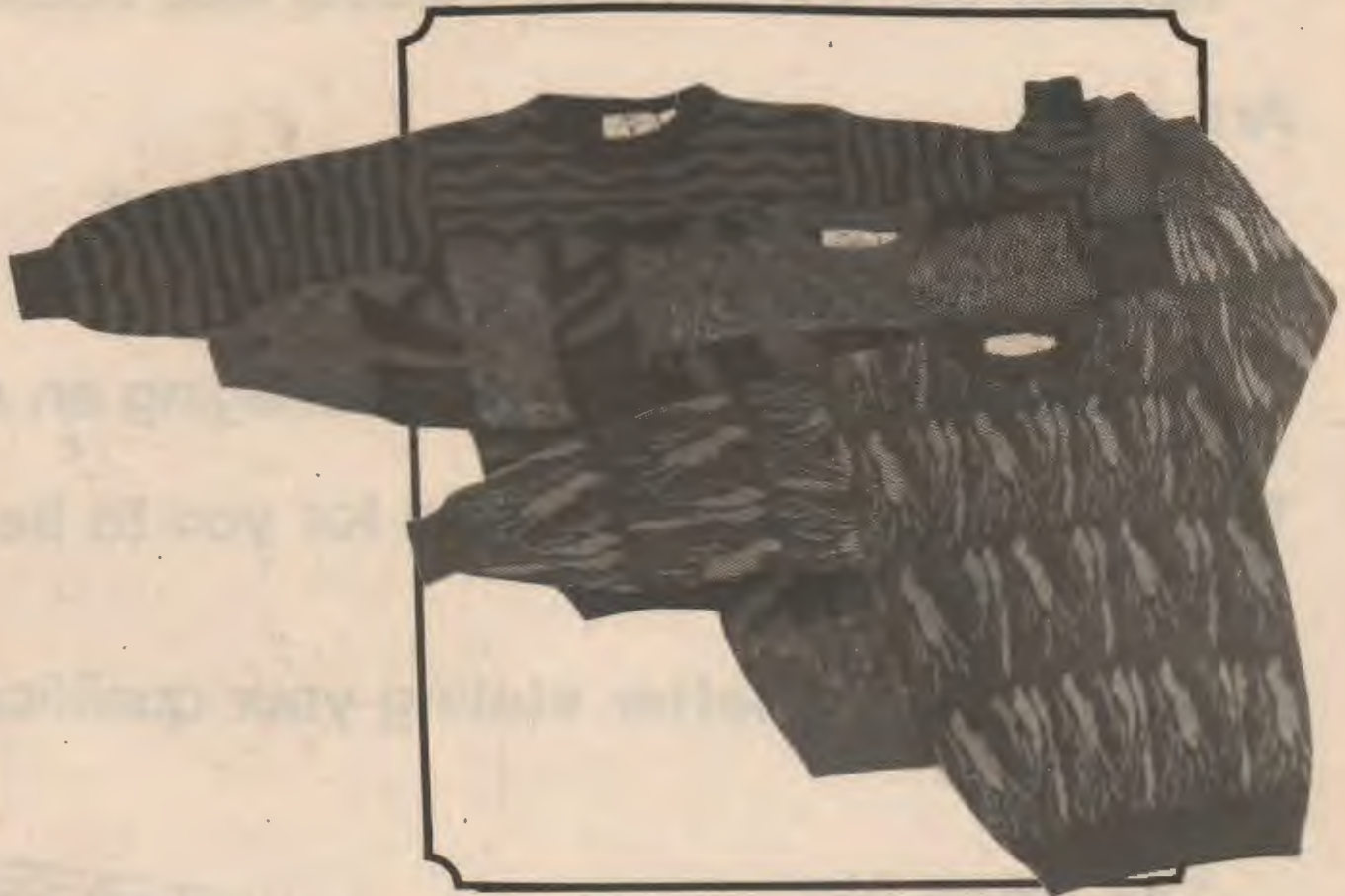
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Photos furnished by Marting's
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Are you a leader or a follower in fashion?

In Taste and Fashion, one of the best books ever written on costume, the late James Laner proposed a timetable to explain public reaction, this has come to be known as Laner's Law. According to him the same costume will be:

- Indecent 10 years before its time
- Shameless 5 years before its time
- Daring 1 year before its time
- Smart Just right!
- Dowdy 1 years after its time
- Hideous 10 years after its time
- Ridiculous 20 years after its time
- Amusing 30 years after its time
- Quaint 50 years after its time
- Charming 70 years after its time
- Romantic 100 years after its time
- Beautiful 150 years after its time



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Open Air offices have moved

The Open Air newspaper office and newsroom are now located on the fourth floor of Massie Hall in room 411. The newspaper staff welcomes visitors at any time. The phone number is still 354-3502, extension 278.

