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## Gandhi follower promotes nonviolence



Dr. Anima Bose

By Costas Christ  
Of the Emerald

Many people in the United States have heard about nonviolence, but few people really understand what it means, says Dr. Anima Bose of India. According to Bose, nonviolence is more than just refusing to kill another person, it is a way of life.

Like many people in her country, Bose was first exposed to the philosophy of nonviolence when Mohandas Gandhi was alive and leading the struggle for Indian independence.

Bose was on campus Wednesday night to present a lecture sponsored by the EMU Cultural Forum on nonviolence and social change.

"My mother was a highly educated woman, and we were very aware and concerned about what Gandhi was doing," she says.

During the peak of the Indian independence movement, Bose attended several Gandhi speeches. Hearing Gandhi speak, and studying his teachings had a great impact on Bose's life.

"There was nothing nobler than to listen to his words and to follow his path. For me he was the great leader," she says.

Bose feels that many people, especially in the West, misunderstand Gandhi's teaching of nonviolence. She says it is not some kind of "goody-goody," passive movement.

"Gandhi taught us that nonviolence is an active struggle to create positive social change. It involves great dedication and tremendous persistence," she says.

According to Bose, it is most important that people understand that nonviolence is a philosophy based upon inner strength. It was inner strength that enabled Gandhi, a small man weighing less than 100 pounds, to successfully challenge the British Empire.

"Gandhi expected that nonviolence would be transformed into society most successfully by women,"

she says. "He felt that women had more inner strength than men. Women were always in the vanguard during the independence struggle. It is inner strength, not muscle and brawn, that makes nonviolence successful in the struggle for social change," Bose says.

During her lectures, Bose mentions that she is frequently referred to as an idealist. She responds by telling her audiences that the philosophy of nonviolence recognizes that society is made up of good and evil.

"Our aim is not to pretend that we can rid the world of evil. Rather, through a lifestyle of nonviolence, we believe that we can lessen the evil and strengthen the good," Bose says.

To those who doubt the effectiveness of nonviolence she points to the history of India's independence struggle.

"Gandhi showed the world that the principles of nonviolence could be put to use to end a cruel system of colonial rule and oppression in India. This is not just idealism, it is a historical fact," she says.

"Let compassion and nonviolence be the basis of your struggle for justice, and like the British Empire in India, even the strongest opponent will eventually give in," she says.



## Motor scooter madness afflicts University students

By Chris Hazen  
Of the Emerald

The air blows in your ears, the ground blurs beneath your feet, your motor quietly purrs as you putter around the city. This is life on a motor scooter, and it's catching on in Eugene.

The University has witnessed a noticeable influx of motor scooter riders this year, says

says freshman Rhoda Hopkins. "Now they seem like the 'in thing' to have."

Local Honda and Yamaha dealers say they are "swamped" with scooter buyers and prospective buyers.

Honda offers a variety of scooter models, ranging from the lightweight and moped-like Passport to the sleek and power-

Howard of Howard's, a local motor scooter dealership.

Yamaha, Honda and other Japanese manufacturers offer lighter, less expensive scooters than their European competitors, and are dominating the Eugene market, Howard says.

Nine months ago a major European motor scooter manufacturer, Vespa, ended its American import line as a result of sales drops.

"They're not going to continue over here because they can't compete with the Japanese in price," Howard says. "The Japanese (scooters) are cheap."

The mopeds made popular a few years ago by European companies such as Sachs and Puch also are no longer produced, says Gene Thiessen of Honda of Eugene.

A moped differs from a scooter in engine design, size and speed. Moped engines start by pedaling, while scooters have a kick starter. In addition, mopeds are generally smaller and travel at much slower speeds than motor scooters.

But moped or scooter, Japanese or European, something is bringing a surge of two-wheeled, motorized vehicles to the streets of Eugene.

Sophomore Greg Bunnell bought his two-week-old Aero 80 as a cheap source of transportation. Bunnell says his scooter saves him a two-mile walk from his home to campus. He adds

that gas and insurance payments for a scooter are much more affordable than for a car.

"You have to pay a whole lot of insurance for a car as a person my age and my sex," he says.

Bunnell says he was a little surprised at the abundance of scooters on campus this year. "There are too many of them."

When junior Jane Wahlstrom bought her Honda Spree three weeks ago, she says she also acquired an efficient, affordable mode of transportation. Gas costs for her scooter are only about a penny per mile, she says.

Senior Scott Sevin became the owner of a Honda Express a year ago.

"I was working at the time and I needed transportation," Sevin says. "I didn't want to spend more than one whole paycheck on transportation."

Though the Japanese scooters are more affordable, and are leading local sales, European Vespas still roam the city streets.

Junior Gabriel Morgan says she owns a 1973 Vespa 150 Super "because I had wanted one for a long time, and because scooters are cool. They can go in little places where cars can't go. They're fast, they're fuel efficient and insurance is cheap."

Morgan says her Vespa is "a work of art."

Sean Westlake, a South Eugene High School student, says he owns a Vespa because

they're "classy, not classless — (like) Hondas or Aeras or whatever. Besides, they're gas efficient and they go the perfect speed in the city."



"Unfortunately, it is not the best kind of vehicle to have in Oregon," says Naomi Mendez, a senior at South Eugene High School.

"Rain is a big disadvantage," Sevin says. "When it starts raining you can't go fast enough to get out of it, so you're talking about getting pretty wet during a downpour."

"It's cold and it's wet, but it's still kind of fun," Morgan says about riding her scooter in the rain. "I'm happy I got it."

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Photos by Julie Biggs

Motor scooters have become a popular way of getting around campus. Owners say scooters are inexpensive transportation, and a lot of fun. Local dealers are having a hard time keeping up with orders.

R.D. Tanner, director of campus security.

"When I came here last year, no one had (motor scooters),"

ful Elite.

Yamaha also sells a line of motor scooters in several engine sizes and models, says Wayne