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## Atlantic Student Union conference successful

By DERWIN GOWAN

After months of planning and hard work, particularly by University of New Brunswick Student Representative Council External Co-ordinator Warren McKenzie, the Atlantic Area conference of University Student unions got off the ground last weekend.

Representatives were here from all of the Atlantic universities, as well as McGill, who expressed the desire to take part. Universities and representatives attending are as follows: Acadia: Graham Dennis; College Cape Breton: Jenny Young, Tom Smith, Ken Langley, Keith MacIsaac; Dalhousie: Dan O'Connor, Ron McCabe, Cathy Dyke, Andy Foster; King's College: Doyle Brown, Michael Baker; Memorial: Gordon Simms; Mount Allison: Ken Johnston, Anne Babin, Bill White, Scott Fairweather; University de Moncton: Eluy Robichaud, Albert Girard; St. Mary's: John R. Stuart, Sandy Stevens, Gerry McKinnon; UPEI: Gordon Campbell, Brian Howatt, Ted Crockett; UNBSJ: Bill Teed, Dave Cutler; STU: Dave LePage, Rick Roach; St. F.X. Mike Cahill, Paul Belanger, Jeffery Drake; N.S. Agricultural College: Ralph yeo, Duncan Fairbairn; UNB: Rod Doherty, Chris Gilliss, Warren McKenzie. Delegates started to arrive around noon on Friday, Sept. 28, to register at the SUB.

"Universities and education is far too important to be left in the hands of University presidents,"

said University of New Brunswick President Doctor John Anderson. This was part of his keynote speech kicking off the Atlantic Area Conference of Student Unions held here last weekend. He said he was thankful for the invitation to speak and extended a cordial welcome to all, particularly to francophone delegates.

Going on from his first remarks, he stressed the importance of student involvement in university life. Speaking of student projects, programs, etcetera. He mentioned the Student Union Building, which is student built, run and oriented as well as the College Hill Student Radio and The Brunswickan. He urged participants in the conference to see these and other points of interest at UNB.

Anderson is not in favour of having education totally paid for by the state, as is the case in Australia. According to him, it is important for the student to pay some part of the cost, as it increases a student's credibility with the public if he is willing to pay part of the cost. Also, it gives the student a firmer case for having a say in the administration of the university, although he said students should have this say whether or not they pay for their education.

In a recent statement in Perspective, a publication of the New Brunswick Higher Education Commission, it says that student fees should rise from time to time with respect to the increases in the costs of running a university. Anderson agrees with this. In the

first place, he said, it must be determined what proportion of educational costs is to borne by the student. He believes this should be a substantial part. This rate, once fixed, should be held constant. That means that student aid would rise with inflation and the cost of living, he said.

He went on to say that Canada Student Loans should be increased at this same rate, as well as the provincial bursaries. It is easier for the government to get tough with an individual student than it is with the university. For this reason, he said he was glad that the students were organizing, and including student loans as an important part of the agenda.

The conference was going to deal with other topics as well, and then everyone was invited to the reception next door, where he hoped to meet everyone on a more informal basis.

The provincial government, in the person of Lorne McGuigan, was supposed to be there as well. However, Dr. Anderson reported

that he was admitted to hospital about an hour before the conference was scheduled to begin.

Things opened up on Saturday with a question and answer period on the subject of Canada Student Loans and the various bursary programs in the Atlantic region. There were representatives of the student aid programs from the three Maritime provinces.

This was followed by a workshop on student loans, run concurrently with a workshop on the subject of student union finances. At these workshops, resolutions and recommendations were drawn up to be debated at the final plenary session the following day.

At 11:30, W.S. Reddin gave a talk followed by a question and answer period on organizational design, talking especially on subjects that would be pertinent to the organization of a student union. He is an expert of international repute in this field and a former UNB faculty member. After dinner, the delegates heard a talk from A.T. Easley from the UNB faculty of

Forestry. He talked on student government and entitled his speech, "A Service Oriented Approach."

This was followed by three concurrent workshops. One concerned the setting up of a more permanent Atlantic association of student unions. Another was on student union finances while the last concerned student loans.