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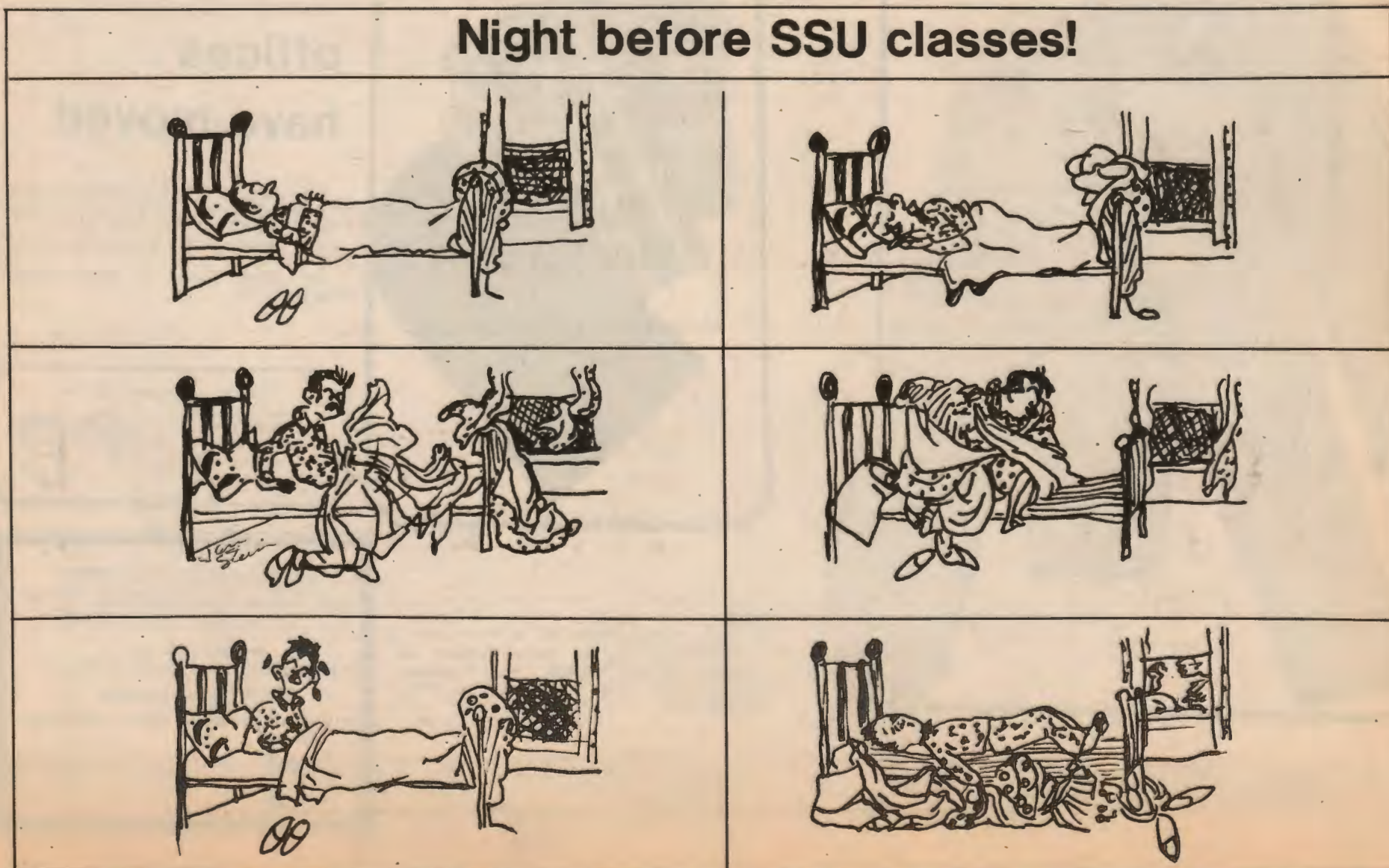
Then, The Open Air is looking for you to be its new arts and entertainment editor.

To apply, send a letter stating your qualifications and plans to:

The Open Air
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Night before SSU classes!



