



Back home

NAVY LT. J.G. Mark Gartley (center) and Navy Lt. Norris Charles (lower center) are greeted upon arrival in New York last night, following their release from North Vietnam. Waving at right is Cora Weiss, one of the peace activists who aided in the release of the POWs. The third freed prisoner of war, Maj. Edward Elias, is not shown.

Photo by the Associated Press

State to join in voting suit

By MITCH CHERNOFF
Collegian Staff Writer

The state will join University student Janet Sloane in her suit against the Centre County Commissioners.

A motion will be made to allow the state to intervene in the case Monday, in the Scranton federal court.

Monday's hearing is an attempt by Sloane, on behalf of about 7,000 other University students, to gain a preliminary injunction against the commissioners for "discriminatory practices" against students attempting to register to vote. The American Civil Liberties Union is representing Sloane.

State Deputy Atty. Gen. Justin Blewitt said if the state is granted the right to intervene, it will be able to take "active participation" in the case. This means the state will have the right to cross-examine, call witnesses and take any action it deems necessary, Blewitt explained.

"We would hope that they would rule that what's going on up there is improper or not justified," Blewitt said, "but that's as much as I can say on the merits of the case."

The commissioners are also looking forward to the outcome of the case. Commissioner J. Doyle Corman Jr. said it will be of help to have the matter resolved.

"I hope that when this is all over we'll know whether to ask residency questions or not," he said.

Corman expressed the belief that the current action of the commissioners is in accordance with state law. "Pennsylvania state law says you must determine people's residency. That is why we're asking residency questions. I'm not an obstructionist," he said.

"I think we're correct," Corman added, "this is what the suit will answer."

Ambrose Campana, the ACLU lawyer handling the case, claimed the law is on his side. He cited similar cases in New Jersey and New Hampshire, the 1970 Voting Rights Act and the U.S. Constitution.

The fight over registration here has had a long history. A suit against the Centre County Election Board was threatened in April 1971, when a student gained ACLU encouragement.

In September of that year, a suit was filed by five registered Centre County voters to prevent students from voting. They claimed students were improperly registered because their residency had not been changed.

The suit was successful. Judge R. Paul Campbell issued an injunction that removed 195 students from the voting rolls and required 340 others to prove

they were residents of Centre County.

An appeal was made and a last minute decision allowed students to vote on special ballots that were kept separate until the case was resolved. This finally came about on Nov. 19, as the State Supreme Court overturned Campbell's ruling and validated the 268 student votes cast in the elections that month.

March 1972 brought charges by the Undergraduate Student Government

that the Shapp administration had backed down on a promise to take legal action against Centre County because of political considerations. Blewitt called those charges "absolutely false" and said the state had been in the process of drawing up papers for a commonwealth court suit when Sloane said, "They (the state) could have moved on this before. Now that the suit's in existence it's really good they're supporting us."

Pa. ballots changed

HARRISBURG (AP) — The Department of State has reluctantly ordered all county election boards to print separate ballots for the November election listing only the presidential and vice presidential candidates.

The instructions, mailed Tuesday to county boards, were forced by the legislature's failure to bring state laws on absentee balloting and registration into compliance with federal law.

The 1970 amendments to the federal Voting Rights Act specified that voters wishing to register by mail or vote after getting an absentee ballot would be permitted to vote for all federal candidates.

But state law does not permit

registration by mail or voting in person once an absentee ballot has been applied for.

Commonwealth Secretary C DeLores Tucker said she felt obliged to order the separate presidential ballots so that persons disenfranchised by the tighter state laws would still be able to vote for federal candidates.

Deputy Secretary of State Ronald Pettine, designated to "insure total compliance" by county boards, said there would have to be a federal ballot at the polls in November for anyone who registers by mail because he's away from his district during the registration period.

Transportation center considered

Pugh parking garage: a lemon?

By ELAINE HERSHER
Collegian Senior Reporter

The borough's \$2 million Municipal Parking Garage at Beaver and Pugh streets is not making money. It has never been filled to capacity; at its best, about 225 of its 350 parking spaces have

been occupied. Borough officials expect it to take five years before the garage breaks even.

On that note, combined with the borough's sagging economy, council

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members are considering the garage as the site of the new Transportation Center. That adds up to 18 Greyhound buses, numerous taxis and a car rental service, going in and out via the already congested Calder Alley.

