

mined opposition. It is the early warning signal of approaching revolution.

When politicians declare the earth is flat, the place for a good scientist is at the stake—or in Canada.

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I must express a form of pleasure over Abelson's editorial and the letters. . . . And there is delight in seeing a member of the National Institute of Law Enforcement and Criminal Justice express "exquisite ambivalence" over the "beatific expression" of a woman after she stabbed a demonstrator. Everyone seems to be reacting so normally. The reaction, as I have seen time and time again, is one of shock—shock that we too might be less than perfect, less than just, less than honest.

I fear that it is the turn of the scientist to discover the hatred, bigotry, and elitism which lie quiet but dominant within us all.

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Mass Transit: A Cop Out

If the automobile is the best mass transportation system for Los Angeles, (Wilson, Letters, 29 Jan.), then it is the best system for most of these United States. With dispersal of city residents to the suburbs, there is no way a mass transit system could be made convenient for everyone on the same cost basis that I can operate my car. The only way a mass transit will work is if the ivory tower dreamers and politicians (who, by the way, smell another way to fleece the taxpayers) confiscate our automobiles through prohibitive taxation and legislation.

For many Americans the automobile is more of a tradition than motherhood and apple pie. And flashy, late model cars are not limited to the so-called affluent, because they can be found in the city ghetto as well as in the hollows of Appalachia. I own two American-made cars and a motorcycle. I like my own transportation system, it goes when I want it to go, where I want it to go, and at any reasonable speed from 1 to 100 miles per hour.

Cars are sporting too. Who hasn't enjoyed a little traffic-light drag racing on the way to or from work? It can make one of those dull days interest-

ing. A little road racing on back roads can be good for the soul too.

Before some of these isolated dreamers try to foist mass transit on us, they ought to climb into their foreign-made cars, which litter college campuses, and interview us fellows who enjoy our own personal "mass" transit system. The aim of long-range plans should be to construct more and better highways to facilitate automobile travel and not to cop out for mass transit which would transport people with all the comfort and dignity of livestock on the way to market.

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Clearer Skies for Astronomy

I was greatly interested in "Star bright, street light, which will they see tonight?" (5 Feb., p. 461).

To protect paintings with fugitive pigments from ultraviolet light damage we use Rohm and Haas Plexiglas UF-4. The absorption cut-off point for this Plexiglas is 400 millimicrons and it does not change color temperature of the light source to yellow. Perhaps car dealers in Tucson would not find this filter objectionable because their wares would retain all their various hues (when filters are installed over the mercury vapor lamps).

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Deluged by Conservation Appeals

As a long-time member of the Save-the-Redwoods League, a more recent member of the Sierra Club, and a member of the faculty of a College of Agricultural and Environmental Sciences, I have wound up on the list of prospective contributors to organizations devoted to conservation, a cause very dear to my heart. During 1970, I received solicitations for membership or contributions from no less than 14 conservation organizations, as follows:

America the Beautiful Fund; American Forestry Association; California Tomorrow; Defenders of Wildlife; National Audubon Society; National Parks Association; Regional Exchange-An-Information

Service by People for Open Space; Save San Francisco Bay Association; Save-the-Redwoods League; Sempervirens Fund of Conservation Associates; Sierra Club; The Wilderness Society; Trustees for Conservation; World Wildlife Fund.

Not being familiar with the advertising and public relations business, I have no way of estimating the cost of these mailings, but they were all well printed and must represent a very sizable sum when sent to tens of thousands of people.

I do not doubt that the overlap between the activities of certain of these organizations is small. Nor am I persuaded that the purposes of conservation would best be served by a single, monolithic organization. Nevertheless, I feel that the concerned citizen, being importuned by so many groups all speaking in the name of conservation, might well wonder about the merit of many of them, and may resent the appreciable fraction of his contribution which is likely to be spent on still more mutually competing appeals. Has not the time come for the leaders of conservation groups to join forces and see if they can devise a more rational method for advancing this vital cause?

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Deficiencies of "Pass-Fail"

The following quotations are from "U. of California at Santa Cruz: New deal for undergraduates?" by Luther Carter (15 Jan., p. 153):

One measure of the commitment to this primary mission was the faculty's decision to grade students on a "pass-fail" basis.

So keen is the competition for admission here that UCSC draws heavily from the top 5 percent of California high school graduates.

It would appear that UCSC carefully considers the grades of the high school graduates who apply and rewards those with the highest grades by admission. Then, as it continues with their education, they deny such distinction to those who accomplish the most; and also deny to those who would engage their services after graduation the capability of selecting the most fitting applicants. To be consistent, UCSC registrants should be selected by lots from all high school graduates.

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