Your Majesty and the golden cane

There is a story told here and there by some Baptist preachers about a court jester that I think is worth re-telling. Whether this story is true, or whether it was put together for an illustration, I don't know, but either way it does a fine job of making its point.

It seems that in the old country in the yesteryears, there was a king of a land who lived in power and riches. The king had several court jesters throughout the land who traveled around, and entertained the different royal courts. These jesters were clowns, comedians, or whatever it took to make the king laugh.

This certain jester was never a failure. Whenever the king was down in the dumps, he would send for all the court jesters, and after all the rest had failed, this certain jester would succeed at making the king laugh. The laughter would cheer up the king, so he could carry on. Finally, the king called the jester before the throne, and granted him a great honor.



Commentary
by
Clayton
Madden Jr.

"Jester," said the king, "you never fail to make me laugh. I hereby dub you 'Sir Fool,' and award you this golden cane. As long as you are the biggest fool in the land, you can keep the cane. But if you ever meet

anyone who is a bigger fool than you, than you must give the cane to him."

Time went on, and the years passed by. Soon the young, rich, powerful king was an old man on his death bed. As he lay there dying in his depression, he longed to be cheered up once more so he sent for Sir Fool. Sir Fool came in before the king in his death bed, and did his act. The king was soon roaring with laughter, but the pains of death soon wiped the gaiety from his countenance. The jester approached the king's bed, and spoke to him in a fashion he had never before used. "Your Majesty," said the jester, "I would like to ask a question of you."

"Yes, Sir Fool, you may," said the king.

"Your Majesty," said Sir Fool, "Have you made any plans for the life beyond the grave?"

"No, I haven't," said the king.

The jester then reached his golden cane to the king as he said, "Then I must give this to you, because you are a bigger fool than I."

So long for now.

Is Ollie North lying to us?

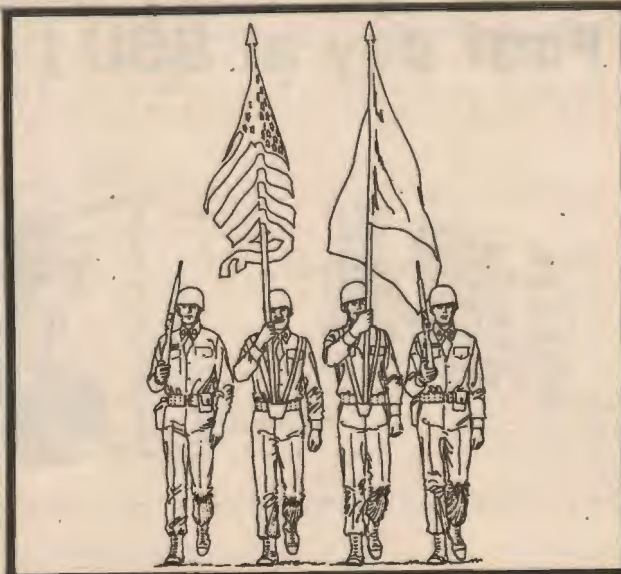
To the Editor

I wish to offer quite a different opinion from that of the writer in the opinion column of The Open Air on the subject of Oliver North.

First, I feel that a very large majority of Americans view Lt. Col. North as somewhat of a national hero. I agree that the covert activities in which he engaged himself had an honorable end. However, his means of getting there were totally unjustified. In other words, the end of getting more money to the Contras in their fight for freedom justified the means. That's COMMUNISM. If more Americans were exposed to more of the congressional testimony of Col. North, they would have discovered that he lied to superiors, as well as to various congressional committees at different times in various meetings in the White House from 1984-86.

Furthermore, he assumed the role of "President" when he assumed that Admiral Poindexter and even President Reagan would approve the activities of a secret organization — one that organized the

diversion of arms sales profits from Iran to Nicaragua. This privately-schemed process was outside the oversight and authority of any governmental agency.



Therefore, it is my opinion that the American people were not told the whole story, much less Mr. Madden, as evidenced by his shocking story of Lt. Col. Oliver North being elected a president of the United States.

John. T. Lykins II

The Open Air invites everybody to visit us on the fourth floor. We are in room 411.

NEXT ISSUE OF

THE OPEN AIR

WILL BE OCT. 5, 1987

Sept. 25 is deadline for news and advertising.

For information about advertising, call The Open Air, at 354-3502, ext. 278.

Where's your letter



The Open Air encourages readers to write letters for publication expressing views on issues affecting the university and the surrounding community. If you disagree with any opinion expressed in this paper, write us a letter.

