

8 Graduate Courses Offered at Wilkes

Graduate courses in eight separate fields will be offered during the Wilkes College fall session which begins Monday, August 30.

The graduate program is designed to provide for the completion of a Master's Degree in one or two years of full time study. Businessmen, engineers, scientists, and teachers employed in the region can continue their studies without interrupting their employment since many classes are scheduled to meet during late afternoon and early evening hours.

A new course has been added to the education curriculum' Ed. 560A, PEC; Mentally Retarded, will be offered on Tuesdays from 6 to 9 p.m.

The English Department will offer for the first time English 420E, Studies in Renaissance Literature, The Metaphysical and Cavalier Traditions. The course will be held

on Tuesday evenings from 6 to 9.

History 398E, Topics: History of the American South, will be a fresh course for the fall semester. Class will meet on Monday evenings from 6:30 to 9:30.

Another new course for the fall semester is Mathematics 380A, Topics in Mathematics, Design of Experiments, and will be held Mondays and Wednesdays from 4 to 5:30 p.m.

Registration for Graduate School will be held on Thursday and Friday, Aug. 26 and 27, from 8:30 a.m. to 8 p.m. Students may register in the Office of Continuing Education, Weckesser Hall.

Further information can be obtained by contacting John F. Meyers, Director of Continuing Education and Graduate Studies, Wilkes College, 170 S. Franklin Street, Wilkes-Barre.



THE WORLD TODAY

By Dr. Harold E. Cox
Professor of History, Wilkes College

We are becoming increasingly convinced as time goes by that the primary concern of the bureaucrats in the federal government is to spend money. Never mind what the money is spent for, the objective is to spend every penny in your budget each year in order that you can ask for money to spend the following year. We suppose that all of this has something to do with the old bureaucratic game of making personal empires as large and as expensive as possible in order to justify one's existence in the Washington rat race but it still seems that there should be a cheaper way in which this could be done.

A couple of weeks ago, we came across an article which indicated that the Navy had been studying the use of the Frisbee as a military weapon. We doubt if there is anyone in our reading audience who doesn't know what a Frisbee is. It's those pie-plate-shaped things that college students throw around when they should be studying. (That should get us a couple of nasty—but literate—letters from the local campus denizens.)

Anyhow the Navy decided that the Frisbee did not have a military application. Unfortunately, it cost something like \$375,000 worth of research to determine this fact and we still wonder if somewhere in the depths of the Pentagon you can still find a Fleet Admiral in charge of Frisbee Operations.

Since the Frisbee project has wobbled to an unhappy end, we suppose that the Navy is hard-pressed to spend the funds formerly budgeted for Frisbees. We would point out that they can still study military applications for hula-hoops, jacks or perhaps the game of Monopoly. Again, rather than let all of that Frisbee research go to waste, they could organize a Frisbee team and challenge the Russians to a contest for the Frisbee championship of the universe. Think of the advantage to American prestige! Imagine the impact on the world balance of power! Just think about the whole business, and shed a tear for your tax dollar.

Holiday List

No sooner had we gotten over this than we received the Government Printing Office's holiday gift list. The wares offered therein are described "as attractive government documents . . . available at the nominal prices shown . . . and appeal to the book lover as something unique for his collection."

Here, we said, is something from the government which we can use. We will give their nominally priced volumes for gifts for the nominal friends who seem to think that Christmas is not only the time to be merry but also the time to play the old game of one-upmanship with gifts.

The list suggested 19 books for the most discriminating of tastes. We were enchanted by "Rum War at Sea," a volume which for \$2 promised to tell me the history of the Coast Guard's population in Prohibition enforcement back in the 1920's. Included are "dramatic accounts of actual battle engagements and photographs of some of the men and ships." This we immediately put down for our Uncle Ralph, who was last seen sober in 1916.

Another contribution of the government to American culture is a book called "The Bark Canoes and Skin Boats of North America." It comes complete with 224 illustrations and line drawings so you can build your own skin boat. It includes an illustrated appendix on building kayaks. At only \$3.75, this is a good bargain to get for someone who you would like to see accidentally drown themselves in a kayak. We would buy one for whoever got the Government Printing Office into the book business in the first place if we knew who he was.

This month's special is called "On the Moon with Apollo 17." For \$1 you can get a guide book to the Taurus Littrow region of the moon which is the landing site for Apollo 17 and secure a timetable showing all the

maneuvers from launch to splashdown.

