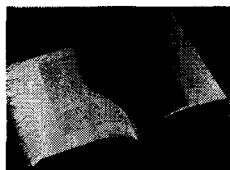


CONTRIBUTIONS TO A SPRING OF EXCELLENCE

1967 TITLES

FROM THE UNIVERSITY
OF NOTRE DAME PRESS



CATHOLIC EDUCATION IN THE WESTERN WORLD

James Michael Lee

A comparative view of Catholic Education in six Western countries — the Netherlands, Italy, England, France, Germany and the United States.
April, 1967 \$7.95

VALLEY OF SILENCE

James Zatko

A study of contemporary Catholic Thought in Communist Poland.
April 15 \$10.50

TOWARD A CONTEMPORARY CHRISTIANITY

Brian Wicker

An example of the current crisis of Christianity in which philosophy, theology, literary criticism and comparative religion are visualized as the raw material from which theologians may shape a new, dynamic way of life.
Feb. 16 \$5.75

MARX AND THE WESTERN WORLD

Nicholas Lobkowitz, editor

Marxist scholars discuss the impact of Marx and his ideology of the Western world.
March 9 \$8.95

THE PRESS AND VATICAN II

Edward L. Heston, C.S.C.

The emergence and growth of a press policy during the Vatican II Council is a story of communications at work that made the Council one of the best covered events of the 20th Century.
Jan. 26 \$4.95

HUGH OF SAINT VICTOR

Canon Roger Baron

Three treatises of HUGH OF SAINT VICTOR form an introductory study to the theological and mystical works of Hugh, the teacher, humanist, scholar, and exegete.
Already published \$5.00

ORDER YOUR COPY TODAY FROM YOUR
LOCAL BOOKSTORE OR DIRECTLY FROM



University of Notre Dame Press
Notre Dame, Indiana

SCHOLASTICISM AND WELFARE ECONOMICS

Stephen T. Worland

A delineation of the relationship between two seemingly opposite concepts — Welfare Economics and the scholasticism of natural law as applied to economic activity and social philosophy.
Feb. 23 \$7.50

THE IMAGINATION'S NEW BEGINNING

Frederick J. Hoffman

A study of the relationship between religion and modern literature and the involvements of modern writers with religious thought.
May 18 \$3.25

VERBUM: WORD AND IDEA IN AQUINAS

Bernard J. Lonergan, S. J.

Edited by David C. Burrell, C.S.C.

The concept of *Verbum* is studied for its effect in the thought of Aquinas, for a tool of definition and for its impact on understanding.
May 2, 1967 \$8.50

SEAN O'FAOLAIN: A Critical Introduction

Maurice Harmon

The first full length study of one of Ireland's greatest 20th century writers dealing with the development of his philosophy and technique.
March 17 \$6.95

PHILOSOPHY AND CYBERNETICS

Frederick J. Crosson and Kenneth M. Sayre

Series of papers delivered at the Philosophic Institute for Artificial Intelligence at the University of Notre Dame analyzes the thrust of cybernetics for current content and future implications.
April 27 \$6.95

LITURGY AND ARCHITECTURE

Father Louis Bouyer (of the Oratory)

A study of the liturgical rites and their effect on the houses of worship in which they were practiced.
March 1, 1967 \$3.95

semblance between Petrakis's Leonidas Matsoukas and Nikos Kazantzakis's Zorba the Greek will not be far afield. But Harry Petrakis gives us a Zorba in Greek Chicago and a Zorba enmeshed in the human attachments of a family. His Matsoukas is a Greek who must learn to reckon with both immediate and ultimate human consequences. The book that presents him to us would not be—and will not be—an anachronism in any age.

Getting Nowhere

C. W. GRIFFIN, JR.

MEGALOPOLIS UNBOUND: THE SUPERCITY AND THE TRANSPORTATION OF TOMORROW, by Claiborne Pell. *Praeger*. \$5.95.

Despite a few inadvertent inconsistencies, U.S. transportation policy follows the principle of Socialism for the Rich, Free Enterprise for the Poor. We pour hundreds of millions into airport construction for the small elite flying public and billions into highways for prosperous city-bound suburbanites. As a consequence, the monumental traffic jams on the ground now have an ominous counterpart aloft in the crowded airways. While the glutinous aviation and highway-building interests gorge themselves at the public trough, our money-starved mass transit and passenger-carrying railroads sink into a comatose state of financial malnutrition, their potential for relieving the transport problem almost totally neglected. The policy isn't diabolically designed to produce chaos; it just works that way.

