

# Bus stop

Remember those sub-zero February nights when you stood shivering at the edge of Parking Lot 80, waiting for the Inner Loop to take you downtown for a midnight snack?

Remember how your frozen fingers toyed with the dime you had dug from your parka pocket for the fare?

And remember the student bus drivers — the friendly one who always whistled or the curly-haired one who sometimes made an unscheduled stop for your convenience?

If you do, preserve those memories. They are in danger of becoming extinct.

Recently, the Campus Loop bus drivers requested that they be

allowed to organize a union under an affiliate of the AFL-CIO. The move was made to prevent their absorption into the Teamsters Local Union 8.

In the past year, we have heard much about the Teamsters. We have heard about their extensive power. We have heard about the enormous raises they voted to grant to their leaders. And we undoubtedly have heard about the saga of the bizarre kidnaping of Jimmy Hoffa.

But when a labor issue hits Happy Valley and threatens to affect its students, it's time we heard a little bit more about the Teamsters.

Quite simply, if the Loop drivers are swallowed up by the Teamsters, many students may find themselves without jobs; their

means of livelihood may be consumed by "professional" drivers.

A Teamster spokesman has denied that any such negative consequence will occur. But teamster membership requires that members work at least 30 hours per week. Currently, all drivers work LESS than that amount.

In all likelihood, few of them would be able to increase their workload to the Teamster standard and still function as full-time graduate or undergraduate students.

It has been said that in unity there is strength. But when faced with amalgamation into such a monstrous organization, the Loop drivers may be better off standing alone as individuals.

# Jimmy CARTER SPEAKS OUT ON COLD, HARD ISSUES...



# Schorr: journalist, hustler, SOB

By MARILYN SALTZBERG  
Collegian Staff Writer

Daniel Schorr is back in the spotlight. It's been about five months since the brash CBS Washington correspondent leaked the House Intelligence Committee report to the Village Voice after the full House voted not to release it. This week, the former FBI agents hired to lead the ethics committee investigation finally have completed interviewing more than 400 witnesses and the committee has begun hearings on the case.

For Schorr, it's been a long time coming. Last winter a barrage of criticism bombarded the journalist once he acknowledged himself as the source of the report. Press and government officials smothered Schorr with attacks from every direction.

President Ford offered "all the services and resources of the executive branch" to track down Schorr's source. The House ordered its ethics committee to begin a preliminary inquiry into the possibility of citing him for contempt.

The ethics committee, which had never formally investigated anyone, but which is now one of the busiest committees in the House, was given a \$150,000 budget and "far-reaching subpoena power" to investigate the case. The Justice Department, with the help of the FBI, began its own investigation of Schorr, and finally, CBS relieved Schorr of all his reporting duties for an indefinite period.

Criticized for selling the document, offering it to an anti-establishment paper and getting too personally involved with his story, Schorr got little support from his journalist siblings.

Daniel Schorr won't win any popularity contests. LBJ

and Nixon both called him a "sonofabitch." Nixon ordered an FBI investigation of him and former CIA director Richard Helms publicly called him "Killer Schorr." But few journalists will argue that he's not a hard worker. Schorr has had more than his quota of firsts and exclusives, but he's suffered his share of blunders as well and for this he has gained a reputation for "over-hustling," for hyping his stories just a little too much to get them aired.

In the Pike papers case, instead of a hero, Schorr was branded a "secret-spiller." The once-glorious, not-so-long-ago days of exposing secrets and corruption seemed to crumble beneath Schorr's hustling feet. The passion for "telling-all" a la Bernstein and Woodward or Seymour Hersh has faded recently, (unless of course it's a juicy sex scandal). With Watergate just far enough

remains to be seen), but because the charges have been sounded but not resolved.

If Schorr is cited for contempt or charged under the general espionage statutes, O.K., at least he'll have a chance to defend himself. But the longer the investigation lingers on the more harmful it is for Schorr since the only lasting effects of the affair will be the bad publicity the press and Schorr have received.

