

READER REVIEWS

The Bitch Is Back

CARIBOU
Elton John
MCA

Elton John's latest LP, released late last June, is what I would regard as the natural culmination of his most recent musical bent. In his last album, Elton appeared to be relying heavily on electronic wizardry and studio effects. Although this led him to some new horizons, it also, in some instances, watered down some of his most promising work. In *Caribou*, electronic, almost synthetic, music takes over, with the major notable exception of the album's opening cut, "The Bitch is Back". That cut, currently a single release, has more strength to it than anything Elton has come up with since *Honky Chateau* (owing mainly to the presence of the Tower of Power as a backing group).

This album, though not a pinnacle of greatness, is certainly not the worst to come from rock's most glamorous piano-banger. Its ingredients include some noteworthy cuts (being "Pinky" and "Dixie Lily"), a real classic Elton John number (being "Don't Let the Sun Go Down On Me") mixed in with some experimentation (being "Solar Prestige A-Gammon"), as well as something I consider the closest thing to a flop Elton could manufacture (being "Ticking").

I personally feel that "Don't Let the Sun..." is the best that John's come up with since "Daniel". However, the rest of the album really doesn't approach this, except for, perhaps, "Dixie Lily", a real showboat number (if you'll excuse the pun). This is especially sad, since Elton had so much material to work with (being especially the Tower of Power), yet failed to turn it into the success that *Honky Chateau* was. But I suppose this is excusable: his double *Yellow Brick Road* set may have temporarily depleted him and Bernie Taupin. What Elton John has come up with is an album which will whet rather than satisfy our collective appetite. Those of us who care can only hope that his next album will be a real feast.

...And So's Harry

PUSSYCATS
Nilsson
RCA

Harry Nilsson, abandoning his Schmilsson facade, has joined forces with ex-Beatle-leader John Lennon to create *Pussycats*, one of the better LP's to come along in recent months. Assuming the role of what some call the "Fifth Beatle" (and others call McCartney's replacement), Harry has forsaken Richard Perry's services as his producer for Lennon's. The result is a "new phase" Nilsson album which may require more than one listening to fully appreciate and enjoy.

On first hearing, it takes time to adjust to Lennonesque production applied to Nilsson's full and many-faceted voice. This results in a more restricted range for Harry's voice, which may prove unsettling at first, but which brings out a certain true richness in Nilsson's vocals, that may take a while to appreciate. Lennon proves to be a very talented producer and arranger, turning such oldies as "Many Rivers to Cross" and "Rock Around the Clock" into sounds as fresh as our nostalgia-filled today.

Indeed, the album's two best cuts are oldies: Jim Cliff's "Many Rivers to Cross" and the old "Save the Last Dance for Me". Both have been splendidly rearranged and are far better than the originals. Other notable songs are:

"Don't Forget Me" - type of song Nilsson does best. Easy song with nice music and just the right amount of off-beat humor.

"All My Life" - throwback to Schmilsson albums.

"Old Forgotten Soldier" - the lament of a soldier Left without a cause. Because, they took away my wars.

"Subterranean Homesick Blues" - driving, '50's-style version of the Dylan classic, with "Back Off Boogaloo" beginning. I'd almost swear Lennon was the singer.

"Black Sails" - originally written for a movie, but never used, it's sort of misty and surrealistic, with such tongue-in-cheek lines as:

You're so veiny

You probably think this map belongs to you.

To sum it all up, *Pussycats* is another fine album from one of rock's most versatile performers.

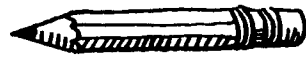
- Jim Bollinger

...And Bob Too

BEFORE THE FLOOD
Bob Dylan and The Band
Electra-Asylum

A clever two record set of Bob and the boys recorded live during Dylan's tour of America last winter. Some of the songs, such as "You Go Your Way and I'll Go Mine", hit listeners with the fury of a hurricane while others, notably "Don't Think Twice, It's All Right" and "Blowing in the Wind", make listeners wonder just what the artist has in mind. Never noted for his fine voice, Dylan snarls his way through the old hits and proves he can still do it - when and if he feels like it. The Band, as usual, is excellent although some of the voices are a bit strained as this album was recorded late in the tour.