If this description seems exaggerated, just ponder a few illustrative statistics:

¶ Since 1956, the Federal government has spent more than one hundred times as much on highways as on mass transit and is currently spending thirty times as much.

¶ In the decade 1962-1972, urban freeways will devour an estimated 205 square miles of urban land, more than the combined areas of

MOVING?

If you are changing your mailing address, please be sure to let us know *at least* four weeks in advance. That way, we can be sure you'll not miss an issue of **THE REPORTER**—and you'll be sure to get them all on time. **Important:** Please send us both your *old* and *new* addresses plus the *date* you would like the change made. (A copy of your address label clipped to your notice would help.)

THE REPORTER

660 MADISON AVENUE, NEW YORK, N. Y. 10021

Washington, Boston, San Francisco, and Buffalo, effectively removing \$4 billion worth of property from our cities' tax rolls.

¶ Railroads pay some \$200 million annually in property taxes, assessed at more than double normal rates on facilities whose counterparts for highways and airlines are generally provided at public expense.

¶ In 1963, as its share of the long-established local airlines' operating subsidies, Allegheny Airlines received \$6 million in Federal aid, while the bankrupt New Haven Railroad struggled on with no comparable subsidy to serve twenty-three times as many passengers in the same area.

APPALLED at our virtually unique failure among the industrial nations to exploit the potential of modern rail-passenger service, Senator Claiborne Pell (D., Rhode Island) decided to do something about it. *Megalopolis Unbound* tells of his persistent and promising effort, motivated by the heretical notion that the public welfare should outweigh the self-interest of industry lobbyists, to supplement the Mass Transit Act of 1964 with another small dose of sanity administered to our transportation planning. His legislative progeny, the High-Speed Ground Transportation Act of 1965, authorizes \$90 million for demonstrations, research, and development of ground transportation systems.

In its long-range phase, the act calls for a "systems" approach, in which objectives are freed from contemporary prejudices and stated afresh. And, as in the space program, a new technology is devised to achieve ends stated in the program. Researchers at MTR are already studying a "multimodal" air-supported vehicle—a buslike coach carrying a hundred passengers at speeds up to 250 m.p.h. on a regional guideway and 90 m.p.h. on conventional roadways. Of more immediate interest, however, are efforts to improve performance within the limits of existing technology—specifically, the desultory rail service in the crowded Northeast corridor from Boston to Washington. This year, new electric-powered passenger cars, capable of speeds up to 150 m.p.h., should

Shared power or "separated insecurity?"

NATO AND THE RANGE OF AMERICAN CHOICE

William T. R. Fox
Annette Baker Fox

President Johnson has described NATO as a specialized instrument for avoiding "separated insecurity." In a period of alliance strain the authors' examination of sixteen years of United States use and misuse of the NATO instrument is especially pertinent. Their analysis goes far beyond the disruptive effects of Vietnam and de Gaulle to examine the basic problem of an unequal alliance—how to pursue shared goals when a superpower and its allies are not agreed as to means.

\$7.95 at your bookseller

COLUMBIA UNIVERSITY PRESS
440 West 110th Street, New York, N.Y. 10025

Now in paperback



TWO RECENT BOOKS BY ALFRED KAZIN

Starting Out in the Thirties

"A stunning book, perhaps the most evocative reminiscence of a vital corner of the nineteen thirties that we are likely to get . . . beautifully written."—*N.Y. Times*
LB 76 \$1.95

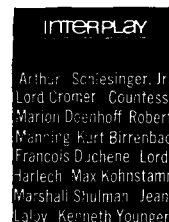
Contemporaries

"Only Edmund Wilson or Malcolm Cowley at their best have written with as much clarity and originality — or on a wider range of literary subjects."—*Saturday Review*
LB 44 \$2.65

At all bookstores

ATLANTIC-LITTLE, BROWN

Influential opinion-makers of 2 continents ask you to join in starting a new kind of dialogue between Europeans and Americans



Why is there no truly international journal of opinion and reportage covering European—American affairs? **INTERPLAY**, through candid, perceptive, and controversial articles, will be such a magazine—genuinely international in editorial direction, content, readership and influence—with a unique Editorial Advisory Board composed of opinion-makers from Europe and North America.

INTERPLAY
Box B1 / 200 West 57 Street / N.Y.C. / 10019

☐ Please enroll me as a charter subscriber for 1 year (10 issues) at \$6. Outside the U.S. and Canada—\$7.

☐ Send me FREE descriptive literature.