We recall a while ago that the NASA people were quite upset when a few of the astronauts went into business for themselves, taking stamps to the moon in order to enhance their value. The same officials, who punished the spacemen involved, seem to see nothing wrong in huckstering for their own budgets and seeking publicity for the space program wherever they can find it.

As we remember, they offered some prominent movie star the right to send some object to the moon a few years ago for the publicity impact that it would bring the program. We are sure that "On the Moon with Apollo 17" is a nice book. It is also a bargain at \$1. It should be since it is subsidized by the American taxpayer. Personally, however, we have no need for it until they open the Taurus Littrow Hilton. We understand nights in the open on the moon get a mite cold.

For those who really want to get away from it all, there is also a guide called "The Book of Mars" at only \$5.25.

Favorite Book

Our favorite is a book called "Waterfowl Tomorrow," for \$4. The book is described as "interesting, attractive, informative and challenging. In easy to read language it answers such questions as, "Do Eskimos take large numbers of ducks and geese for food? Where does the Canada goose nest? . . ."

We agree that the government needs a printing office and that some of the research which the government does is essential to the public welfare. Somewhere along the line however, there seems to have been a breakdown between what is done for the public good and what is done to keep some federal office which has no logical reason for existing in business.

We can't understand why it is up to the government to issue books on sport fishing (\$10) or oceanographic ships (\$4.50). We can understand how the federal government budget is up to \$250 billion a year.



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There has seemingly been an increasing tendency over the past few weeks to give the news media a hard time. This has come from all sides, primarily the courts and the Nixon administration. It has also taken a number of forms from jail terms for reporters to threats against the television networks.

Some of the crises associated with the public information media do not appear to be anyone's direct responsibility. The demise of Life Magazine effective next week, for example, is indicative of the increasing expense of publishing. There has been a steady decline in the number and variety of magazines available for some years, following such journals as the Saturday Evening Post, Collier's and Look into oblivion.

Much of the problem lies in the multiplication of media to which advertisers can put their money. The age of the popular magazine began in the late 1800's when the creation of national producers of consumer goods sought some place to advertise their wares. Using advertising money to support them, the magazines proceeded to cut their prices and greatly expand their circulation.

In those days, the magazines had no competition. First radio and then television drained much of the advertising dollars while the cost of publication and distribution rose steadily. We do not feel that the post office should subsidize the distribution of magazines, yet many of the journals have accused higher postal rates of being the chief culprit in their demise. Considering that most of these journals have continued to offer cut-rate mail subscriptions for any and every excuse while news stand prices continued to rise, we feel that the magazines have not done as much for themselves as they might.

With declining revenues from advertisers and rising costs on every front, not only in postal rates, the mass circulation magazine seems destined to become an anachronism. The role of entertainer previously held by magazines has now passed to television and Captain Hornblower, who used to sail through the pages of the Post has given way to Marshal Dillon roaming the streets of CBS's mythical Dodge City.

The role of the picture magazine has also passed into history. Life, which dates only to 1936, pioneered in

Since the election, the negative pressures from Washington have grown to an alarming degree. Public television, which is largely government funded, has felt the main force of Republican disapproval. A strong effort is being made to decentralize programming to the local level with the chief cuts in network programming proposed in the areas of public opinion and news broadcasting.

On the commercial networks, the FCC is now making suggestions along the lines of holding local stations responsible for the fitness of network programming and threatening to deny license renewals if this is not done. This is an alarming suggestion. It would appear to be aimed at dividing and conquering the media. It suggests that the local stations should police the networks—a job which the FCC should do if it is to be done at all. Finally it uses the licensing power of the FCC to censor news output.

In the entire history of the FCC, only 26 radio and television stations have ever been denied license renewals. This has been used only in cases of monumental irresponsibility on the part of the stations. The average station does not have the staff or the time to judge every network presentation and the general, vague character of the FCC's latest brainstorm could stampede them into self censorship which would be a disaster for the free dissemination of news in this country. The establishment of such a policy of guilt by association and intimidation of local broadcasters would be a national disaster.

Liberal Cast

It is granted that the liberal cast of television news often distorts the picture. This is particularly true of public television with its token conservative, William Buckley, striving with all of the capability and publicity at his command to balance off the rest of PTV's new programming. Much other television fare is in poor taste. However, two years of limited network programming has only proven that local stations cannot improve television.

bringing the news to the public in pictures. Once again television does the same job with about the same degree of depth and with the greater flexibility of having moving pictures, live and in color.

