

## Pap from the President

"Welcome, Mr. President, to the K-State campus," began Ernest Murphy's front page editorial in yesterday's "Kansas State Collegian."

A press notice sent to K-state after the announcement of President Nixon's intended visit stated that "the President welcomes the opportunity to visit the K-State campus where he can talk directly with students at the start of an academic year regarded by many as a crucial one for colleges and universities . . ."

Murphy went on to express the hope that Nixon intended to speak with the students, not at them: ". . . all of us here would appreciate it if, even just for today, you would at least try to level with us." Laced through the editorial, though, was a sinking feeling, an expectation and resignation to the disappointment that would surely come.

President Nixon did disappoint Mr. Murphy as well as everyone else who had gone to hear him speak, hoping that he would propose constructive answers to, or at least sincerely discuss, the enormous problems that confront our society.

What they heard was a slick and glib six-page speech that damned, over and over, the violence in the U.S. today. But that's too easy, Mr. Nixon. We all oppose these senseless acts . . . you're pulling on a string for an automatic reaction. What we want is an honest and thoughtful analysis of America's ills (many of which prompt the violence), and we want to know the efforts your administration will take to solve them.

Mr. Nixon did not speak "with" the students of Kansas State as his press release had announced . . . instead, he spoke "at" them. More accurately, his speech was aimed at the national audience where he could pound the political drums of anti-violence with the greatest effect.

You can "view with alarm and point with pride," Mr. Nixon, but there are many disenfranchised people who do not subscribe to the paste-on patriotism and pride in our country that you can buy over the counter. And these people grow even more dissatisfied when you give them drivel instead of thought.

There is more than a little irony in the quote from your speech: "And I would add that what corrodes a society even more deeply than violence itself is the acceptance of violence, the condoning of terror, the excusing of inhuman acts in a misguided effort to accommodate the community's standards to those of the violent few."

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## "Is There a Ford In Your Future?"

by FRANK MANKIEWICZ and TOM BRADEN

WASHINGTON — Sen. Gaylord Nelson of Wisconsin, who has made a Senate career of combating pollution of the environment, has a surprise in store this week for the Ford Motor Co.

Ford officials are on the record before Senate committees as opposed to Nelson's bill requiring a smog-free automobile by 1975. "The time span to meet these demands is just too short," they say.

But Nelson will reveal that all the talk about millions of dollars and years of time for tooling up and research is another kind of smog. The Ford in our future, according to Nelson, is here now, and all Ford has to do is mass-produce it.

Students at Wayne State University produced the car, a 1971 Ford Capri with a 302 cubic-inch V-8 engine supplied by Ford. They entered — and won — the recent "Clean Air" cross-country race from Cambridge, Mass., to Pasadena, Calif., and pollutant-emission tests were conducted at the start and finish of the race.

On both tests, the emission of air-polluting gases was lower than that required by Nelson's bill for the year 1975, and lower even than those Nelson — and the National Air Pollution Control Agency — has set down for 1980.

Nelson's bill would outlaw the

internal combustion engine unless, by 1975, it meets the following standards: not more than one-half gram per mile of carbon monoxide; 11 grams per mile of hydrocarbons, and nine-tenths of a gram per mile of oxides of nitrogen. Finishing their tests after the trek across the country, the Wayne State entry tested in each category not only lower but three times lower.

To Sen. Nelson, this is proof of foot-dragging on the part of the automobile industry. He charges that only the generosity of the Johnson Administration kept the Justice Department from filing criminal complaints against the industry for collusion in holding back development of a smog-free engine.

Ford, as might be expected, tells another story. "We gave those kids anything and everything they wanted," a Ford spokesman says, "including ideas we had been developing here. And some of them were part-time Ford engineers in addition to being students at Wayne State. We're pleased that they did so well. But just because they were successful over three-thousand miles doesn't mean we can easily mass produce their effort to go a hundred thousand."

Nelson in turn scoffs at this reluctance. He points out that the Wayne State entry contained only the following additions to the standard Ford

engine: four platinum catalytic mufflers, an exhaust gas recirculation system, an electric fuel pump, insulated fuel lines and a temperature-sensing carburetor. It used, of course, lead-free gasoline. All these could be added, Nelson argues, for a few hundred dollars at the most, once the additions could be mass-produced. He points out that the industry spends a billion and a half a year for styling changes on new models — "frills, fins and fashions."

"We can take criticism," says a Ford official, "but the idea that the Ford Motor Co. and its hundreds of thousands of employees really want to pollute the atmosphere is a criticism we find annoying."

The question, of course, is not whether the auto industry wants to pollute the air. The question is how soon will it stop? Sen. Nelson thinks the clean air derby suggests a simple answer.

**HAPPY ENDING DEPARTMENT:** A few days ago, we reported in this space that the Peace Corps had summarily dismissed 11 volunteers in Panama because of their expressed opposition to the U.S. role in Vietnam. We are pleased to report that on the following day, in part because of this report, the decision was reversed, and the antiwar volunteers were reinstated by the Peace Corps.

## TIN ROOF BLUES

literary review  
by  
Charles Stubblefield

The best book buy of the young school year is *Tin Roof Blues*, edited by Murray Martz with joint undergraduate, graduate, faculty productions in poetry, photography and drawing. Murray and Susan Martz won the English Department's Vreeland Awards for poetry last spring and they have put together a stylish little sixteen page magazine that features a darkness enshrouded Nebraska State Capitol as frontispiece and nine outstanding poems by various contributors as the body of the work.

The high quality of the verse in *Tin Roof Blues* has the feel of having been written for the occasion. There is a rare control of subject and tone in the poems that matches them to the subdued mood of the frontispiece.

If you are an undergraduate and wish to impress your parents you could hardly do better than to leave a copy of the *Blues* on your dresser top when next you visit home. These are poems that both you and your parents can read without any special vocabulary or any special "in" with literary matters.

Greg Kuzma, who teaches poetry at N.U., has a direct, spare, and honest poem that finds its truth in death. Kuzma's poem contains not a single superfluous word and it leaves you with the feeling that no more can be said about our growing consciousness of death than those words say. If you are an old sort of young person this is likely to be your favorite in the collection.

"Hark" by Lynn Nelson second place

winner in last year's Academy of American Poets, is a younger kind of poem. It is about the death of old religions. Hawks are dying too the poem says, and when this "outrider of the absent gods" is gone there will be the jet-scarred sky and a blue void. But the hawk-god is a "dark scrap" of the past and there will be no tears when he is gone. The poem is optimistic in its promise "For all will then be light."

Bill Wallis' "Apollo X" does not match the subdued tone of the other poems in the collection, there is a freer use of words and a heightened emotion in the poem, but ultimately it is a religious poem too, and a very good one. The voice of the poem is an astronaut and the emotion he feels is the anger-devotion of his fiery ride into God's heaven.

There is too much to be said of each of the poems for a short review, but the other poems of the collection are as effective as these. Susan Martz's "Brown" is a controlled and beautifully achieved love poem, and Mordecai Marcus' "Traceries" works to understand patterns in the everyday things of living and to extend those patterns into the life of humans and beyond "where nothing has been." If you are a Nebraskan from the outcountry, or if you are sensitive to the loneliness of train sounds from anywhere you will like Roy Scheele's "Listening for the Early Morning Train" in which the coming of the train is like the coming of an absent lover — and his going again.

Here is good poetry in a tidy and attractive binding for the modest price of twenty-five cents. Buy a copy Thursday, you will be glad you did.