The ethics committee basically wants to uncover Schorr's source but it is unlikely that Schorr will do the revealing himself. However, other resolutions concerning the consequences of leaks and the shaky classification system, may evolve from the hearings. Thus the investigation must be serious and thorough.

In March, John Flynt Jr., ethics committee chairman, estimated that the probe would run through July 31. No one knows better than a reporter that investigations are slow and time consuming but for Schorr, nothing has been more frustrating and condemning than the recent months of silence. Granted, the ethics committee has been overburdened with work lately and sex scandals may be more engrossing to study than a cocky reporter accused of spilling the beans but Schorr's case must be resolved and soon.

As the completion date for the investigation approaches, no extensions should be granted. A speedy decision must be reached. If the committee finds something to charge Schorr with, fine, do it quickly and publicly. If it can't find anything, even better, say so and give the poor man back his good name.

## Collegian forum

In the past and with the death of CIA agent Richard Welch, a number of other Pike committee leaks and the Ford-Reagan issue of the U.S. as a second rate power just close enough to the present, the time was ripe for an all out battle between government secrecy and press disclosure. Under the Ford administration's anti-exposure war, Schorr's sin of disclosure seemed more criminal than the CIA bribes and assassination plots he was revealing.

But the tug-of-war deemed necessary between government and the press by our founding fathers seems to have come to a temporary government victory in the Schorr case, not because Schorr was wrong, (that

# Letters to the Editor

## Double standard

**TO THE EDITOR:** The dismissal of the fourth floor Beaver Hall resident assistant Mike Morris is a blatant attempt by Residential Life to victimize him. The firing is a direct result of the Phil Wilts chugging incident and conveniently provides a scapegoat for Morris' superiors at Residential Life.

Although the written University policy on alcoholic beverages prohibits the possession, consumption and transportation of alcoholic beverages on campus, the practice encouraged by Residential Life's area coordinators, and by implication, their superiors, is otherwise. The unwritten, but far more publicized policy is that the consumption, possession and transportation of alcoholic beverages is permitted as long as it is kept out of the hallways, public areas and when transported, is discretely covered. The instruction given to area coordinators and resident assistants this week as a result of the Phil Wilts incident are to enforce the written policy. This is clear evidence that its non-enforcement had been encouraged at the time Wilts chugged himself hours of quiet rest at Mountainview hospital.

Unfortunately for Morris, he had knowledge of the party at which Wilts chugged and followed the established procedure of assuring that the party was contained to a private room. It is also a mishap that Wilts is not a dorm resident, thus making it impossible for Morris to know that Wilts had a propensity to chug liquor in quantities that kill less fortunate people. The responsibility for the entire Phil Wilts incident lies with two parties. The first party is Phil Wilts. The second party is the directors of Residential Life. They specified the policy Morris was to implement. They failed to recognize the potential consequences that Wilts has helped them realize and they alone should bear the risk of castigation. The effort to

circumvent this liability by dismissing Morris is a ploy of unethical foundation. Mike Morris should be reinstated and his peers should not be subjected to the double standard.

Dave Crawford  
8th-Finance

## Law of the Sea

**TO THE EDITOR:** Unfortunately, the things most often talked about are not always the most important. For example, newspaper reports on the Law of the Sea Conference failed to mention that it presents the best present opportunity to take a major step toward effective world organization and world order.

If a widely acceptable ocean treaty is achieved and there is a good chance that it will be, it is expected to include a new type of international organization, an authority for the deep ocean seabeds which will have its own revenue from minerals, peaceful enforcement on mining companies, balanced and acceptable control hampered neither by veto or straight one nation-one vote and a tribunal with jurisdiction not restricted to states and reaching binding decisions. It would be autonomous, a part of the UN family, but not controlled by the UN Assembly or Security Council.

This Seabed Authority could gain experience and establish precedents which would make it a prototype for a World Arms Control and Disarmament Agency. And the probable treaty could also represent a major advance in dispute settlements. Many nations, including the Soviet Union, for the first time are expressing their willingness to submit many types of ocean disputes to binding third party decisions.

