

Bank reforms passed

WASHINGTON (UPI) — The Senate yesterday approved the most sweeping bank-reform legislation since the Great Depression, including a provision that would permit interest-bearing checking accounts to stimulate competition in financial markets.

The bill, passed on a 79-14 vote, now goes to the House where action was not considered likely until sometime next year at the earliest.

The complex measure was made more than two years in the making and its key provisions grew from the report of a special study commission on financial institutions named by President Richard M. Nixon in 1970.

"The bill ... represents the most comprehensive approach toward restructuring the nation's financial institutions since the 1930s," said Sen. Thomas J. McIntyre, D-N.H., its floor manager and chairman of a financial institutions subcommittee that drafted the measure.

Those provisions include:

- Authorization for banks to pay interest on checking accounts and for savings and loans both to offer checking accounts and to permit checks to be drawn on savings

accounts.

- Removal of ceilings on interest that can be paid on savings accounts — now 5 percent at banks and 5 1/4 percent at savings and loans for regular pass-book accounts.
- Revision of lending authority so banks can do more mortgage business while "thrift institutions" — savings and loans — can expand into other areas such as car, home improvement and education loans.
- Authorization for credit unions to grant checking accounts, make mortgage loans, vary interest rates, and grant larger and longer-term personal loans than now allowed.

Overall objectives, he said, were those of "expanding competition, providing im-

proved consumer services, and strengthening the ability of financial institutions to adjust to changing economic conditions while better serving the nation's housing needs as well."

Complex time-tables were included to permit orderly transition. Erasure of interest-rate ceilings would not come for 5 1/2 years after enactment, while interest-bearing checking accounts would not come until 1978 at the earliest.

The prohibition on checking-account interest and ceilings on saving-account interest have been federal law since 1933. McIntyre said repeal is long overdue and would help curb sharp fluctuations in the flow of money.

'76 hopefuls warned on busing

WASHINGTON (UPI) — Sen. George S. McGovern, D-S.D., told President Ford and other presidential candidates yesterday not to promise in the 1976 campaign that they can end school busing unless they have an alternative acceptable to the courts.

Speaking on the Senate floor, McGovern also warned candidates against promising a constitutional amendment to end busing for achieving racial balance in the schools because Congress will not pass it.

"If it was wrong to have a 'secret plan' for peace in 1968 that did not exist," McGovern said, "then it is wrong to have a 'secret plan' to prohibit busing in 1976."

McGovern was severely criticized within the party after telling a Democratic gathering in Louisville last month of his support for school busing as the law of the land.

Critics called his speech divisive for the Democratic Party and irresponsible because anti-busing protesters were marching outside.

"I have even been accused of trying to ride a school bus into the White House," the 1972 Democratic presidential candidate said.

"Apparently I have raised a storm by saying the obvious — that the law should be obeyed, that on this issue the Constitution will not be changed, that the anti-busing emperor has no clothes," McGovern said. "I have reconsidered my views

and I hereby reaffirm them."

McGovern said he briefly considered coming out against busing in 1972 because "I knew then, as I know now, that busing is inconvenient and unpopular."

"But as I searched the problem with others, and as I thought about it, I found no alternative methods to achieve education which was both integrated and improved for all children," he added. "I would still welcome such an alternative — and I wish any who claim to have one would state it — and I would support it."

McGovern said that in his Louisville speech he did not advocate that the Democratic party should make busing the issue in 1976.

"Rather I said almost the opposite — that we should accept the rule of law and lay this issue to rest," McGovern said. "I would be content if busing were not an issue in a presidential campaign which cannot reverse the mandate of the Supreme Court."

He added, "No President and no presidential candidate should imply he can stop the buses — unless he has an alternative which the courts would accept as constitutional."

"No one should say that his election would mean a constitutional amendment to prevent busing — because every senator in this chamber knows what every recent vote in this Congress proves: such an amendment will not pass."

System to prevent air collisions

FAA speeds up radar project

WASHINGTON (UPI) — The Federal Aviation Administration said yesterday it has speeded up installation of a new system to prevent aircraft collisions, trying to get it into service across the nation within three weeks because of two recent jetliner near-misses.

An FAA spokesman said the system uses existing ground radar to warn air traffic controller when two planes fly within 18,000 feet of each other on a collision course. The controller then must radio the pilots giving instructions for evasive action.

An electronics executive, meanwhile, said his firm will be ready within 18 months to offer an anti-collision system that can give direct warning to jetliner or small plane pilots of an impending collision.

Clyde A. Parton, vice president of Honeywell, said his company's on-board system is one of three just completing three years of FAA-sponsored tests. He said Honeywell has been told its system is the best.

Parton said development of advanced ground-based systems may take years. But he said the FAA is unlikely to recommend that the aviation industry proceed in the interim with installing on-board systems.