That evening, workshops ran from seven o'clock to nine. Final resolutions to be presented to the plenary session were completed.

On a more social side, there was a banquet in the SUB at 5:00 and everyone was given a free pass to the pub at McConnell Hall.

The final plenary session was convened at 10:00, one hour late, with Peter Forbes in the chair. Resolutions were proposed here by representatives from each of the three different workshops. Arrangements were made for the setting up of an informal information exchange system and the date and place of the next conference was decided.



Steven Patterson, the chairman of the "a different bridge - another location" committee addresses the Monday night meeting.

## Bridge mixture anyone?

By LORNE McINTOSH

The Citizens' Bridge Committee organized a public meeting, at the Playhouse Sept. 30, for those interested in the proposed new bridge. Over 600 people listened to guest speakers who presented varying opinions on the subject. The Committee does not officially support any specific plan for a new bridge but strongly recommends that the needs of the people and the future of this city be thoroughly considered before any one is chosen - the present plan is unacceptable.

Apparently Fredericton has a problem - too many people from the north side need to reach the south side, particularly during rush hours. A better connection, perhaps a bridge, is needed to ease the flow of people into and out of the downtown area. The government is apparently ready to act on what it accepts as the best proposed plan for a new bridge. Many people do not agree with that plan and feel that it should be reviewed. The Committee met the provincial cabinet on Oct. 2 in an attempt to have the plan reconsidered.

The present plan is to build a four lane bridge across the St. John River from approximately Westmorland Street to Friel Street. To distribute four lanes of traffic, a riverside expressway would be built on each side of the river from Bridge to Douglas Streets on the north side and Regent St. to Smythe St. on the south side. To provide room for these and necessary clover-leaf junctions, 300 feet of fill would be needed (i.e. the river would be narrowed). To provide room for the expressways, the present bridge would be removed.

The apparent net gain from this plan is two lanes of traffic at probably higher speeds. Heavy trucks could use the bridge. A conservative estimate of the cost is \$25 million.

Some alternatives are:

A) Build a two (or three) lane bridge, essentially an extension of Smythe Street across the river to Friel Street. No additional distribution system would be necessary. Traffic from the northwest suburbs to the downtown area could use King and Brunswick Streets. Retain the present Carleton Street Bridge indefinitely.

The apparent net gain from this plan is two (or three) lanes of traffic. The cost would be perhaps half that of the present plan.

B) Leave the present bridge to carry downtown traffic and build a highway bridge near the foot of Hanwell Road to link with the Ring Road on the north side. This could divert suburban traffic from Carleton Street and would provide an apparently logical connection to the TCH for major traffic flows around and out of the metropolitan area.

C) Build no more bridges. Instead use an equivalent amount of money to provide a good, useful public transit system serving both sides and providing a rapid connection north to south.

The essence of all the speakers' presentations was, "Do not build any bridge, particularly the one presently planned, without having a better look at everything."

Several of the points mentioned at the meeting are:

1. Do we want to be committed to the private car? Can we assume that the automobile will continue to be a common and dominant factor in future transportation patterns?
2. The present Carleton Street bridge is structurally sound and will remain so for perhaps twenty years.
3. Weight restrictions and a confined roadway presently prevent large trucks from using the Carleton Street bridge.
4. Fredericton is expanding.
5. The Ring Road and the TCH will be connected by the Princess Margaret bridge on the downstream side of the city. It seems logical to foresee a need for an upstream link.
6. The river fronts on both sides have the potential to be attractive park areas (parts already are).
7. Downtown Fredericton is on a flood plain.

8. People do need some sort of solution and they want it soon.

9. Most of the money will have to come from Ottawa.

A couple of possibilities are: Create an expanded, improved public transit system that really serves the community and simultaneously building a Smythe Street bridge as in (A). Retain the present bridge for ten years or more. If the Ring Road system does need it, eventually build a highway bridge on the upstream side of the city.

If the river is substantially narrowed (by 300 feet of fill and a few bridge piers) two results are probable: floods would flood higher at and above the restricting area; river current velocity would be increased through the restricted channel and might produce undesirable effects immediately downstream.

Photo by Steve Patriquen