

By local Hike-Bike club

Radial bike path planned

By DAVE MORRIS
Collegian Staff-Writer

In the State College area, the bicycle has been a favorite mode of transportation among students for a long time. Now cycling has spread from campus into surrounding areas, and bike sales are rising.

Along with the increased interest in cycling came the formation of the two-year-old State College Hike-Bike Club.

Hike-Bike member James McClure spoke of plans for a radial bike path linking smaller towns, such as Pine Grove Mills and Lemont, with the campus.

opportunity was fumbled. The road consisted of a railroad right-of-way near the school in Pine Grove Mills. The railroad is now selling the tract to private landowners.

In discussing the problems of planning the bike path, McClure said, "The organization could do great things." He noted the main problem is that people do not become involved, adding, "The public is interested in our plan but keeps putting off action in lieu of something else."

The club also is interested

in making the downtown area more suitable to cyclists by providing places for parking and locking bicycles. Another plan includes turning "no parking" area into bicycle lanes.

One of the Hike-Bike group's main concerns is the State College By-pass. The by-pass as now proposed would cut across land suitable for the club's proposed path.

McClure commented that cars have changed people's attitudes toward walking and riding bicycles.

"People are used to cars,"

he said. "The trip from Pine Grove Mills to State College takes only 15 minutes by bike. Many people don't believe this, however, because the four-mile trip is now auto distance."

He predicted that as gas prices rise and the roads become crowded, more people will turn to walking and cycling for short trips around town.

Hike-Bike is a public organization, with membership open to individuals of all ages.

State budget impasse reaches second stage

HARRISBURG (AP)—The second stage of the state budget fight geared up yesterday as House Republicans announced new plans for a tax cut and Senate Democrats proposed to restore funding of House-cut programs.

million to be divided into a combination of tax cuts and spending programs.

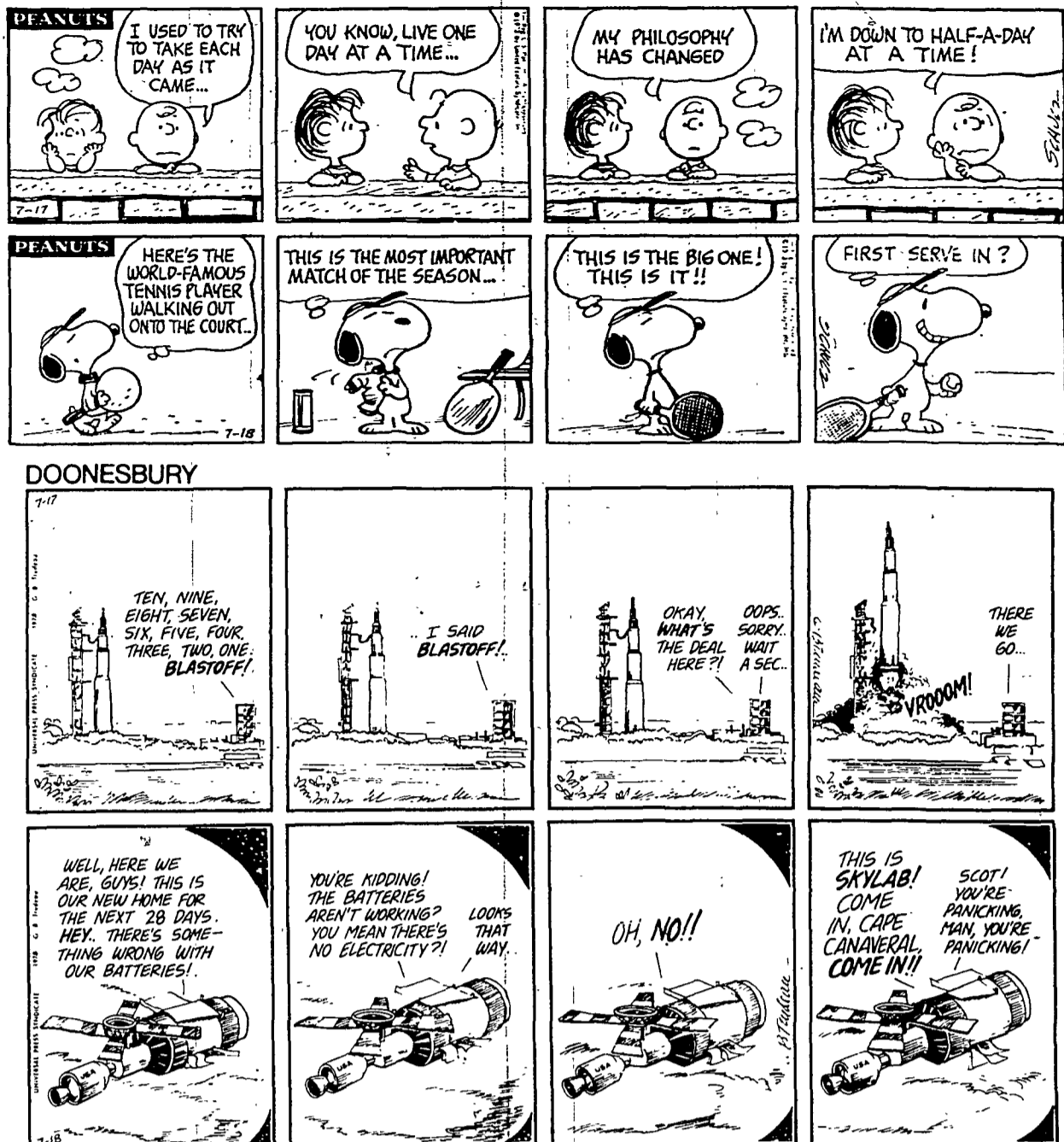
House GOP leaders said they would release a bill on Friday that would cut taxes by about \$270 million, down from their original proposal of \$372 million.