"I think we need to ask ourselves if we are willing to flirt for several more years with the catastrophic possibilities posed by midair collisions ... when the means of eliminating the problem are available to us today," he said in a statement.

An FAA spokesman confirmed the Honeywell system had been tested along with similar equipment made by RCA and McDonnell Douglas Corp.

The spokesman refused to discuss which system was judged best or whether the FAA will endorse on-board systems. He noted, however, that such systems do not work unless both aircraft on a collision course are equipped with them.

Both the FAA speedup and the Honeywell statement were prompted by the near-collision Thanksgiving eve of two jumbo jetliners over Lake Michigan and another near-collision last Friday involving two jets landing at Chicago.

Ex-stuntwoman gets teeth into VW

EPHRATA, Pa. (AP) — Helen Bordeaux is 83 years old and almost totally blind. Yesterday she pulled a 1,900-pound Volkswagen nine feet — with her teeth.

"I wanted to do it again, before I die," said the onetime stunt woman who

says she first tried the act in 1918. She now lives in this small Lancaster County community.

Back then, though, she had real teeth. The ones she used yesterday were dentures.

"Oh my," she gasped after straining and groaning with

the leash in her chops and the VW edging along behind her. "I really didn't think I could do it ... But I just had to do it again. I could die tomorrow."

Mrs. Bordeaux came to this country from her native Germany in 1917. She says she was an excellent swim-

mer in her youth and took a job in Palisades, N.J., doing somersaults and back jackknives from a 70-foot platform into tanks of water.

She was billed, she says, as "The World's Most Famous Lady High Diver."

Only the PUC Shadow knows

PHILADELPHIA (AP) — The Pennsylvania Public Utility Commission has a confidential investigator whose duties are so confidential even the commission chairman doesn't know what he does.

The investigator, Laurence J. Carmody Jr., 58, a retired Philadelphia policeman, spends most of his time under the supervision of Commissioner James M. Kelly, also of Philadelphia.

Chairman Louis J. Carter says Carmody won't tell him what he specifically does for the PUC. He said he can't find out from anybody else, either.

Kelly says Carmody is conducting "confidential" investigations for the

commissioners, but won't say what Democrat Carter says he believes he is being kept in the dark by the two Republican commissioners, Kelly and Robert K. Bloom.

Kelly explained that Carmody was to be a confidential investigator, a post he said was necessary because "there may be something you want to investigate that you may not want the entire commission to know. Maybe I might get a rumor or something and may want to check it out ..."

Carmody gets \$11,800 a year plus his \$4,000-a-year police pension.

Carter said he has asked Carmody to

explain his duties but that the retired policeman was vague and did not specify what confidential probes he had been making.

His expense vouchers list his home at 4204 Lansing St. as his "official headquarters."

Carmody once testified at a hearing that he was "chief field investigator for the PUC," a post that does not exist.

Records show that Carmody made 136 trips by automobile since July 9, 1974, in connection with his duties, of this total, 96 were as chauffeur to Kelly.

Most of these trips were between Harrisburg and Philadelphia.

British reject return to gallows

By JOSEPH W. GRIGG
LONDON (UPI) — The House of Commons voted decisively yesterday against bringing back the gallows despite growing anger in Britain over Irish Republican Army terrorist attacks.

By a vote of 361 to 232 with about 30 abstentions, the House threw out a motion demanding "capital punishment for terrorist offenses resulting in death."

The new "bring back

hanging" demand was spurred by an IRA bullet-and-bomb campaign that has killed more than 50 persons and injured another 660 in Britain.

The margin of parliamentary victory was slightly less than when the house exactly a year ago last debated restoration of the death penalty and rejected it by a majority of 152.

Conservative MP Eldon Griffiths said the British

Police Federation, which represents 105,000 rank-and-file policemen, feels "restoration of capital punishment would assist the police in carrying out their duties."

Jenkins pledged that there will be no amnesty and no reduction of long-term sentences for convicted IRA bombers and gunmen.

"Any terrorist who believes there will be an amnesty or that his sentence will be

shortened would be gravely deluded," Jenkins said.

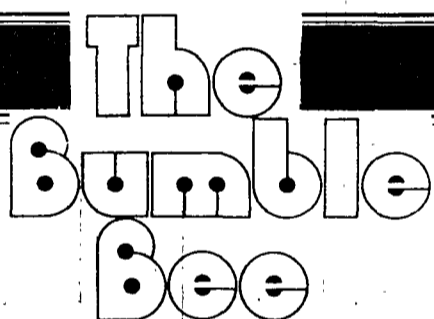
He said terrorists convicted of murder "will serve their sentences for decades and in some cases for the rest of their natural life."

Parliament abolished the death penalty in Britain in 1965 for a trial period of five years. Abolition was made permanent in December, 1969, except for treason.

Nobody has been hanged in Britain since August, 1964.

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