Letters should follow these guidelines:

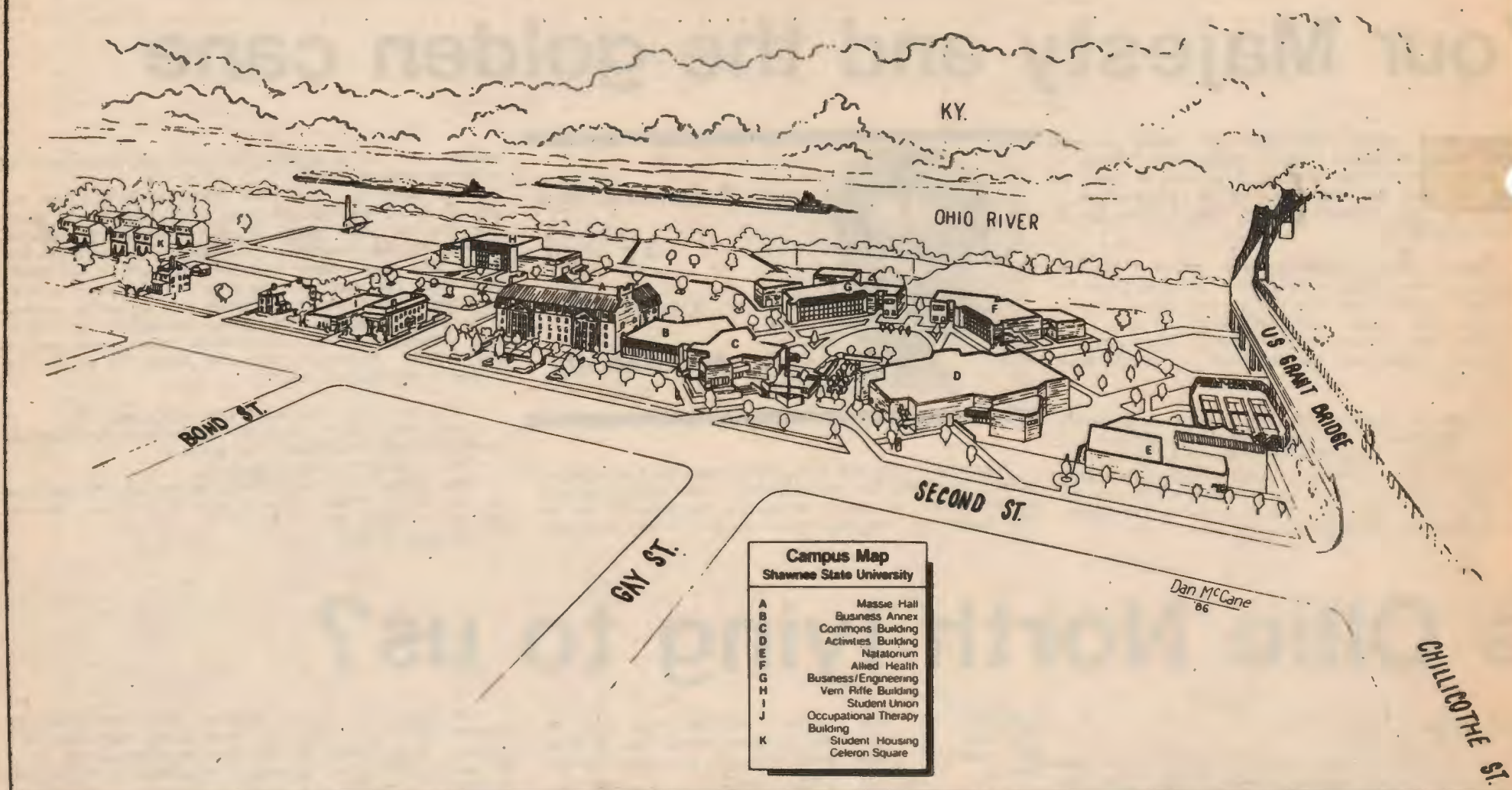
Address letters to: Letters to The Editor, The Open Air, Shawnee State University, 940 Second Street, Portsmouth, Ohio 45662, or letters may be delivered to the newspaper office on the basement level of the commons building opposite the university bookstore.

The best-read letters are brief and writers should observe a 150-word maximum. We reserve the right to edit letters containing obscenity, profanity or libel. Also, to edit letters for length and to limit publication of letters from frequent writers.

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September 21, 1987

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