If you've never worried before about traffic congestion in State College, this may be the time to start. The one-way system going west on College Avenue and east on Beaver Avenue should contribute to better traffic flow once traffic lights have been installed at busy intersections. But, in the eyes of some skeptical Parking Authority members, placing a major traffic source smack in the middle of town might not be such a good idea.

"The major problem is the additional congestion in Calder Alley," John McCormick, a local bander and member of the Parking Authority said at an authority meeting yesterday. "Commercial properties must be served from the rear. If you've ever seen the trucks come through there around noon, you'd know how bad it gets," he said.

"I don't want to vote on anything I haven't seen," Irwin Holtzer authority member and owner of the Carriage House, 109 S. Pugh Street, said referring to parking buses on Calder Alley. "I have mixed emotions about the whole

thing," Holtzer said.

McCormick boiled the problem down to possible added congestion versus economics. "I don't think the Parking Authority should contribute to congestion. On the other hand, the revenue would really help," he said.

That "on the other hand" is the crux of the Transportation Center dilemma. The plans for a center on N. Atherton Street fell through when the local transportation companies discovered that neither they nor the borough could afford the rent.

"The center was a wash-out," Borough Manager Carl Fairbanks said, "we just couldn't get up the revenue." Now Fairbanks is pushing for the garage center. He says bus traffic will not tie up Calder Alley; the alley will merely have to be reversed from its present westerly one-way direction.

According to Fairbanks, bus parking in the alley will cause only one foot of overlap, since there is a six-foot wide gravel area between the garage and the alley. Buses, however, are eight feet wide and will be parked one foot from the garage pillars. However, Fairbanks said, "Any truck can pass when a bus is parked."

He also mentioned tractor-trailer passage in the alley could be eliminated, although at added expense to merchants compelled to rent smaller trucks to transport their merchandise from tractor-trailers.

Within a 24-hour period, 18 Greyhound buses would stop at the center, taking a maximum of 15 minutes, Fairbanks said. Holtzer mentioned that at the

present N. Atherton Street station stops aren't so short. He also questioned the "obnoxiousness" of bus fumes, to which Fairbanks replied, "They could shut their buses off if we wanted them to."

On Sunday nights, six buses arrive in State College at about the same time. Although, as Fairbanks pointed out, all of them stop at the HUB, buses have always continued to the main Greyhound station in the past. If that policy remains, six buses could converge in a space that will accommodate, at maximum, four.

Whatever the fate of the Transportation Center, to be decided at Monday's Borough Council meeting, the need for more use of the parking garage is evident.

According to Fairbanks, its use is increasing, especially with the return of students in the past week. But five years is a long time to wait for it to pay off. Meanwhile, downtown merchants are contributing \$25,000 a year for up to 10 years to keep it going.

"It's the cheapest parking rate in the state," Fairbanks emphasized. The cost is 15 cents an hour, \$1.50 for 12 hours and \$2 for everything more than 12 hours. For \$15 a month unlimited parking rights are available.

To make it easier on students, Fairbanks has proposed a flat rate of \$30 per term parking fee.

To prove his point about the feasibility of a Pugh Street center for transportation, he will escort a group of Parking Authority doubting Thomases to the garage Monday to watch a bus park on Calder Alley.

Court decision favorable

By PAT STEWART
Collegian Assistant City Editor

A case designed to enforce out-of-state graduate student drivers license requirements has ended favorably, but the results may not establish the desired precedent.

The situation started last Winter Term when a graduate student, Chester Nash, was stopped by State College police while driving home.

After examining his license, the officer told Nash his Colorado drivers license was not valid. Later, Nash was charged with not having a resident license according to Section 601(A) of the Pennsylvania Motor Vehicle Code.

The section on out-of-state automobile registration in the 1972-1973 edition of the University's booklet, "Policies and Rules for Students," exempts full-time students, including graduate assistants, from this resident license requirement if

they have a valid drivers license and registration from their home state.

On this basis the Graduate Student Association decided to sponsor the case to establish what GSA President Sam Tabak termed an "important precedent."