Television is also under attack these days. Whereas magazines, other than special-interest journals, are suffering from the changing times and conditions, television and radio may drown in a sea of hostile government bureaucrats.

The aversion of the Nixon administration for the public press and the television networks is well known. Part of this can probably be attributed to the solitary nature of the president who is by instinct a loner obviously uncomfortable before the television camera. This natural tendency is unquestionably strengthened by the hostile treatment which he has received from newspapers and liberal radio and television newsmen over the years and by the misfortune of the 1960 presidential debates where Massachusetts charm overcame five o'clock shadow without too much attention being given to the relative substance of the two candidates.

Whatever the shortcomings of television news, government control, either indirect is most assuredly not the an-

swer. There is an undercurrent of self-proclaimed moral virtue in the Nixon administration which is changing

rapidly from a public benefit into a potentially dangerous liability for the country at large.



ST. THE 12/11/73 WORLD TODAY

By Dr. Harold E. Cox
Professor of History, Wilkes College

Increasingly of late the problem of government security and secrecy has been in the news. At the present time, we are in the middle of the trial over the Pentagon Papers, a dispute over secret documents leaked to the press by an enthusiastic anti-war advocate. On another front, Jack Anderson is battling with the government over the papers which the Indians stole from the Bureau of Indian Affairs. In yet another area, the press is pouting because the Nixon administration tends to be secretive and mistrustful of the press.

The government tends towards secrecy for many reasons. President Nixon has always been wary of a generally hostile press, an attitude which he has obviously communicated to much of his staff and one which has been changed little if at all by the support which the press gave him against McGovern.

Many of the civil servants conceal their activities in order to hide mistakes and incompetence. Others, as in the Indian affairs, are apparently covering up underhanded dealings in office which are a violation of public trust. Efforts to pry government information loose through laws and directives are usually lost in the Washington bureaucratic jungle and the lower level of government employees go their own way in comparative secrecy.

On the other hand it should be noted that the press has acted on many occasions with irresponsibility. Anderson, in particular, has based a career on sensationalism. The tendency of muck-raking columnists to make as much as possible out of virtually nothing makes government employees overly cautious. As a result you have a vicious circle develop.

As the government becomes more secretive, the columnists probe even more deeply. When they find something—even if it is something basically innocent—the fact that it was hidden in someone's file drawer out of the public view gives it an added sinister appearance which it might not otherwise have had.

Perplexing Problems

Of all the problems of secrecy, the most perplexing is national security. The Pentagon Papers trial now seems to be revolving around the question of whether or not the papers in question were documents which, if released to the public would threaten

which is definitely not the case today. In foreign matters, the whole security system is badly in need of review. Despite efforts to improve the situation, the system becomes more complex and less efficient every year.

Recent developments in the Atomic Energy Commission are cases in point. William T. Riley has been an employee of the AEC since 1947 and from 1967 to 1972 served as the chief of security for that body. His responsibilities included overseeing the security clearances of all AEC employees and the security integrity of the various AEC installations around the country.

In an area which is one of the most sensitive to the question of national defense, the one person whose security qualifications appear to have been overlooked was Riley himself.

It has developed that he had severe financial problems which dated back at least as far as 1964 and that about this time he had apparently taken refuge from his personal problems by betting on and losing large amounts of money on horse racing.

Weak Link

By the time that his activities were discovered—by accident rather than by investigation—Riley owed more than a quarter of a million dollars and represented just the type of weak link which traditionally appeals to foreign agents looking for information. Riley has been retired on a civil service pension and is now facing sentencing on a charge of lying to the AEC about his financial situation back in 1968.

There is comparatively little use in worrying about Ellsburgs and Russos subverting the national security as long as there are Rileys running around loose. The more secrets are kept and the more people are involved in unnecessary security, the more possibilities exist for major, potentially disastrous leaks of important information.

Let us hope that somebody takes steps in the government to solve this problem so that government security can be concentrated in areas that really matter and the Amer-

sons, President Nixon has at- ally hostile press, an attitude which he has obviously com- municated to much of his staff and one which has been changed little if at all by the support which the press gave him against McGovern.