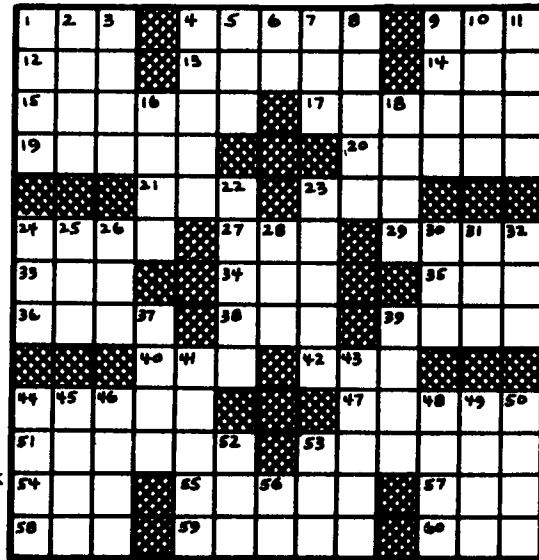
- Doug Gibboney



Crossword Puzzle

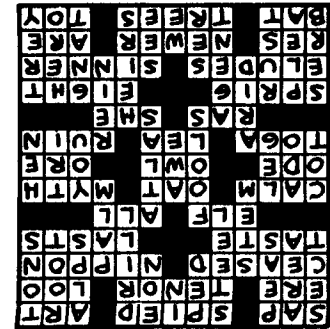
ACROSS

- 1. Tree fluid
- 4. Saw
- 9. Craft
- 12. Before
- 13. Male voice
- 14. Old card game
- 15. Stopped
- 17. Japan
- 19. Savor
- 20. Endures
- 21. Fairy
- 23. Total
- 24. Serene
- 27. Cereal grass
- 29. Fable
- 33. Poem
- 34. Bird
- 35. Metallic rock
- 36. Roman robe
- 38. Meadow
- 39. Destroy
- 40. Abyssinian prince
- 42. Her
- 44. Small spray
- 47. Number
- 51. Dodges



- 53. Transgressor
- 54. Thing: law
- 55. Fresher
- 57. Exist
- 58. Heavy stick
- 59. Woody plants
- 60. Trinket
- 25. Fuss
- 26. Limb
- 28. Fear
- 30. Thee
- 31. Three: prefix
- 32. Female fowl
- 37. Dry
- 39. Restraint
- 41. Representative
- 43. Inheritors
- 44. Slav
- 45. Entreaty
- 46. Corrosion
- 48. Small fly
- 49. Courageous person
- 50. Three: cards
- 52. Indian weight
- 53. Perceive
- 56. Us

Answer to Puzzle



DOWN

- 1. Religious group
- 2. Space
- 3. Vegetables
- 4. Metal
- 5. Foot: suffix
- 6. Within
- 7. Epoch
- 8. Boring tool
- 9. Mountains
- 10. Plant part
- 11. Weights
- 16. Flower part
- 18. Tropical tree
- 22. Simpletons
- 23. Map book
- 24. Small bed

Aviation Club To Meet Oct. 8

The Capitol Campus Aviation Club was formed to acquaint students with modern personal flying.

Last year's activities included flights to the Piper Aircraft factory at Lock Haven, and Ocean City, Jersey as well as visits to local airports for introductory flight lessons.

An all-campus aviation day was held in the spring. Airplane rides were featured, along with tours of the airport control tower, a National Guard helicopter, and a DC-8 airliner.

Basic ground school was also offered to club members at no charge except for study materials. The club advisor, Mr. Pugh, who is a licensed pilot, obtained his ground instructor ratings and established a federally approved ground school here at Capitol.

A minimum of 50 hours of ground instruction is required prior to taking the four-hour private pilot written exam. The usual ground school cost is \$100 - \$200 so our free instruction is a real bargain.

The Aviation Club will have a booth at the Organization Fair for a sign-up of interested persons and to answer any questions.

Students, University employees, and their immediate families are invited to become club members.

The first meeting will be held on Tuesday, October 8 at 7:00 p.m. in Room E-224.

Plan to attend.

A Plea for Mass - Transit

By Jim Bollinger

Last spring, after years in the red, the Harrisburg Railways Company decided to fold its problem-plagued bus service, apparently curtailing the only mass-transit system available in the Harrisburg Area. Realizing the enormity of the situation, Mayor Swenson seized this development as an opportunity to further a personal dream of his - to create a municipally-owned mass-transit system to serve the Metro-Harrisburg Area. After a relatively short period of deliberations with Dauphin and Cumberland County representatives, the Capitol Area Transit System was born. CATS was formed to supplant the obsolete privately-owned bus system with a publicly-owned system designed to fit the needs of the Dauphin-Cumberland metropolitan area, and to ease the traffic congestion choking the city and suburbs every work-day.

Since its inception, the Authority's programs have all been aimed at only bus transportation. They have promoted and even attempted to improve it. They have instituted almost no really major changes in the system itself, which has gone nearly unchanged for the past 20 or so years. Many of these minor programs have at least satisfactorily met their goals, as far as they've gone. THAT, however, is the main point; they haven't gone far enough.

Having now achieved their primary objective of keeping the buses running, it is now time to take more dynamic action to

give Harrisburg a truly adequate mass-transit system. The Harrisburg area is most fortunate in that, having once been a major rail center, it has been left with a fine foundation for the type of mass transit which has been most successful in the big cities, rapid rail transit.

For those of us who must drive to and from school every day, getting here can be one big pain-in-the-neck. The bus service provided to Middletown is both rare and expensive (65 cents one way), and travel by car can be both time- and gas-consuming. However, we have right here on campus the vestiges of the rail system which once served the old Olmstead A. F. base. This, coupled with the other railway facilities left to CATS provides an excellent base for a superb metropolitan transit system.

Rail transit has long been a solution to the problem of getting thru crowded metro areas quickly and easily. With railroad beds criss-crossing the countryside and rolling right thru the areas of the city, all that remains is to put some trains into service and all the rest should come easily. This, however, is what CATS has apparently failed to recognize, and as a result, the whole area must suffer. With effective rail service, the journey from Capitol Campus to almost any part of the metro area would be greatly facilitated, providing quick and hopefully inexpensive transportation to and from school for commuting students, and giving resident students greater access to the attractions of the Capitol City, such as they are.