In a flyer to all graduate students, GSA explained that an unfavorable court decision in this case might mean that all non-Pennsylvania graduate students would have to obtain Pennsylvania drivers licenses or face the \$50 fine.

Following the flyer, Tabak said, the local police switchboards had been swamped with phone calls from concerned graduate students who hoped to prevent a negative decision.

The case was postponed about six months before District Magistrate Clifford H. Yorks finally dismissed the case.

According to Charles Weyandt who

represented Nash it was necessary to prove that Nash had residency in another state with reciprocal driving regulations.

To establish this Weyandt explained at the hearing that Nash was registered to vote in Colorado, owned property in Colorado and had plans to return to Colorado upon graduation.

It was a "heated issue," Weyandt added, and the district attorney did not submit a written opinion as requested.

The results were positive in this case, but the precedent has not necessarily been established or as Weyandt explained, "it is not an across-the-board statement."

Weyandt added that it would be "dangerous" to rely on this one case as a precedent for future situations. He explained it is necessary to receive a ruling from a "court of record" to establish such a precedent.

Cities welcome federal help

Revenue sharing impact small

NEW YORK (AP) — The short-term impact of revenue sharing will be minimal, city officials say, but they

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welcome the principle of having the federal government help cities carry the burden that large numbers of poorer residents put on city finances.

Final congressional approval is expected next week for the \$30 billion, five-year revenue-sharing bill, which will provide the first major federal aid to cities that can be used for operating expenses in basic services like police, fire and recreation programs. President Nixon has backed the bill which city officials first began pushing for six years ago.

Cities and other local governments would get about \$3.5 billion and states about \$1.7 billion this year. The Treasury Department is ready to mail checks for the first half of that in October.

But the money, which increases slightly in each of the five years, won't have an enormous impact in the first year. In 12 of 28 large cities, the amount from revenue sharing is less than the increase in operating expenditures between 1969 and 1970 or between 1970 and 1971, including New York, San Francisco, Boston, Baltimore, Detroit, Milwaukee, Philadelphia, St. Louis, Atlanta, Phoenix, Houston and Columbus, Ohio.

The revenue sharing money in cities is restricted to use in areas of public safety, environmental protection, public transportation, recreation, social services for the poor and aged, financial administration and libraries.

Most city officials had not specifically targeted where they would spend the money since the exact dollar amounts for cities were only determined Wednesday night.

Moon Landrieu, mayor of New Orleans which will get \$14.7 million, said the money would go mostly into basic municipal services and some capital projects.

"It will offset a \$7 million deficit next year and prevent substantial cutbacks in already inadequate services," Landrieu said, "but in the long run it would give us breathing room for development of solutions and of growth in our tax base."

In Indianapolis, which will receive \$10.4 million for its consolidated city-county government, Mayor Richard Lugar said he had proposed spending \$12.8 million from revenue sharing and some other sources in 1973 on policemen, firemen, streets and roads and a 1 to 2 per cent property tax rate reduction.

He had not counted, as some cities

had, on getting revenue sharing money for 1972, but said, "We may need a portion of the 1972 money to fulfill our plans for 1973."

Lugar also hailed the principle behind the bill. "The concept is important because we have been mandated by the federal government to meet a number of national goals, from small ones like Social Security payments to substantial ones like the water quality in the White River," he said. "Until now there were no funds to help us with those, and it's important that the federal government should help pay for the goals it sets."

Voting: what you need

Q—How old must I be to register?

A—18. If your birthday falls on or before Nov. 8 (the day after the election), you may register to vote.

Q—Where may I register?

A—You may register Oct. 3 through Oct. 6 from 11 a.m. to 7 p.m. at the Pugh Street parking garage in State College or from 9 a.m. to noon and 1 to 5 p.m. Monday through Friday at the Centre County Court House in Bellefonte.

Q—What is the last day to register?

A—Oct. 10.

Q—My 18th birthday is after Oct. 10, but before Nov. 8. Can I register?

A—Yes. You may register before your birthday (and before Oct. 10) if you will be 18 by Nov. 8.

Q—I am a college student from another state who is attending school in Pennsylvania. Can I register?

A—Yes, if you meet certain standards. You may register in Pennsylvania if you intend to reside within the Commonwealth for 30 days preceding the election (not preceding the date of registration).