Name _____

Address _____

City _____ State _____ Zip _____



New, from
OXFORD

BARBAROUS KNOWLEDGE

*Myth in the Poetry
of Yeats, Graves, and Muir*

By **DANIEL HOFFMAN**. In investigating the use of myths and folklore by three major poets, Mr. Hoffman combines a scrupulous exposition of each poet's intellectual development with a sensitive analysis of individual poems. "Students of poetry will be excited by a presentation of Yeats, Graves and Muir as exponents of the idea that poetry derives from myth and magic. In this context the poems quoted gain a freshness of interest."

—PADRAIC COLUM \$6.00

THE LAZY SOUTH

By **DAVID BERTELSON**. "A book of remarkable subtlety and originality. By examining in detail the attitude of colonial and antebellum Southerners towards the meaning and function of work, Bertelson has given us a new understanding of basic Southern social values and ideas of community. . . . He may well have come closer to the elusive 'mind of the South' than any writer since W. J. Cash."

—GEORGE M. FREDRICKSON,
Northwestern University \$6.75

REVOLUTION IN PAKISTAN

By **HERBERT FELDMAN**. From October 1958 to June 1962, Pakistan was governed by an administration whose ultimate sanction was armed authority. Although this administration began with a declaration of martial law, those who swept away the Constitution of 1956 claimed to have instituted a much-needed revolutionary regime. The author presents a thorough examination of every aspect of the revolution, commencing with the republic of 1956, and in so doing shows just what the revolution really amounted to. \$6.50

At better bookstores
OXFORD UNIVERSITY PRESS
New York

cut the New York-Washington rail trip to less than three hours. The increased convenience, dependability, and lower cost should lure many travelers away from the air-shuttle flights that contribute to the rising air traffic with its mounting hazards and delays. (About sixty-five per cent of the cost of additional airport facilities projected for the Northeast corridor can be attributed to short-haul traffic, according to a study quoted by Senator Pell.) The lessons learned in the Northeast have obvious application in other parts of the country, where twenty-four other agglutinative cities are destined for a combined population of 125 million by 1980.

A LONG WITH improvements promised by the Ground Transportation Act, Senator Pell makes sound proposals for immediate abatement of both surface and aerial traffic jams. To limit the monumental automobile traffic jams spreading throughout whole urban regions, he endorses the principle of demand pricing—raising bridge, tunnel, and turnpike tolls at periods of peak demand. There is both economic justice and practical sense in this principle. Because it is needed only four or five hours a day, marginal roadway capacity designed for rush-hour traffic (e.g., the \$95-million third tube of the Lincoln Tunnel) costs far more on a car-mile basis than the basic roadway. Yet in a fatuous inversion of the demand-pricing principle that normally rules our economy, the Port of New York Authority halves the trans-Hudson tolls for regular work-bound motorists, thus encouraging the traffic jams that multiply hazardous air pollutants and squander thousands of man-hours of bus riders trapped in the crawling traffic. Doubling the normal toll at rush hours to \$1 per car, instead of reducing it to a quarter, could benefit everyone concerned. Pricing the marginal drivers out of their cars and getting them into busses or trains would accelerate traffic flow and thus help the small minority of motorists who really need their cars and are willing to pay the premium price for the privilege of driving.

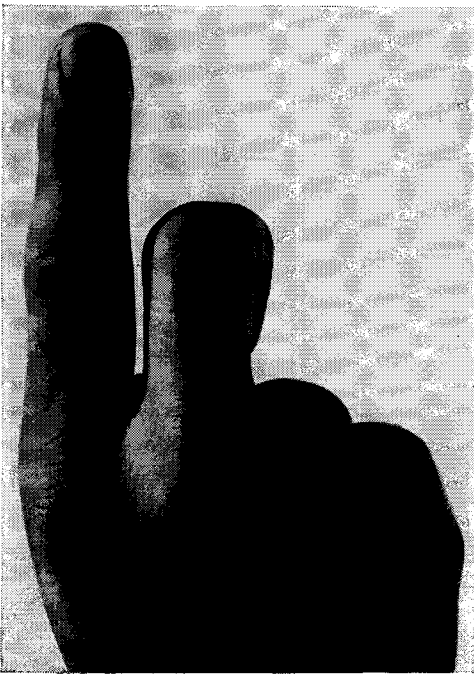
For the air-traffic jams, which

in addition to causing hazards are delaying landings in New York by as much as two hours, Senator Pell endorses the commercial airlines' proposal for restricting private planes to satellite airports, leaving the major airports free for commercial operations. If Federal legislation were amended to permit such restriction, the Port of New York Authority could relent in its search for a fourth major airport, which it has attempted to force on North Jerseyans.