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This is, in our opinion, a dangerous approach to take. If a precedent is established in the present trial which bas- es one's guilt on whether or not published papers do in fact threaten national securi- ty, a whole generation of cru- saders could well grow up as self-appointed judges of whether security documents should be leaked to the press. Something like this could well lead to disclosure of items sooner or later which would be a major threat to the country's survival. Some- how, we cannot accept the view that breaches of national security can be justified on the basis of one's moral con- victions or on the basis of whether actual damage was done to the country by the breach.

Needs Review

This doesn't mean that we approve of indiscriminate se- crecy. To our way of thinking, all government domestic ac- tivities should be a matter of public record — something

Let us hope that somebody takes steps in the government to solve this problem so that government security can be concentrated in areas that really matter and the Amer- ican public's trust in its gov- ernment can be restored in this important area.

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Some little time ago, we sounded off about the SST project. It was, as we recall, one of our most magnificent satires. Inspired no doubt by our biting attack, the SST was finally killed by Congress, the objections of the Nixon Administration notwithstanding.

At that time, the technological nuts were arguing that American technology depends on the SST research. They complained that the economy of several parts of the country, notably around Seattle, Washington, would be damaged. Finally, they tried to appeal to American desires to stay ahead of everybody in everything and pointed out that the Russians and West Europeans were already developing supersonic airplanes. This would leave the United States far behind in the race to build faster and noisier airplanes and would be a source of grave embarrassment to national pride. How could the United States hold up its head in the world without a supersonic transport?

How indeed? The SST project is dead. For a time, it appeared that Seattle was also, but somehow it survived. Shortly thereafter, the president of France made a well publicized trip in the French-British candidate in the SST race—the Concorde.

Since then, what has happened to the winner of the race? As of today, the British and the French are 10 years and two and one-half billion dollars into the Concorde project. They have managed to get one into the air but it has been discovered that the pressures of supersonic shock waves are such that the plane is larger, heavier, more expensive, and far more limited in its carrying capacity than was originally intended.

Costs Twice as Much

The Europeans have succeeded in building a plane which seats only half as many people as a Boeing 747 jet if operated in trans-Atlantic service. At the same time, the Concorde costs more than twice as much—somewhere in the vicinity of \$60 million rather than the relatively modest \$24 million for the Boeing.

For an airline to buy a Concorde thus would seem to fall into the category of paying twice as much to buy a Volkswagen as one would spend for a Cadillac. But the story does not stop there. Based on the operating characteristics of the first Concorde, several airlines have come up with figures which suggest that it is going to cost half again as much to operate a Concorde as it does to fly a Boeing 747.

There are comparatively few airlines in the world,

into money-losing situations whether they buy the plane or not.

The SST supporters in the United States used to argue that the United States would be seriously damaged if it lost the SST race. Well, the British and the French seem to have won the contest by default and their victory may bankrupt them.

It is estimated that at least 250 of the planes will have to be sold in the next ten years if the two governments are even to get their original investment back, let alone be in a position to make a profit. This alone should be a warning to the United States government about getting involved too deeply in supporting speculative business ventures. If any additional lessons are needed, one can examine the role of the British government in the corporate collapse of Rolls Royce a few years ago when they were pushed into a jet engine contract which they were unable to fulfill.

Problems Created

For almost two hundred years, the Western world has worshipped at the shrine of the industrial revolution. The solution to all of the problems of industrialization has been to spend more money to make it bigger, faster and more expensive. This, in turn has often created bigger and more expensive problems.

These days, there is an increasing tendency to question the virtues of technology. We are encouraged that the belief that bigger, and faster, is not necessarily better. In a world in which it is no longer possible to do anything without tripping over somebody else's pet project, the liabilities of any new scheme must be weighed carefully against the assets before the scheme is undertaken.

We hope that the experience of the Concorde has taught the American government something about making haste slowly. We would be much happier about seeing progress in getting someone from the various New York airports to Manhattan in a reasonable length of time than in getting from New York to London in a matter of minutes.

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More Disadvantages

As we suggested well over a year ago, the disadvantages of the SST greatly outweigh its advantages. We doubt if there are many people in the entire world who will be benefited by being able to make it from London to New York in 3½ hours instead of seven hours. On the other hand, the Concorde finally staggers uncertainly into regular service, it will probably drain off enough trans-Atlantic business from the older planes flying the route to force the airlines

Germans Seeking to Shift Homes to Water Heating

N.Y. Times 7/6/76
By WALTER SULLIVAN

Special to The New York Times

BONN—West German energy officials believe that by the end of this century it should be possible to reduce German oil and gas imports substantially by heating homes with hot water from power plants and other industries that generate much waste heat.

