

## NEWS IN BRIEF

### ● PROPOSED SEABED TREATY:

President Nixon has proposed a treaty under which nations would renounce all claims over the resources of the seabed beyond the depth of 660 feet. The treaty would establish an international regime for the exploitation of seabed resources beyond this point, usually found on the average about 50 miles offshore. Money generated from such exploitation would be used for international community purposes, such as aid to developing nations. Nixon also suggested that coastal nations should act as trustees for the international community to govern the international seabed, receiving a share of revenues for payment. Currently, the United States does not recognize territorial seas which exceed 3 miles; we are now engaged in negotiating a treaty for a 12-mile limit for territorial seas.

● **NSB OFFICERS:** H. E. Carter, vice chancellor for academic affairs at the University of Illinois, has been elected chairman of the National Science Board (NSB), the policy-making body of the National Science Foundation. He replaces Philip Handler, president of the National Academy of Sciences, whose term on the NSB expires in 1974. Roger W. Heyns, chancellor of the University of California at Berkeley, was elected vice president of the NSB. Both terms last 2 years.

● **CBW RESEARCH:** At its recent annual meeting, members of the American Society for Microbiology broke with tradition by endorsing several resolutions on political issues. Members supported two resolutions which affirmed support of President Nixon's intentions to end the use, production, and research of chemical and biological weapons and which urged conversion of CBW facilities to peaceful uses.

● **STEAM CARS:** *The Steam-Powered Automobile: An Answer to Air Pollution*, a book written by Andrew Jamison, a former news intern with *Science*, has been published by the Indiana University Press. In his book, the 21-year-old Harvard senior describes the history of air pollution control legislation, the history of the steam car, and current progress on steam engines. The book can be obtained for \$4.95 from the Press at Bloomington, Indiana.

had never even heard of the accelerator. But Williams, who is ever on the lookout for capable black-owned firms, heard of Sanderson by word of mouth. He went to Sanderson's metal stamping plant, was impressed by what he saw, and invited Sanderson to visit the laboratory to talk to purchasing and contracting officials about jobs he might be able to perform. After Sanderson decided to bid on the lamination job, he got additional valuable help from Williams who scoured the nation with him to locate the huge stamping presses required to perform the job. One was found in Pennsylvania, the other in California. "This is an important day for me and my company," Sanderson said when the contracts were signed. "These contracts represent the largest total that I have received since I started business on Chicago's South Side about 5 years ago."

There have been other successes in the contracting area as well, though they are considerably less spectacular than the Sanderson award. Williams and his staff have developed a list of "black industries" that perform work relevant to the laboratory's present and future needs, and they have made the list available to major contractors who might use the black firms as subcontractors. Williams estimates that maybe half a dozen firms on a list of roughly 45 have won jobs fabricating accelerator components, while several other have won subcontracts for routine construction work at the site. Most of the contracts have been small, but one black subcontractor won an electrical job worth a third of a million dollars. The chief problem hindering the effort to employ more black firms, according to Williams, is that "this is a pretty heavy, sophisticated construction project and most of the minority contractors aren't far enough along yet to handle it."

In the employment area, the laboratory has been scouring the ghettos for potential technicians and has been pressuring contractors to open their ranks to minority group members. All bidders are required to submit, under federal order, an "affirmative action" program for establishing training and jobs for members of minority groups. In theory, a bid can be rejected solely because its affirmative action program is unsatisfactory, and, on at least one major occasion, that is just what has happened. According to Williams, a large construction company that won one contract filed its affirmative action

statement but then failed to comply with its pledges. By the time the company's duplicity was discovered, it was too late to revoke that contract. But the company later bid on another contract—one ranging into the millions of dollars—and even though its bid was low, the bid was thrown out. "The contractor threatened to take us to court," says Williams. "We told him 'Fine,' but he never did."

Williams gives most of the credit for bringing the contractors into line to the accelerator director, Robert Wilson. "Ken Williams can beat his head against the wall and the contractors will just laugh themselves sick," he says. "But when Bob Wilson tells them what he expects, and says that if they don't think they can do the job under these conditions they should go away, that makes all the difference."

### Blacks in a White Union

The laboratory has also participated in several programs to train the hard-core unemployed. One of the first such programs involved training 100 youths to run heavy earthmoving equipment of the sort used to build the giant accelerator. Williams, in his wanderings, struck up an acquaintance with William Martin, the head of a local union of operating engineers. He learned that the union, most of whose members were white, was having trouble supplying contractors with manpower in the suburbs west of Chicago, where the accelerator site is located. Meanwhile, in the Chicago ghettos, young men were causing destruction at least partly because they were unable to get jobs. The way to start solving these two problems seemed obvious. Williams, along with the architect-engineering firm that is building the accelerator, recruited job candidates from the ghettos, and the labor union, under a Department of Labor grant, ran a training program for them. Of the initial 100 trainees, 86 completed the course and 72, at last count, were still working as operating engineers. Many have worked or will work on construction jobs at the accelerator site.

In another pilot program, the laboratory recruited 24 young blacks from the inner city and sent them to Oak Ridge National Laboratory for technical training as machinists, draftsmen, and mechanical and electronic technicians. "Overriding emphasis was placed on the apparent motivation of the interviewees," according to Goldwasser, the lab's deputy director. "No criteria