Here Senator Pell gets an assist from the Regional Plan Association's recent proposal to remove "general aviation" (air taxis and corporate and private planes) from the three major New York airports during peak hours. The RPA compares these operations with "letting private motorboats tie up at ocean-liner piers while the *Queen Mary* is waiting in the harbor, or allowing people to bring private railroad cars onto the subway tracks during rush hours." Unscheduled small planes preempt more than twenty per cent of the key landing and takeoff time at Kennedy, La Guardia, and Newark; yet they carry only two per cent of the passengers. Since these general-aviation operations are growing much faster than commercial operations, the RPA proposes shifting them to a network of smaller airports. Construction of these airports, at relatively slight cost, could relieve the need for a fourth jetport at least until 1980. By that date, the Port Authority's own projections indicate nearly as many peak-hour landings and takeoffs for general aviation as for commercial airlines.

In presenting the case for inflicting another noise- and traffic-generating jetport on the public to benefit a handful of flying aristocrats, the Port Authority apparently considers their claim absolute. In response to proposals for shifting inefficient small planes to other airports or diverting short-haul air passengers to other modes of transportation, the Port Authority argues that they would not find it "equally convenient" or "would still rather fly." This solicitude for the elite minority conforms to the narrow view of the public interest that has always guided this public agency.

Would you believe Avis is No.1 $\frac{1}{2}$?



Avis.

Well, in a manner of speaking, we're still No.2.

But technically, we're No.1.5556. After four years of trying harder, we've cut No.1's lead almost in half.

(Based on the latest figures from 26 major airports.)

And do you know what happens when you get that close to the top?

Your people try even harder.

Take Ernie Foote, for example.

A customer showed up with an expired out-of-state driver's license. So Ernie took him to the highway patrol for a driver's test. He passed. Got a Mississippi license. And was off in a shiny, new Plymouth.

Obviously, our people are keeping score.

And they can smell the pennant.

When you create America's most superb table wines, you have to pay attention to a lot of little things . . .

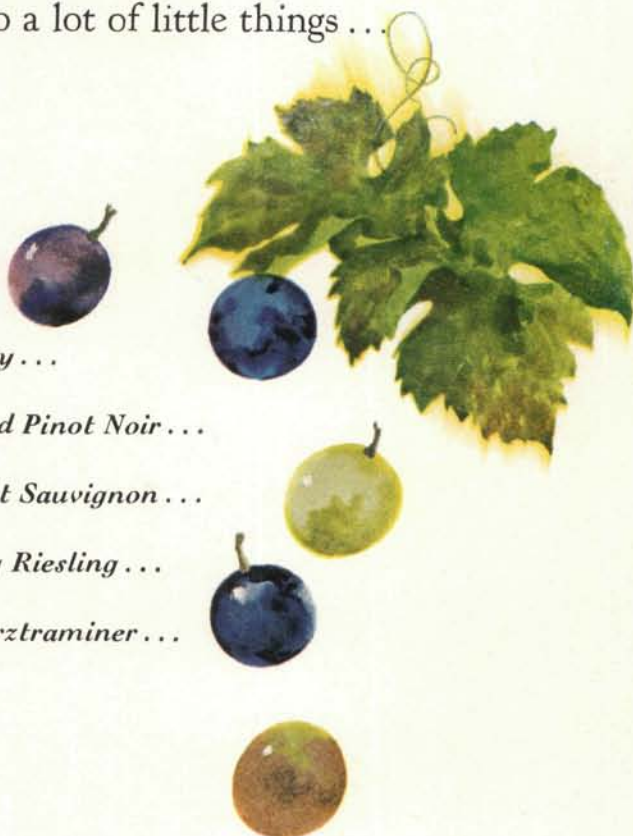
like Pinot Chardonnay . . .

and Pinot Noir . . .

and Cabernet Sauvignon . . .

and Johannisberg Riesling . . .

and Gewürztraminer . . .



These are just a few of the famous European wine grapes. Some American vintners grow some. Some grow others. But we grow them all . . . and to a special degree of perfection that is imparted to *every* Almadén wine.

Why can we grow all of these grapes? Because of Almadén's Paicines Mountain Vineyards—the largest vineyards of fine wine grapes in the world. Here, along the cool, green slopes of California's Gavilan Range, is situated the wine grower's fondest wish: Ideal soil, climate and elevation for the finest wine grape varieties.

So next time you have dinner guests, be sure they're all introduced . . . to the superb difference in Almadén. It's a little thing they'll appreciate.

ALMADÉN

For our free News from the Vineyards, write Almadén Vineyards, P.O. Box 997-2, Los Gatos, California