A two-year study of such a program, focused on four cities and four towns that already have regional heating systems, is to be completed in September. This will be used to map a long-term strategy.

In recent interviews German energy officials noted that half of the energy consumed in Germany went into space heating and other processes involving temperatures of less than 100 degrees Centigrade (212 degrees Fahrenheit).

Specialists elsewhere await the outcome of the German project with interest in view of its potential for industrialized regions in other countries, including the United States.

Because of the greater convenience of using oil or gas, almost no residential heating in Germany is still done by coal. Thus a shift of home heating to waste heat from coal-fired power plants would, in effect, be a return to coal, which remains fairly plentiful in Germany.

Big Saving Predicted

The proposal was discussed in a recent analysis of the German energy situation by Hans Matthöfer, the Minister for Scientific Research and Technology. He estimated that by the year 2000 a shift to home heating with waste heat from power plants could save gas and oil with an energy potential equal to that of 16 to 35 million tons of coal.

West Germany is investing heavily in nuclear energy, but there is no early prospect that this will substantially reduce dependence on imported oil. In 1985, it is expected, 44 percent of the country's energy will still come from oil, 18 percent from gas, 21 percent from coal and at most 17 percent from atomic energy and other sources.

Eleven "light water" nuclear plants are operating. While 40 are to be on line by 1985, this is not considered realistic. Germany's atomic energy program has recently been beset by many of the problems, growing opposition in particular, that have slowed the American effort.

Oil consumption in Germany is expected to climb until the year 2000, when it should fall rapidly. As noted by Mr. Matthöfer, this is inevitable as oil and gas represent only 10 percent of the world's fossil fuel reserves, compared with 90 percent for coal.

communities as part of the campaign.

How effective this has been is uncertain. The second unit of the Biblis plant, near Worms, began operation recently. It is one of the world's largest nuclear power stations and the pride of the German atomic industry. Nearby, however, antinuclear posters are prominently displayed.

8,000 Protest

Furthermore, the German periodical Stern recently serialized a novel, "The Explosion," describing a disaster in which a plant much like the one at Biblis is blown up by saboteurs. This has added an emotional element to the debate.

Construction of another plant, at Wyhl on the Rhine, was blocked last year when 8,000 demonstrators, including many local vintners, moved onto the site. It was predicted that court actions initiated by opponents of the plant might delay construction four years or more. The vintners feared that humid air from the plant would make the valley foggy and ruin their crops.

Germany is engaged in several international atomic projects. One is the construction of a breeder reactor at Kalkan on the lower Rhine, to begin generating 300 megawatts (million watts) in 1981. A much larger breeder is to be built on the Rhone River in France under French, German and Italian auspices.

Apart from atomic research and development one of the costliest Germany energy projects aims at converting coal to gaseous or liquid fuel. When Germany was isolated in World War II much progress was made in this technology and \$60 million is being spent yearly to advance it.

The financing greatly exceeds that being put, for example, into solar energy since costly industrial construction is involved. Since it is impractical to convert home furnaces back to coal, the derivation of gas or liquid fuel from coal would reduce dependence on fuel imports for such heating.

Few Oil Fields

Germany, with access to only a small slice of the North Sea gas and oil fields, cannot count on much energy from that quarter. While most of its power plants burn coal, 10 percent of the electric energy is generated from oil or gas, chiefly in the south, far from the oil fields.

Several decades they should be able to operate on fuel coming through pipelines from new gas and oil fields off the Soviet Union. Under German law only plants powered by coal or nuclear energy

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THE WORLD TODAY

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For better or worse another Congress has passed into history, its closing days characterized by the usual confusion. It seems to have become an American tradition for Congress to piddle around all year and then to pass multi-billion dollar appropriations at the last minute involving commitments which half of the membership doesn't understand and the other half doesn't care about.

Election years are always bad for this. In 1972, as usual, Congress has voted a massive social security increase which will ingratiate it with the voter and for which the voter will be paying in 1973, 1974, and on into infinity.

We suppose however, that this is all part of the political game and with a Republican president vying for attention with a Democratic Congress, the game is even more political than usual.

