

## ASK WHAT AN ISCO UV MONITOR CAN DO FOR YOU



### It will do your job.

It will operate at 254  $m\mu$ , 280  $m\mu$ , or other wavelengths to 950  $m\mu$ . It can record two wavelengths at the same time, or two columns at the same time. It features high sensitivity *plus* wide range. Flow cells for fractionating density gradients, as well as new micro volume chromatographic cells, are available for special applications.

### It will save you time.

Direct absorbance monitoring of your columns eliminates endless cuvette handling. Wavelengths are selected by turning a knob; calibration standards are built in; and standard flow cells require no degassing.

### It will save you money

The Model 224 with dual beam optical unit operating at 254 and 280  $m\mu$  is priced at \$1095.00, less than all other popular monitors not having ISCO's features.

### It won't let you down.

The over 2500 ISCO flow monitors in use for the last ten years have gained an enviable (and deserved) reputation for reliability. New solid state electronics make the Model 224 even more maintenance free.

ISCO also makes other UV monitors and more instruments for biochemical research, all described in our current catalog with the brown square on the cover. Send for it today.



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## Mass Transit Subsidies

Constance Holden, in her report on mass transit (News and Comment, 11 June, p. 1118), says that "mass transit systems cannot be self-supporting, but must be subsidized, *just as automobile travel is*" (italics added).

She should know that highway travel pays its own way, capital and operating costs, just as she recognizes the need for mass transit subsidies—subsidies amounting to more than half the total operating costs. The effect of such misleading statements, were they to bear fruit, could put far too great an economic load on our society to allow them to pass unchallenged.

FRANK T. BARR

8623 Northeast 10 Street,  
Bellevue, Washington 98004

Barr has a point, although, strictly speaking, once taxes become government property and are then redistributed for a specific purpose they can be called subsidies. Also, some areas are clearly getting more from the redistribution than what they put in.

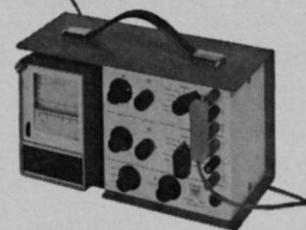
The Highway Trust Fund clearly encourages the use of the automobile. Road users have no choice about where their taxes go. They go into the construction of more roads, with the result that many have been built simply because the money has been available to build them—which in turn generates more user taxes, especially since alternative modes of transport have been left to wither. Nixon himself has acknowledged this imbalance, since under his revenue-sharing proposal he suggests that states be able to use money originally earmarked for highways as they see fit.—C. HOLDEN

## Future Ph.D.'s

Because of the shortage of jobs traditionally requiring Ph.D.'s, many proposals have been made to reduce the number of graduate students by administrative measures. This "manpower" approach to the problem overlooks the fact that many graduate students are motivated by a desire for knowledge and not just a desire for a job in a particular field. A qualified student who wants to learn, say, theoretical physics should be allowed to do so even if he may have to work in another field when he finishes. Of course, he should be aware of this risk, and

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## Temperature



## Recorders

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