

Citizen protest causes taxi by-law to be tabled

By MILTON THOMAS

A flurry of citizen protest has sent the proposed taxi by-law back to the Administration Committee, of city council even before it received second reading.

The action came at Tuesday evening's city council meeting after objections against the increase in taxi fares were raised by a wide spectrum of Fredericton residents.

Shortly after the session was called to order, law student John Marler pointed out to council certain improprieties in the by-law in its present form.

Marler said he took "strong exception" to the fact that the by-law was drawn up for council by an attorney who also represents one of the major cab companies in town. Marler called it "an irreconcilable position that council asked Petrie to draw-up the by-law. It represents a conflict of interests."

Marler pointed out as well three contradictions between sections of the by-law and provincial statutes.

With respect to fares, Marler said he personally had "no objection to a raise, if council deems it necessary. But no evidence of the necessity of a raise has been presented to council."

For these reasons Marler asked council to either refer the by-law back to committee before the second reading or to defeat it on second reading and start over again.

Following Marler's disertation, a Mrs. Young spoke to council on behalf of the senior citizens of the area. She said "a 25 cent increase in fares is acceptable but to double them is unfair. Senior citizens just can't afford it."

City Clerk John Robinson then presented to council a petition and several letters condemning the fare increases. The petition was signed by 154 secretaries and clerks from the area.

A letter from UNB student George Morrison emphasized his own and many other student's dependance on taxis for transportation. He pointed out as well the overcrowding and poor service characteristic of local taxis. Attached to his letter was last week's BRUNSWICKAN editorial and several letters to the editor exemplifying "the disapproval of 5,000 students."

In referring to the length of time

it often takes to reach one's destination by taxi, one letter writer said she "won't pay \$1.50 for a five minute drive that often turns out to take an hour."

At this juncture, Councillor Gillies moved that the by-law be tabled and sent back to the Administration Committee for reassessment.

A spokesman for the Fredericton Taxi Association concurred with this suggestion. Mr. Brabander

stated that "It seems to be clear that a lot of things have come up suddenly that the Taxi Association and city council haven't considered."

"We would be very interested", he continued, "in meeting with people opposing the by-law in whole or part to attempt to reconcile the differences through the council committee."

Following this the tabling motion was passed.



At this week's meeting City Council tabled the newly proposed taxi by-law.

Keptos system accepted

By NANCY CARR

The University of New Brunswick Senate has given its approval to adopt the Keptos Report's grading system for UNB, effective in the 1974-75 academic year.

At Tuesday night's meeting Prof. Harold Sharp (Business) moved that the report be adopted and that the suggestions of students concerning amendments be referred to the Student Standings and Promotions Committee.

The report, which basically advocates a change from a percentage to a letter grade system, was instigated by Prof. Peter Keptos over two years ago. It went before the Senate last fall but was tabled until such time as an indication of student opinion regarding the report could be gauged. In January, the SRC voted to approve the report in principle, with some recommendations for revision.

The report received a fairly lengthy debate in the Senate, with student senators Maria Wawer and Brian Forbes voicing their opposition to it. Miss Wawer said that she felt many students were still unaware of the report's

implications and said adoption of the report would be "change for the sake of change".

Prof. Barbara Pepperdene also criticized the report as being too imprecise. In the Keptos system, letter grades A, B, C, D, and F are assigned weight factors of 4, 3, 2, 1, and 0 and a grade point average is calculated from this.

Miss Pepperdene said she felt the grading system would be particularly difficult to use in large introductory courses, and questioned the implications of the 'credit hour' system, an essential facet of the report.

The report also drew criticism from Engineering and Forestry Senate members, who were not eager to change from a weighted course system to the credit hour and letter grade one.

Following discussion by Senate, Prof. Keptos defended the report. He said that the letter grade system was becoming increasingly common at Canadian universities, and that a significant merit of the system lay in its elimination of marking discrepancies between faculties.

Prof. Keptos was questioned as to student involvement in the report, and replied that 4 out of 12 members on the report's committee had been students.

He attributed misunderstandings of the report to a failure on the part of some individuals to take the time to read it.

"I don't see the problem," he said. "People have just not taken the time to understand the report, and have not asked me for clarification."

The motion to accept the report was eventually passed with 15 for and 12 against, with four of the five

student senators present refusing to accept the Keptos system.

In other Senate business, approval was given to have Canada Manpower move on campus and take over the function of the placement office.

Dean of Students Dr. Frank Wilson pointed out to the Senate that an advisory committee on placement would be maintained to provide a liaison with Manpower and to monitor the service provided.

In terms of finance, he said that the only cost to UNB would be for heat, light, and space, and that a saving of \$36,000 to \$40,000 for the university would result.

With respect to UNBSJ Manpower would operate a part time placement office until such time as a full time service was required by students.

It was decided that following approval of the Board of Governors, Manpower would move on campus Sept. 1, 1973.

Senate also gave the go-ahead to course evaluation Tuesday, as Board of Governors student representative Mike Richard went before the body to ask for approval of the project.

Richard explained that a pilot project on course evaluation involving some 40 to 60 courses had been successfully undertaken last March.

In the course evaluation program, students will fill out questionnaires on the courses of consenting professors. The questionnaires include questions regarding the effectiveness of course presentation, course organization, evaluation of work load, and overall satisfaction of students with the course.

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