Senate Democrats, meanwhile, proposed a package of legislation to fund

programs either cut or left unresolved by the battle. The package totals \$68.2 million, the largest of \$31 million for county court cost operations. Others include \$11.5 million for day care centers, \$4 million for programs aiding the elderly and \$21.7 million for various supplemental appropriations, including \$5 million for child welfare.

The total Senate spending plan, including earlier approved appropriations, would leave room for about \$240 million in tax cuts.

Democrats have as yet not announced any plans for tax relief, except for their original proposal of \$127 million.



Koepchne upset with inquest

BERKELEY HEIGHTS, N.J. (AP)—It was four years ago July 18 when a car driven by Sen. Edward M. Kennedy plunged off a small wooden bridge into Poucha Pond at Chappaquiddick Island, resulting in the death of Mary Jo Koepchne.

Looking back on the personal tragedy, her parents say they hold no bitter feelings toward the senator.

would bring Mary Jo back to us."

Said his wife, Gwen, 55, "We are not the kind of folks to keep or hold bitterness toward anyone. Bitterness never does any good for anyone, and it can bring on much harm."

The Koepchnes, who live in this Union County suburb of Manhattan, have arranged for a fourth anniversary Mass

Wednesday and a Mass of Remembrance a week later on what would have been Mary Jo's 32nd birthday.

They also plan to visit their daughter's grave in St. Vincent's Cemetery, outside of Plymouth, Pa., their hometown.

The couple will move to a new home later this summer in Swiftwater, Monroe County, Pa., near Plymouth.

Mrs. Koepchne said that even after four years, she is not used to the idea that her daughter no longer lives.

"At times I can't believe Mary Jo is dead," she said. "At these times I live in a fantasy world of my own. I feel Mary Jo will soon be home on one of her frequent visits to see us."

Inevitably, she said, she is brought back to reality.

"Mary Jo is not alive. She is dead and we will never again see her in this world," said Mrs. Koepchne.

The Koepchnes recently have also had to live with the revival of public awareness of the accident, stemming from Watergate testimony. It was testified that White House aides ordered the "plumbers squad" to investigate the Chappaquiddick tragedy.

U.S. mine safety head named

WASHINGTON (AP) — The Interior Department quietly has named as acting director of the new mine safety agency an official once reprimanded for accepting favors from the coal industry.

Department officials confirmed yesterday the appointment of Donald P. Schlick, saying it was approved without public announcement last Friday by Interior Secretary Rogers C. B. Morton.

Schlick, deputy director of the Bureau of Mines for health and safety since 1971, has been under fire from the United Mine Workers union and several coal-state congressmen over alleged conflict-of-interest charges.

Earlier this year, Undersecretary of the Interior John Whittaker officially reprimanded Schlick for accepting free air transportation in violation of department policy from the FMC Corp., a firm holding government research contracts and whose mines are regulated by the bureau. Any further violations, Whittaker said, would bring dismissal.

The UMW has since accused Schlick, a mining engineer who joined the bureau in 1960, of accepting favors from other coal firms.

Schlick was not available for comment, but Asst. Secretary Stephen Wakefield said a department investigation "showed there was no factual basis to support further disciplinary action."

In a reorganization of the Interior Department announced May 7, all safety functions of the Bureau of Mines were transferred to the new Mining Enforcement and Safety Administration.

One reason for the change was long-standing conflict-of-interest charges involving the mines bureau enforcement of safety regulations — criticized by coal miners as too lax and by the coal companies as too tough.

Secretary Morton said this was because the Bureau of Mines was responsible for both encouraging development of the mining industry and at the same time enforcing federal safety laws.

Morton announced last week that a permanent administrator would be named within 30 days, but made no mention of Schlick as acting administrator.

Appointment of a permanent administrator requires confirmation by the Senate. Sen. Robert Byrd of West Virginia, the Democratic whip, is among those who earlier called for Schlick's resignation from the mines bureau.

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