

where a man could go to think quietly, in relative safety—and be alone.

J. C. MAILANDER

Ft. Riley, Kans.

Sir: After touring Europe for the past four months, seeing magnificent cathedrals, many situated in filthy poverty areas, I can say only one thing about Daniel Moynihan's remark: if the money that was spent on cathedrals in 20 centuries of Christianity (which came from the poor, directly or indirectly) had been used to help the poor, there may not have been three summers of rioting. Christianity's retreat from the humbleness that Jesus preached into self-glorifying magnificence has gone on long enough.

BILL BAYLEY

Karei Deshe, Israel

Cracks in the Foundation

Sir: In California, the ABC foundation tax plan [Jan. 5] has been scrutinized by the attorney general's office. All that remains to be determined is whether the 100 or so California residents involved in ABC are victims or active participants.

The correlative to claiming tax advantage through the formation of a foundation is the acceptance of the highest trust obligation to the public purposes for which the foundation is formed. In California, that means you can't have your cake and eat it too. It means that assets placed in a foundation must be used for public purposes and not for the benefit of the donor or founder. It means that the ABC plan can't work. It means that the individual who operates his foundation as taught by ABC faces the loss of both his foundation and his assets.

LAWRENCE R. TAPPER
Deputy Attorney General
State of California

Los Angeles

Turning the Stables

Sir: Mortimer J. Adler simply does not gain from historical experience. In his arguments against the possibility of an intelligent mechanism created by man [Jan. 12], he reminds one of those critics of past eras who loudly proclaimed the earth to be flat, or that man will never fly, or that space exploration will forever be flights of imagination and no more. Perhaps there is an ingredient missing in today's computer that prevents it from achieving intelligence. Remember, it is just a glider until one adds a pilot. When Mr. Adler goes on to praise the qualities of a glider, he is just anism.

Character of Caricature

Sir: The cover drawing of President Johnson [Jan. 5] is in poor taste and reflects great disrespect upon the highest office in our land. I spent three years as a prisoner of war, held by the Chinese Communists in North Korea, and know from personal experience how much they will enjoy such a drawing; it is the same type as that used in all their publications.

CHARLES L. PECKHAM

King City, Calif.

Sir: How can we teach patriotism and respect with such antics? King Lear ... King Smear!

KATHERINE GREENHAW

San Antonio, Texas

Sir: Kudos to Caricaturist David Levine for his truly memorable cover drawing of L.B.J. as a beleaguered Lear. Artist Levine is a worthy successor to Hogarth, Tenniel, Nast and Low—those forceful masters of effective caricature.

LARRY BAUER

Cleveland

Tell It to Little Red Riding Hood

Sir: Just to set the record straight regarding Reader Smith Freeman's letter [Jan. 12]: it was my dad, the late James W. ("Jim") Curran, who put up and backed a \$100 offer for 25 years (1925-50) to anyone who could establish "the satisfaction of a human being." The wolf had attacked a human being, the offer was limited to the Algoma District because "it would not be convenient for us to travel outside the confines of this large district."

Claims for the prize averaged about a dozen a year in the late '20s, and probably totaled 90 in all. In none was a wolf attack established.

It was dad who coined the phrase later attributed to the legendary Algoma prospector Old Sam Martin: "Any man who sez he's been et by a wolf is a liar." An inveterate bush traveler himself, dad went out into the north-lands to cut up the ravages of the wolf.

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TIME, JANUARY 26, 1968

TIME

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GENERAL MANAGER: James A. Thomson
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TIME, JANUARY 26, 1968

A letter from the PUBLISHER

James R. Shepley

NEWS that the Supreme Court had approved the merger of the Pennsylvania and New York Central railroads was warmly received in the editorial offices of TIME. Nearly half the staffers commute by rail, and many of them brought questions to Associate Editor Spencer Davidson, who was writing the cover story. Did the merger mean that they would soon be riding in newer, cleaner cars? Would the schedules be more reliable? Conductors less surly?

A commuter himself on the Long Island Rail Road, Davidson listened patiently to quite a few gripes and some tall tales fresh from trackside, then told his colleagues that he was not overly optimistic. Little in the research filed by TIME reporters across the country indicated that complaining commuters were in for much immediate relief. In fact, Washington Correspondent Juan Cameron, who interviewed Stuart Saunders, discovered that the busy boss of the country's biggest railroad seldom rides by train himself. He prefers autos or planes, and Cameron suspects he knows the reason. He took a trip in one of the Pennsy's private "company" coaches, and reports that it was spartan, overheated, and far from the sybaritic comforts of the days of the rail barons.

Freight pays more than passengers these days, and freight handling is the railroads' biggest business—a subject on which Davidson is a home expert. His family playroom in Manhasset, L.I., is monopolized by a vast and ever-expanding model-train layout, on which he and his children vie for time at the controls. "We have all freight cars—no passenger cars," he says proudly. "It's a very modern railroad."