Much of the squabbling in this session of Congress has surrounded the president's call for thrift in government. In recent weeks President Nixon has proposed that Congress establish a 250 billion dollar limit on budgetary spending during the given year. Congress has reacted with righteous indignation on the grounds that the president is usurping their rightful powers of the purse.

Since the annual expenditures of the Nixon administration are now large enough to pay the entire expenses of the federal government from the time of George Washington until 1943, half way through World War II, Nixon's calling for restraint in spending and control over spending is sort of like Jack the Ripper applying for a job in the Homicide Division in Scotland Yard in order to stamp out murder in London.

We hasten to add, ere people think that we are any more kindly disposed towards Congress that the only virtue that we have found in Congress in this or practically any other matter is what used to be referred to in our flaming youth as easy virtue.

Old Problem

The present dispute between Nixon and Congress over the control over financial problems in government is one of the oldest problems in history. When the Constitution was initially created the Founding Fathers established what had

which the Supreme Court was permitted to hear.

Reverse Now True

In the 20th century the reverse has been true. Increasing involvement of federal government in social and economic matters has created a bureaucratic monstrosity in the executive branch which increasingly controls day to day life in the country at large. Much of the authority which had been acquired by the executive branch during this period, is the result of the activities of strong presidents such as Theodore and Franklin Roosevelt. Much of it has also been acquired and retained during periods of national crisis such as the World Wars and the 1929 depression.

Congress in the 1930s abdicated much of their powers to Franklin Roosevelt to try to straighten out the country, a job which congressional structure, which is cumbersome, slow and not designed for administrative functions, was incapable of carrying out.

It was a lot easier to give this power away than it was to get it back again and beginning with Roosevelt's second administration there has been a running battle over authority and power between the president and Congress.

This battle was first joined over the question of whether Roosevelt was to be permitted to create a Supreme Court in his own image. The fight between Mr. Nixon and Congress over the control of the budget is simply the last skirmish in this continuing war.

We find it interesting that Mr. Nixon would come out in favor of reduction of government expenditures when he has spent more money and had bigger deficits than any other president. Mr. Nixon is also a president who evidently understands and enjoys the use of power. The more money which Congress votes the president the more power he is able to buy.

It can be safely assumed therefore, that when the election is over and George McGovern has gone back to wherever it was he came from, that Mr. Nixon's transient flirtation with fiscal responsibility will disappear into the

one administration there has been a running battle over authority and power between the president and Congress. This battle was first joined over the question of whether Roosevelt was to be permitted to create a Supreme Court in his own image. The fight between Mr. Nixon and Congress over the control of the budget is simply the last skirmish in this continuing war. We find it interesting that Mr. Nixon would come out in favor of reduction of government expenditures when he has spent more money and had bigger deficits than any other president. Mr. Nixon is also a president who evidently understands and enjoys the use of power. The more money which Congress votes the president the more power he is able to buy. It can be safely assumed therefore, that when the election is over and George McGovern has gone back to wherever it was he came from, that Mr. Nixon's transient flirtation with fiscal responsibility will disappear into the elephant's graveyard to which promises have been relegated. The one thing you can count on in government is that it will get bigger—never better, never cheaper, just bigger.

ures of the Nixon administration are now large enough to pay the entire expenses of the federal government from the time of George Washington until 1943, half way through World War II. Nixon's calling for restraint in spending and control over spending is sort of like Jack the Ripper applying for a job in the Homicide Division in Scotland Yard in order to stamp out murder in London. We hasten to add, ere people think that we are any more kindly disposed towards Congress that the only virtue that we have found in Congress in this or practically any other matter is what used to be referred to in our flaming youth as easy virtue.

Old Problem

The present dispute between Nixon and Congress over the control over financial problems in government is one of the oldest problems in history. When the Constitution was initially created the Founding Fathers established what had become to be known as a system of checks and balances. Under this system there was, in theory at least, equal power among the executive, legislative and judicial branches of government. Each of these had certain functions to perform and each of these

presumably acted as a watchdog over the activities of the other two. What looks good in principle, however, does not always function in practice. The federal government throughout its existence has always tended to be dominated by one branch or another of the government with the remaining two branches occupying subordinate position. The branch which has most often led the government is the legislative branch—that is, Congress. After the war between the states (Civil War to you — Yankies) the Congress of the United States successively reclaimed from the president powers which had been acquired by Abraham Lincoln during the war. It did this by discrediting and attempting to remove from office Andrew Johnson who was then president. While the attempt at removal failed, by one vote—Johnson's effectiveness was eliminated and the functioning of his administration was severely restricted by laws wherein Congress was able to bypass the president and to operate certain areas of the Executive Branch, notably the War Department, through individuals loyal to Congress rather than to the president.