Q—I attend school in one county of

Pennsylvania (and live there during the school year), but my home is in another Pennsylvania county.

Where can I register?

A—In either county, but not both. You may register in the county where your school is located if you meet the requirements stated above for non-Pennsylvanians.

Q—Can I register by mail?

A—According to Pennsylvania law, servicepersons and their dependents and Federal employees (and their dependents) residing outside the territorial limits of the U.S. may register by mail for all elections. Federal law provides for mail registration for the offices of President and Vice-President, but Pennsylvania has not changed its law to conform. For this reason, those persons outside the special categories mentioned above who register by mail are eligible to vote for President and Vice-President only. They must register in person to be eligible to vote for State and Local offices.

Q—If I register as independent, can I vote in the primaries?

A—No.

New Centre Region bus plan complements campus service

By BOB YUSKAVAGE
Collegian Senior Reporter

Complementing the new campus bus service is a rejuvenated Centre Region system of 6 routes which began operation Monday and has been running "reasonably well" despite some early problems.

Joseph Carroll, professor of business logistics and consultant at the University's transportation center, offered that opinion of the new service which serves State College Borough, Patton and Harris Townships.

Bus fare is 25 cents.

The biggest problem, Carroll said, was two equipment failures Monday causing two buses to stop. "We really stretched the resources of Fullington Bus Company," he said.

The other major problem was road construction in town and on campus Carroll said, causing buses to detour from their routes. Most of the routes have stops on campus, at North Allen Street and Curtin Road and Shortridge and Curtin Roads.

The campus and Centre Region systems are separate services, Carroll

said, but both are experimental. Carroll, assisting the Centre Area Transit committee, said, "What we really want to see is whether a need for bus service exists, and what kind of need it is."

If a need is shown, he said, an application for a federal grant will be made. Needed equipment would be bought if the grant is approved, Carroll added.

A federal grant would finance up to five-sixths of the operation.

In any event, Carroll said, the transit committee is committed to bus service through the end of this year, and could operate through June with state aid.

Presently, five buses complete five regular routes and a morning-evening route. That is the Boalsburg-Harris Acres run, which Carroll termed "very successful."

The five regular routed routes include Hospital-Tofrees-Laurel Glen, South Borough R, South Borough Q, Park Forest-Westerly Parkway and Borough-Nittany Mall.

In addition to those five buses, Fullington Bus Company is bringing three to State College today. Carroll said

the additional buses should improve service.

"Patronage increases everyday as more and more people become aware of the system and use it," Carroll said.

"We have received financial support for the service from certain interests," Carroll said, adding they include the Nittany Mall, Tofrees and Laurel Glen Apartments.

Students, faculty and staff need public transportation from apartments to campus, Carroll explained, as well as elderly people who wish to go to downtown State College.

The three municipalities Fullington serves agreed to finance one-third of the bus company's loss. The state Department of Transportation underwrites the remaining two-thirds.

Fullington operated a service last year at a loss and threatened to discontinue service this year if not subsidized. Carroll said what is now needed to run a successful service includes running buses regularly and on schedule, placement of bus stop signs, wider distribution of schedules, collection of data for study and a persevering public

Senate adds \$2 million to PSU bill

The State Senate, in considering the University's budget for fiscal 1972-73, late yesterday passed an amendment upping the budget by \$2 million.

The legislation must sit, by Senate rules, until next Monday before it finally can be voted on. University money from 1971-72 runs out tomorrow.

The amendment was introduced yesterday by Joseph C. Ammerman, Democratic senator from the 34th district including State College, after the Senate Appropriations Committee sent

the original \$81.7 million bill to the general assembly.

Several weeks ago, the House passed an \$83.7 million bill with a similar \$2 million amendment added by Rep. Galen E. Dreifelbis of State College. The Senate committee, however, stripped the amendment before reporting the bill out.

Ammerman's amendment prevented further delay in passage of the budget. Had the budget been passed without the addition, a conference committee would

have been called to work out differences in the versions of the two houses.

The final vote was 26-20. The rules could then have been suspended to allow immediate voting on the bill, but proponents were scared of losing after only 26 senators supported the amendment. A two-thirds majority — 34 votes — is required for passage.

In the meantime, temporary loans have been arranged to keep the University operating until the new budget is passed and payment begins.