

TRAVEL TALK



by Brenda Johnston

Do you know when you are going home for Christmas?

Be patient; word from the Registrar's Office is that the tentative exam schedule will be available the first of November. Be sure to make reservations as soon as you know your exact travelling dates. I will keep you posted on any further information as soon as it becomes available.

Any one thinking of driving to Florida for Christmas who needs brochures and maps would be wise to write to the Chamber of Commerce in each capital of the state to be travelled and express their intent to visit. I did this one year and found that the individual states were most generous in their information to an individual as opposed to sending boxes of brochures to travel agents at high postal rates. For Florida, send to Miami, Fort Lauderdale, Tampa, St. Petersburg, and Daytona Beach to be sure to get sufficient material on the entire state.

Help is needed at the travel office from the following people:

Laurie DeCourcy
Kelly Sones
Laurel Lowry
Karen Trenholm
Diane Beardmore
Julia Markham
Jeff Hooper
John Ledden
Paula Chiarella
Carol Muilboard
Janet Corns
Margaret Maclean
David Norris
Paul Sutcliffe
Debbie Fuller
Jill Joyce
Dave Firth
Bill Johnston
Owest Lysymanko
Tony Illegible
John Elcheapo

Be sure to read the bulletin window outside the office for news on Christmas Sun Holidays.

Student challenges University

By GERRY LASKEY

A first year UNB law student, Thomas Evans, will soon have his day in court.

The reason: he is suing the University of New Brunswick for \$60 he says they owe him.

According to Evans the problem goes back to last September when as a UNB graduate student he received a Research Fellowship from the university. Evans' grant was \$3200 for the purpose of participating in a programme of student teaching evaluation and supervising a group of 12 student teachers from January to April of 1977. In September 1976 Evans says he and UNB agreed that he would receive \$400 per month between September and April, deducting approximately \$65 from each cheque for university and student union fees.

Evans said the procedure operated normally until his final cheque arrived in April with an additional \$60 deduction for "alleged parking fines."

According to Evans "that wasn't part of our agreement." He says the University agreed to pay him the \$3200 minus his fees and any parking fines are irrelevant.

After receipt of the cheque in April Evans requested twice that the university give him his \$60. They refused. The Business Office had received a letter from Campus Security in March 1977 saying that Evans owed \$60 in parking fines and that "appropriate action should be taken," says Evans.

Evans let the matter rest until this fall when he was accepted in Law School. He said, "A solicitor friend of mine advised me to launch litigation in small claims court as this was the only course of action I had open to me."

Evans said he has issued writ of summons to UNB charging: "1) UNB didn't complete its part of their agreement; 2) UNB illegally withheld money." On October 6

this year he says he received counter-claims from UNB stating that: 1) his charges were "frivolous", 2) there is no point in law for his case, 3) Evans had agreed to have the \$60 withheld. He says UNB also claimed \$300 from him for their legal fees. Presently the trial date is being set.

"The administration seems to be forcing more money out of the students through their \$10 parking fines and I think they will be using this as an example to other students," said Evans. "I just want the return of my \$60 as per my agreement with the university seeing as I have limited financial resources," he added.

"Personally I think this is a poor way to make students pay parking tickets. They (UNB) seem

to be just after students because I know of a case of faculty parking tickets outstanding and no action has been taken to collect them," Evans concluded.

University Comptroller, S.S. Mullin was approached for comment on the case and the University's position. He said that he did not give "verbal interviews" to the Brunswickan and referred to a letter to the editor appearing in a previous Brunswickan.

Mullin said that at present he had "no comment" because if he was aware of the litigation he would have to consult the UNB solicitor's as to whether or not any comment was advisable. He agreed that if he at future had any comment on the matter he would give the Brunswickan a written comment.

'Nouveau jails'

Instead of taking drunken drivers to jail, the Washington State Traffic Commission plans to take the jails to the drivers.

Commission Director Walter Freil says the mobile jails are actually large orange vans equipped with a heavy cage, breathalyzer, video tape system and other equipment needed to take evidence and book persons

arrested for drunken driving. (Earth News Credit: Marty Wolfand, Yellow Springs, Ohio for Earth News)

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Closing date for applications is October 20 1977 with interviewing on-campus to begin soon afterward. Kindly visit your Placement Office for more complete information about individual job opportunities and how to make applications.

Pintos hazard to motorists

For seven years the Ford Motor Company has manufactured a car it knows is a serious fire hazard due to its rupture-prone gas tank.

Mark Dowie reports in Mother Jones magazine that rear-end collisions involving Ford Pintos have caused an estimated 500 burn deaths to people who would have escaped injury if the Pinto's gas tank hadn't burst open and caught fire.

Dowie obtained a Ford Motor company "cost-benefit-analysis" which advises that it would not be profitable to make an \$11-(dollar) per car improvement which, by the company's own admission, would prevent 180 deaths per year. Ford was also aware that even cheaper safety devices were available to prevent the ruptured gas tanks and explosions.

Dowie discovered that although Ford officials denied

under oath that they had ever crash-tested the Pinto, internal company documents show that Ford conducted more than 40 such tests. Every test made at over 25 miles/per/hour without special structural alteration resulted in a ruptured fuel tank.

The Mother Jones article concludes that the newly

instituted Federal Motor Safety Standard 301, designed to protect drivers and passengers from post-crash hazards, will not force Ford to recall the more than 2-million Pintos still on the highway. As a result, at least 70 people will burn to death in those cars every year for many years to come. (Earth News)

Proctor & Gamble

Has permanent positions to offer at its Hamilton, Ontario Chemical Processing /Packaging Facility. Work would be of interest to 1978 Bachelor and Master graduates in the following disciplines who are interested in Line Supervision, and Project, Chemical or Industrial Engineering, in a Manufacturing Environment:

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Candidates will be prescreened. It is requested that all applications be made at the Placement Office before October 14. Interviews will take place on November 7th and 8th.

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