

**Not Well Advised.** *Peter Szanton. Russell Sage Foundation, Ford Foundation, \$11.95.*

**The Oppressed: Politics of Middle Management.** *Earl Shorris. Anchor Press/Doubleday, \$10.95.*

**Roll Call: Power and Privilege in the United States Senate.** *William S. Cohen. Simon & Schuster, \$14.95.* Unaware that there are excruciating choices confronting the conscientious elected official? Then read of Senator Bill Cohen's first year in the 96th Congress. Conflicts of interest and unceasing demands on time and attention—from public, private, local, state, national, and global sources—plague him. Should local jobs be maintained regardless of the need to cut federal expenses? Is electric power more important than environmental damage from a new dam? Should the weekend be spent in China? In Kittery, Maine? At a son's soccer game? Is it possible to attend every subcommittee hearing, party leadership conference, session with the president, and still make that trade association cocktail hour? The carefully typed, staff-prepared schedule on Cohen's 3-by-5 card says it is.

One of the excruciating choices Cohen faces is how to vote on the SALT II treaty. He is being lobbied heavily by his peers, Sam Nunn and Henry Jackson, to vote no. President Carter is lobbying him to vote yes. Carter brings the fantastic power of the modern presidency to bear by offering a sweetener—tickets to the Kennedy Center in return for a yes vote. Score

another one for savvy. Cohen eventually decides to vote no—he must have already seen the show.

—P.M.

**Son of Sam: Based on the Authorized Transcription of the Tapes, Official Documents and Diaries of David Berkowitz.** *Lawrence D. Klausner. McGraw-Hill, \$12.95.*

**The Taming of Fidel Castro: An Essay in Contemporary History.** *Maurice Halperin. Univ. of California Press, \$14.95.*

**The Testing Trap.** *Andrew J. Strenia, Jr. Rawson, Wade, \$14.95.* A useful and balanced appraisal of the controversy over college board testing and of the general question of how to judge merit in a meritocracy.

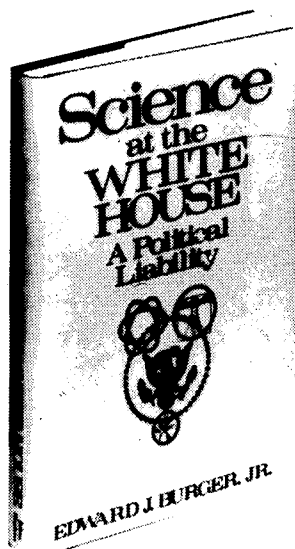
**A Trial of Generals.** *Lawrence Taylor. Icarus, \$13.95.*

**Violence and Crime in Schools.** *Keith Baker, Robert J. Rubel. Lexington, \$16.95.*

**The Winning Weapon: The Atomic Bomb in the Cold War, 1945-1950.** *Gregg Herken. Knopf, \$15.*

**Women and Religion in America: Volume I: The Nineteenth Century.** *Rosemary Radford Reuther, Rosemary Skinner Keller. Harper & Row, \$12.95.*

### *An insider's analysis*



## **Science at the White House**

A Political Liability

*Edward J. Burger, Jr.*

*foreword by Don K. Price*

*Science at the White House* takes a critical and timely look at the role played by science advisers to the President and recounts the many conflicts that occur as science and politics converge.

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**\$14.95**



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# Myth:

All freight carriers compete on an equal basis.

## Fact:

Public subsidies for trucks and barges throw competition out of balance.

You, as an individual, pay part of the cost for everything shipped by truck or barge—whether you use it or not.

The public roads and highways—the rights-of-way for heavy trucks—are built and maintained primarily by money collected from drivers of passenger cars and light trucks. If a ship goes by barge, it moves through locks and over waterways built and maintained entirely with your tax dollars.

Nearly all of America's freight railroads maintain and pay taxes on their track and rights-of-way, and these costs are paid for by the earnings earned by the railroads. As a result, for every dollar of track and rights-of-way, compared to trucks and the .003¢ paid by barge, of which amounts to a fair share of

All transportation has received assistance at one time or another. Railroads, however, have reimbursement for most prior aid. Much of that to some railroads is in the form of interest. On the other hand, barges have long received outright

All forms of freight transportation pay their full costs of doing business. The American people will receive the benefits of transportation services—and a net gain will be lifted from the motorist and

For more information, write: Competition, Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

## Surprises

Rights-of-way costs are heavy for America's freight railroads; motorists and taxpayers pay most of the burden for highways and waterways

RIGHTS-OF-WAY COST