their transportation policies. San Francisco and Portland were pioneers in the 1970s, and the most recent addition to a lengthening list is Philadelphia, which has adopted San Francisco's explicit "Transit First" policy. Various tax bills at the federal level are also oriented to "leveling the playing field" between transit and autos by extending exemptions to employer-provided subsidies. While this does not represent a comprehensive policy, it is a shift in the right direction.

Urban families are hurt economically by auto domination. The average family transportation expenditure in New York City is 16% of its annual budget; in Los Angeles, without as extensive a transit system, the transportation expenditure eats up 21%. Private employers are hurt as well, since they must provide auto parking subsidies to employees that are far greater than public transit subsidies. Governments also suffer, since many city services are thinly disguised auto services that compete with other governmental functions. Finally, everyone suffers from urban sprawl, suburban congestion, and widespread pollution.

What is most in need of reform is U.S. *transportation* subsidy policy. We cannot hope to have a good transit policy in isolation from the dominant automobile system in which it is imbedded. The reform should be based on land-use policies that encourage travel by transit, elimination of disparity between auto and transit subsidies, and user charges for the external costs of pollution and congestion. With these in place, the transportation system will be far more rationalized; it will look more like those of other industrialized countries. The consequences will be a less costly system, less pollution and congestion, greater energy security for the nation, and a higher standard of living.

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Kelp Production Study

Our recent report "Magnification of secondary production by kelp detritus in coastal marine ecosystems" (14 July, p. 170) omitted an important citation. A paper by K. H. Dunton and D. M. Schell (*1*) was cited twice in the manuscript we submitted, but was accidentally removed during our last revision. Their work on the fate of kelp production in Arctic foodwebs represents an important contribution to our understanding of the role of kelp forests in nearshore ecosystems, and we apologize to them for this error of omission in our final draft.

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REFERENCES

1. K. H. Dunton and D. M. Schell, *Mar. Biol.* **93**, 615 (1987).

Erratum: In the report "The early radiation and relationships of the major arthropod groups" by D. E. G. Briggs and R. A. Fortey (13 Oct., p. 241), the third sentence of the abstract should have read, "Cladistic analysis of characters of Cambrian and living representatives (excluding Uniramia) shows that trilobites and chelicerates are relatively advanced compared with 'crustaceans,' and there are doubts whether the latter constitute a natural group."

Erratum: In paragraph 10 (p. 1324) of Jeremy Cherfas' article "Etienne-Emile Baulieu: In the eye of the storm" (News & Comment, 22 Sept., p. 1323), Gregory Pincus' primary affiliation should have been given as the Worcester Foundation for Experimental Biology.

Erratum: The caption for a series of head scans shown in the News & Comment article "AZT reverses AIDS dementia in children" (6 Oct., p. 21) was in error. The pictures of the brain, obtained by a CAT scan, indicate brain physiology but not metabolism. The latter would be revealed by a PET scan.