THE DAVIDSONS

Senior Editor Robert Shnayerson, who wrote the Essay on auto insurance, also received an adequate supply of free advice from colleagues who happen to be policyholders. He heard all the old tales of hardhearted claim adjusters, sky-high premiums, canceled insurance. Shnayerson sympathized, but when he recounted how he had solved his own automobile problems, he had the distinct feeling, he says, that no one was ready to follow his lead.

A Manhattan apartment dweller, Shnayerson found that his car and its insurance were getting too expensive to justify the trouble of hunting down parking places. "I took direct action," he says. "I drove the bloody thing to the Sanitation Department instead of leaving it on the street—one of maybe five or six citizens who made the effort that year. And on delivering the car, which was still in good running shape, I was met by disbelieving Sanitation men who tried to persuade me either to keep it, sell it, or give it to them. Then they saw I was serious and ordered it sent to the execution grounds on Randalls Island, where in seconds it was mashed into a suitcase-sized blob of steel."

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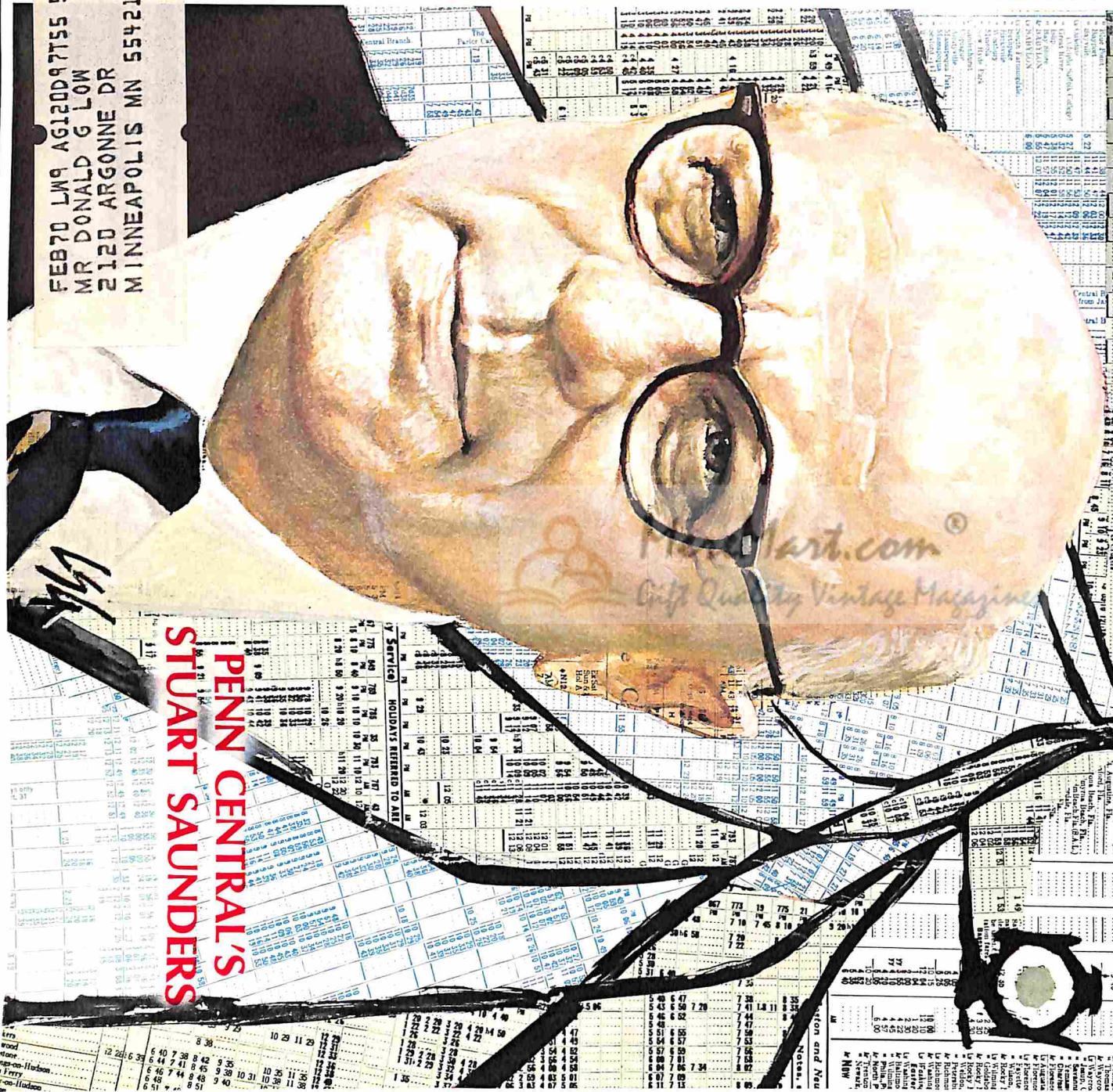
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