Both of these possible achievements are positive news for the bicentennial.

J. D. McAulay  
Professor of Education



# 55 m.p.h. limit frustrates drivers, annoys officials

Back in the days of Nixon, before Patty Hearst was a martyr, Congress passed a measure designed to limit speed on the nation's highways to 55 miles per hour. It was adopted as a temporary measure (temporary, in the Washington dialect, readily translates to "indefinite" or "as long as you'll let us get away with it.") to reduce gasoline consumption.

The 55-mile per hour ceiling has since been made permanent by Congress, much to the chagrin of truckers and motorists, law enforcement officials and oil companies.

Speed limits, by nature, are occasionally useful, usually offensive creatures perpetrated on the motorist by people who rarely drive their own cars, and even then predominantly within metropolitan limits or on packed expressways.

It appears that the nation's drivers have had all they can take: a study done by Motor Trend magazine found that almost nobody drives at or below 55, and that the median highway speed for passenger vehicles is 64 miles per hour. In one 91-mile stretch, the Motor Trend test car maintained a constant speed of 55 miles per hour. It was overtaken by 228 vehicles; it passed two.

If only by reason of numbers, effective enforcement of the highway speed limit is nearly impossible. With the increasingly widespread use of citizen's band radio, it is becoming completely impossible. Those that get caught speeding either do not have a radio, or are unlucky and foolish. The aforementioned Motor Trend crew made one lap of America, driving 7000 miles at an average speed of 70 miles per hour. In one 393-mile stretch, they averaged 107 miles per hour. They never got a ticket. While this is admittedly idiosyncratic,

Joos show how a radio-equipped car can make a travesty of the speed limit.

Two studies undertaken recently by independent firms have shown that even if motorists obeyed the 55-mile per hour limit, gasoline consumption would be reduced by less than two per cent rather than the 10 to 11 per cent expected by Congress. It is gasoline prices that reduce consumption — in a classical supply and demand system, the higher the price of the commodity, the fewer units are sold, relative to need. Because gas prices are high, people are, quite logically, driving less and making fewer trips on the highway.

George Osgood

Since the implementation of the 55-mile per hour speed limit, there has been a significant reduction in highway fatalities. The people who run the National Safety Institute in Washington, always eager to clap onto anything that they can label a cause and effect relationship, immediately proclaimed that the drop in the number of highway deaths was a direct result of the new speed limit. A number of experts in highway safety say that this is not the case.

Dr. B.J. Campbell, director of the Highway Safety Research Center at the University of North Carolina, said that "... there are a combination of things that happened as a result of the energy shortage — each of which contributed to lowering the number of deaths — but speed is one of the lesser influences."

Campbell stresses changes in the "why, when and where of accidents." He points out, for example, that a family attempting to cut its total driving by ten per cent over the course of a year might curtail the driving of its teenage member by 60 per cent. "That's going to have a marked multiplying effect in decreasing deaths because of the age group's very high accident rate."

In the end, it becomes simply a question of mobility versus safety. Throughout the twentieth century, Americans have worshipped speed and efficiency, even at the expense of safety. It's a fact of life.

Congress made automobile manufacturers put seat belts in cars. When it was discovered that they were not being used, Congress made manufacturers install buzzers and other noxious devices that irritated the driver to the point where he did one of several things.

The driver could put on his seatbelt; he could wrap it around a conveniently placed door handle; buckle it permanently behind him; pull it out of the retractor and knot it; or, as in the case of many action-oriented individuals, he could rip the buzzer from its wires and smash it for good measure (I did this; it felt good). At last, Congress came around to the logical

point of view (logic takes longer to manifest itself in Washington. It's something in the water.) and decided that if people wanted to wear seat belts, they would. If not, nothing short of summary execution of non-users will force them to buckle up. It's the same story with the speed limit. The only people driving 55 are those who drove 55 before all the hullabaloo began.

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