

Tidbits and Outrages

Who Was That Gang of Four I Saw You With Last Night?

The Eyewitness News effect has apparently reached all the way to mainland China. "For the first time in many years," writes Arnold Isaacs in *The Baltimore Sun*, "The People's Daily has enlivened its pages with jokes." But, Isaacs warns, they're not exactly sidesplitters; here's an example:

Two Bulgarians are talking in a coffee shop. One asks, "Do you know which is the longest country?"

"Chile," says the other.

"If Chile is the longest country," the first says, "how long does it take to ride a horse from one end of it to the other?"

"I suppose one year at the most."

"The Soviet Union said more than ten years ago that it would withdraw its troops from Hungary and it has not withdrawn them until now," muses the first Bulgarian. "You can imagine how long Hungary is."

I Am Joe's Transnational Linkage

Joseph Daniel Duffey, the Assistant Secretary of State for Educational and Cultural Affairs and the President's choice to head the National Endowment for the Humanities, is said to prefer to be called "Joe." But his taste for informality does not seem to extend to his public pronouncements. Take this paragraph from a recent statement about the work of the Bureau of Educational and Cultural Affairs:

"At such a time, the stimulation of transnational linkages necessary for meaningful two-way communication must supersede propagandistic and chauvinistic functions which in the past constituted too large a share of our activities."

Where You Stand Is Where You Park

Parking in Washington costs the average person \$60 to \$70 per month. So Senator Gary Hart's recent proposal that congressmen and their staff, who now park for free, pay from \$10 to \$50 per month depending on their income still seemed to offer a bargain to people who work on the Hill. The small charge, it was assumed, would be paid from the substantial salary increases to congressmen and their employees, and if anyone didn't want to pay he could use public transportation and save energy. All in all, an irresistible case. But when the vote came in the Senate, Hart lost 66 to 28. Note among the yeas (those voting for free parking) the number of conservatives who one would have thought would be opponents of government handouts; and of environmentalist supporters of energy conservation:

YEAS-65

Anderson
Baker
Bartlett
Bayh
Bentsen
Brooke
Bumpers
Burdick
Byrd,
Robert C.
Cannon
Case
Chiles
Church
Cranston
Curtis
DeConcini

Dole
Domenici
Durkin
Eagleton
Eastland
Ford
Garn
Glenn
Gravel
Griffin
Hansen
Hathaway
Hayakawa
Hollings
Huddleston
Humphrey
Inouye

Jackson
Javits
Laxalt
Long
Lugar
Magnuson
Matsunaga
McClellan
McIntyre
Melcher
Metcalf
Moynihan
Muskie
Nelson
Pearson
Randolph
Ribicoff

Riegle
Sarbanes
Sasser
Schmitt
Schweiker

Scott
Sparkman
Stennis
Stevens
Stone

Talmadge
Tower
Wallop
Williams
Young

NAYS-28

Abourezk
Allen
Bellmon
Biden
Byrd,
Harry F., Jr.
Helms
Chafee
Clark
Culver

Danforth
Goldwater
Hart
Haskell
Hatfield
Heinz
Kennedy
McGovern
Metzenbaum
Nunn
Packwood
Pell
Percy
Proxmire
Roth
Stevenson
Thurmond
Weicker
Zorinsky

Every Bureaucrat a King

Senator Edward M. Kennedy recently offered an amendment that would have forbidden the government to pay the cost of first-class air travel for federal employees, including members of Congress. Here's Jim Perry's report of what followed, from the late, lamented *National Observer*:

"Russell Long is chairman of the Finance Committee, and he doesn't like amendments to his legislation and he especially doesn't like amendments sponsored by Ted Kennedy. If Kennedy's amendment were agreed to, he said, 'it will abolish first class,' and that, he felt, would be bad. 'Some people are four feet taller than I am . . . It is a matter of human kindness to have enough space so they can spread out . . . ' Beyond that, he argued, 'I know when I travel I oftentimes go first class because my wife is like my mother used to be. She is always bringing along strawberries for someone. To have foot space we need first-class seats with all that baggage.'