Presidents elected after Johnson tended to be pliable nonentities like Ulysses Grant who were perfectly content to let Congress run the country. During the same period Congress also dominated the judiciary through laws which varied the size of the Supreme Court and which restricted the classes of cases



2-4-73
A. E.
**THE
WORLD TODAY**

By Dr. Harold E. Cox
Professor of History, Wilkes College

While plying through our mail this week and wondering what we could generate enough righteous indignation about to create an article for today, we discovered two magazines which we receive regularly. One of these was a motor club publication—the other a consumer products magazine.

On the front page of the motor club paper is an article, set aside in a box and shaded so that it fairly leaps out of the page at you. This is headed "Highway Trust Fund Belongs to You!" The article is another of the breathless efforts of the organization publishing the paper to convince its members that there is a nefarious plot afoot to steal money from the highway trust fund.

Part of the article reads as follows: "This federal fund belongs to you. It was instituted to provide much needed highways as part of a balanced transportation system for America. We will . . . continue to work to make sure these funds are not spent indiscriminately."

From our viewpoint there is nothing at all balanced about the spending of 70 billions of dollars on the creation of an interstate highway system. The distortion of a balanced multi-system transportation network brought about by the super-highway cult in the United States has destroyed unsubsidized railroad transportation. The amount of money provided annually by the government to underwrite the efforts of Amtrak to revive rail passenger transportation for the entire country is about the same as it takes to build three or four highway bridges in the urban portions of the interstate network.

Highway Cult

The interstate highway cult has encouraged states to build roads which they cannot maintain without excessive taxation upon the public. The questionable practices associated with the construction of Interstate 81 and the utter inability of the state to provide Winter maintenance of this road are only two local examples of national problems which have been generated by a philosophy of building superhighways without any regard for alternatives or consequences.

In the cities, the interstates have destroyed neighborhoods, created elevated blights on the landscape, been used as segregation barriers between black and white neighborhoods and have generated traffic which the downtown streets simply cannot handle.

Nowhere should the dangers of uncontrolled highway con-

uncolored and only 12 lines long it is an offhanded comment on a General Motors-California project to test and evaluate experimental systems.

In our consumer magazine, it is pointed out in an article that General Motors took two years to institute a recall on Chevrolet, a \$600,000 court mounts and the magazine estimates that the average dealer, receiving only minimal support from the manufacturer, would have to handle 30 cars each working day if the dealer were to eliminate this road hazard in six months.

In one accident in New Hampshire where four people were killed in a defective Chevrolet, a \$600,000 court judgment has been handed down against General Motors.

This is our third article attacking the unbalanced approach of the auto club to the problem of individual mobility. On the first occasion a multi-column reply was received and published in the Independent. On the second we received a petulant personal letter asking us why we did not resign from club membership.

Sought Protection

We originally joined this club as a form of travel insurance to protect us and provide us with emergency road service and planning services. We find the service in these areas excellent. We do not feel that this obligates us to remain silent if the group decides to go lobbying for something about which we feel strongly. In fact we are appalled that the club leadership is so insecure in their arguments that they would object to the presentation of an opposition view.

We will continue to belong to the club for the benefits which they provide to the motorist. We will continue to fight the club every inch of the way until they start showing as much interest in pollution control, safe automobiles and a truly balanced transportation network for this country as they do in paving the whole country in concrete.

If the highway fund is truly for the motorist's benefit let's see some of the money spent for research in safer and cleaner cars. If the auto club is, as it proclaims itself, a "watchdog," let's have a little more watching over the automobile manufacturers who persist in foisting potential motorized death traps on the

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Nowhere should the dangers of uncontrolled highway construction and the ignoring of alternate transportation be clearer than in the Wyoming Valley. With the incredible congestion which existed while the North Street Bridge was down, even the small number of people carried by the free bus services undoubtedly marked the difference between heavy congestion and complete paralysis in downtown Wilkes-Barre.

A continuance of the indulgence of the motorist at the expense of everyone else will probably destroy the old center-city district completely to the disadvantage of those who cannot afford their own private wheeled pollution generator.

On the back page of the same motor club paper is a small note about emission control systems tests. Unboxed.

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