

human translations. (Advocates of translation by computer will claim that the 1971 MT system is still developmental, but what computer-based process is not?) Other methods should be applied to determine the readability of translations. We are now collecting such data.

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AMA Membership

A statement in Robert J. Bazell's report on "health radicals" (News and Comment, 6 Aug., p. 506) about the membership of the American Medical Association (AMA) requires further clarification. Bazell writes, "... an AMA that now counts fewer than half of the nation's doctors in its membership." The AMA's Center for Health Services and Development (1) has compiled figures which indicate that

Approximately 69% of the nation's physicians who were eligible to pay membership dues to the American Medical Association as of Dec. 31, 1970, did.

Of 243,438 eligible physicians as of that date, 167,272 paid AMA dues. . . .

Dues exempt or not eligible were 29,501 physicians in federal service and 11,687 physicians who were inactive and age 70 or over. Also excluded were non-federal interns (10,561) and residents (35,279), physicians whose addresses were unknown (3,204), and those not classified (358).

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Reference

1. *Amer. Med. News* 14, 1 (9 Aug. 1971).

Acceptable Mass Transportation

Little attention has been paid to the psychological aspects of the ownership of automobiles and what can be done to incorporate some of their positive aspects in modes of mass transportation that would be acceptable to the public.

The average human being finds it very desirable to carry about with him his little bit of armored territory filled with his many "Linus blankets" of personal property. This bit of territory serves many purposes: it insulates him from the oppressive crowds of his fellowmen; it gives him a feeling of power and the ability to run away swiftly from dangerous adversaries (all of us are

willing to drive in parts of the city where we would not venture on foot, particularly at night); it lets him lock out the rest of the world from his collection of personal belongings; it is a castle surrounded by a moat of space that cannot be crossed.

All these aspects of automobile ownership are very important to the average citizen, if only subconsciously; they stand as formidable blocks to the usual schemes for mass transportation. Can the average citizen be talked out of these psychologically desirable aspects, or will it be necessary to devise schemes that will include at least some of their features? Could something like this be achieved with small personal capsules that would be pulled about, at the selection of the individual?

It doesn't sound very practical at the moment to provide personal territory with mass transportation, but this may be the only solution that would be acceptable to human beings.

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Production of Services

Haggerty, in his editorial of 20 August (p. 679), emphasizes the shift in the United States from the production of goods to the production of services. His main points are well taken and important, but when he turns to agriculture for an illustration of the increased efficiency with which we are producing goods, he advances a popular, but mistaken, notion about U.S. food production.

Haggerty says, "We now produce far more food with less than 5 percent of our work force than we did in 1890 with more than 40 percent."

The 5 and 40 percent figures refer, of course, to the percentage of our work force on farms, and are correct. But Haggerty, and most others, forget that farmers are contributing proportionately much less to the production of our food supply today than they did 80 years ago. Farmers once produced the power units they used and all the inputs for those power units. They also performed most of the repairs on those units and disposed of them at the end of their useful life. Today farm power units are produced in factories, fed by gasoline and oil that has been delivered by the service sector, and repaired by machinery agencies. Similar changes

have occurred in many other aspects of farming.

It is quite true that less than 5 percent of our work force is on farms, but it still takes more than 20 percent to do the things 40 percent did 80 years ago.

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Indigenous Cultures

Mina Rees recently (Editorial, 30 July, p. 381) appealed for "... alternatives that will be more responsive to man's concern for his fellow men." Permit me to associate myself with this profoundly human view, and to identify an area that can help bring it into activation.

The fate of indigenous and minority peoples throughout the world has been the subject of recent concern. The inroads made by alien wars into their traditional cultures have added further insult to the injuries they have long suffered from exterminations, enslavements, forced migrations, involuntary servitude, and industrialization. To their long history of genocide, new chapters of ethnocide, both legal and illegal, have been added.

The International Union of Anthropological and Ethnological Sciences is charged with applying all means to the arrest of these inhuman developments. At the last meeting of its Permanent Council, held in Copenhagen in May 1971, a special commission was established to look into cases of ethnocide and genocide that it may discover or that are called to its attention. Its task is not judicial, nor is it punitive; it is solely investigative.

Scientists throughout the world are asked to lend their moral support to the work of this commission. They are urged to provide information relative to its field of responsibility and to make financial donations.

Communication should be made directly to Fredrik Barth, chairman of the Special Commission for the Investigation of Ethnocide and Genocide of Indigenous Cultures, University of Bergen, Bergen, Norway.

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