"Sen. Warren Magnuson of the state of Washington said it's a long flight back home for him and his wife, and he just wasn't going to fly coach—ever.

"Kennedy notes he wasn't asking anyone to give up first-class travel. He was simply suggesting that the taxpayers shouldn't be asked to subsidize it. People could pay for the difference between coach fare and first class out of their own pockets.

"'Why not let the market place make the decision?' Kennedy asked. 'If there is a demand for first-class service the market will provide it . . . The fact of the matter is that most Americans cannot afford to fly on the airlines . . . If they can, they cannot

afford to buy first-class tickets. They ask themselves, as they walk through the first-class cabin on the way to coach, why should they be subsidizing the people in the first-class section?'

"Good question. The vote was close—42 yes, 46 no. The record shows the vote was 43 to 45, but that's wrong. Sen. Gaylord Nelson of Wisconsin voted against Kennedy and then when he came back from dinner he changed his vote the other way. If he'd voted with Kennedy in the first place, Kennedy could have made a parliamentary maneuver that would have led to another vote. The Kennedy people are not happy with Gaylord Nelson.

"Conservatives lined up against Kennedy. They almost always line up for indirect spending. In that way, they contribute as much to inflated Federal budgets as do the liberals who line up for direct spending for social-welfare programs."

Today's Action Army

If you've forgotten about My Lai and the body-count mentality that led to it, we urge you to read the following report by Ted Gup of *The Washington Post*:

"ALBANY, N.Y., July 30—Army witnesses told a House investigations subcommittee today that pressures were so great that they put fictitious names and data into a computer to fill weekly recruiting quotas.

"'It was a collective agreement,' M. Sgt. Kenny Treece testified. He said that 'phantom recruiting' was needed to bolster morale in a recruiting district unable to meet its quotas.

"Today's first witness before the House Armed Services Investigations Subcommittee was Sgt. Leah Wainwright, who first brought the issue to the attention of Chairman Samuel S. Stratton (D-N.Y.) in an anonymous letter. She testified that the fictitious names were those of bona fide recruits with single letters changed and one digit changed in their Social Security numbers.

"Wainwright said she sent her letter anonymously to protect her career. She quoted Treece as telling her and others in the Albany office that whoever had leaked the information would be killed—'run over 13 times in his car.'

"After reports of recruiting abuses appeared in an Albany newspaper, Wainwright said, 'someone broke into my apartment two or three times over the weekend . . . They left all my lights on, my doors open and strangled my cat.'

"One Albany district recruiter who did not testify and who requested anonymity, said quota pressures were very strong.

"'If you don't make mission [quota], you're done. It's all based on numbers. If you make the numbers you're a hero; if not, your career is down the tube,' he said."



The National Geographic: How to Be Non-Profit and Get Rich

by Lila Locksley

In the shaky world of the magazine business, longstanding financial prosperity is the rarest of commodities; it's only natural that those few who achieve it should swell with pride. So if officials of the *National Geographic* occasionally overstep the bounds of modesty, it's perfectly understandable. As Melville Bell Grosvenor, the magazine's editor-in-chief, points out, "kings and queens, astronauts and renowned scientists" are among its subscribers, and its headquarters is a "dramatically handsome" building in downtown Washington, "ten stories of classic simplicity gleaming with the

pale beauty of marble," flanked by a "magnolia shaded parking lot." These are rare and awesome achievements.

The National Geographic Society, which publishes the magazine, is a hugely successful corporation. In 1975 its receipts were \$137.5 million and its net worth \$80.5 million and rising. The magazine's circulation is 9.5 million, fourth largest in America. The society produces books, movies, television shows, globes, and maps, as well as sponsoring exploration and research around the world. It has a diversified investment portfolio worth more than \$60 million. In 1975, its income exceeded its expenditures by \$9 million (although, as we'll see, the

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