

# STREET

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## Pollutionitis

If you think the ill effects of increased pollution are only psychological, you've been proven wrong. A nationwide study financed by the Environmental Protection Agency has shown there is a definite link between pollution and physical ills. Increased but not necessarily high pollution levels cause healthy people to feel sick and actually become sick.

Symptoms include eye and throat irritation, chest pain, shortness of breath, and more frequent visits to the doctor. One of the persons involved in the study, Dr. Arlan Cohen, commented, in the October 14 issue of The New York Times, "We have no idea whether there is any long-term significance to these pollution-related symptoms...but the frequent occurrence of such symptoms cannot help but impair the quality of life for those affected. It certainly adversely affects a person psychologically--his attitude toward living in the city, his temper, his productivity--not to mention the cost of medication, doctor visits and time lost from work."

The Times goes on to say that contrary to popular belief that knowing pollution levels are high tends to make people feel sicker, this study indicated that the pollution itself, not the publicity, was linked to the symptoms.

The study was made during the two three-day "pollution episodes" last year. It concentrated on residents in Westchester, the Howard Beach section of Queens, and Riverhead, L.I. In all cases symptom levels were found unchanged among residents of Riverhead where pollution remained at the same relatively low level during those days, while residents of Westchester and Queens reported far more symptoms. However, during all three periods the Queens families reported more symptoms than families from the other two areas.

Another initial study by the E.P.A. measuring the effects of chronic exposure to relatively high pollution levels also found more illness in the Queens neighborhood than in the other two. In yet another study a New York-Durham research team reported that Queens elementary school children had much poorer lung function than children in the Bronx or Riverhead.

One possible explanation for higher symptom levels in the Howard Beach section of Queens is its location one mile downwind from Kennedy Airport. The area might be affected by aircraft pollution which was not measured in the study. Aircraft pollutants will be assessed in a future repeat of the study.

It is becoming increasingly obvious that the United States has, in effect, no national housing policy. In an address to the National Rural Housing Coalition last spring Senator George McGovern (D-S. D.) clearly illustrated the relationship between rural housing needs and "the urban catastrophe fast approaching."

The Senator declared that a rural exodus has added to urban housing problems which are building up to a public health crisis. One of the reasons for this exodus was given as the failure of U. S. policies to ensure a more equal quality of life in rural areas. The continuing neglect of rural America in terms of housing, jobs, health services, education, nutrition, and just about everything else "...is the single most important factor in the impending crack-up of our cities..." The result of this neglect is the rapid migration of the population from rural to urban areas.

McGovern cited 1970 census figures showing that the proportion of the population in rural areas dropped from 30.1 percent in 1960 to 26.5 percent in 1971. "New York City is fast becoming a mirror image of Mississippi in the area of basic standards of housing and sanitation ... While children in New York may not be getting the hookworms of children in Mississippi who lack indoor toilets, they are getting meningitis from contaminated water backing up from garbage-stopped sewers."

The Senator pointed out that one-third of the nation's counties totally

lack public housing and that the parts of the country which contain 50 percent of the nation's poor and 67 percent of its worst housing have received less than 20 percent of the public housing constructed under the Federal aid program.

McGovern said he didn't know how much longer the U. S. could afford to delay reversing the sickness of rural neglect and urban decay. He questioned when the country was going to face the fact that its policies, however inadvertent, were creating "...a rural wasteland and an urban hell."

He stated that if there were a reordering of national priorities to "...throw off the policies of war and waste..." a national housing policy which would provide a standard of decency in housing for every citizen "...could be supported."

He called for a replacement of the patchwork housing program with "a single, integrated, and unified housing program subsidized to the extent necessary to provide safe, healthful and decent housing to everyone in every area of our country."

McGovern then reiterated his previous recommendation to set up an Emergency Housing Development Agency which would provide minimum adequate housing and sanitation within the next five years to the worst housed in the country's worst rural areas. He also stressed the urgent need for programs that will provide adequate quality education, decent jobs, and a decent diet to impoverished families.

# The Pollution of Food

by Daniel Zwerdling

The Western World, and especially the United States, is slowly eating itself to death as it stokes down nutty doodle snacks, hot dogs, balloon bread, chickens and steaks, canned orange juice, cakes made from mixes, and imitation whipped cream — all s o d d e n w i t h 3,000 different synthetic flavors, colors, thickeners, acidifiers, bleaches, preservatives, package contaminants, antibiotics, and poison pesticides. Virtually no food on the grocery shelves is free from chemical additives which have no nutritive value, that are probably harmful, and whose main purpose is to make eaters think they're eating something they aren't.

"We never know for sure whether additives are safe or not," warns Marvin Legator, chief biochemist at the Food and Drug Administration. "Long-term usage of additives can in no way be rated with safety. We have so many cases of common diseases like mental retardation and cancer, which we can't account for through epidemiological studies, for which we can't find a cause and effect." In other words, they might be caused by chronic poisoning from food additives — but it will take years to find out.

Even if the 93 possible different additives in your daily bread aren't bad for you (and there's good evidence that they are), it is clear that they do nothing positive. At best, you pay for synthetic color and taste, signifying nothing — except booming profits for the multibillion-dollar drug and food industry. Food companies are beginning to devote themselves exclusively to processed, synthetic foods — and it's no surprise. "The profit margin on food additives is fantastically good," a top food marketer says, "much better than the profit margin on basic, traditional foods."

The nation's top drug and food corporations have parlayed synthetic additives into 500-million-dollar-a-year business, churning out close to a billion pounds of additives last year. Additive sales have tripled since 1955, and market researchers expect them to increase 25 percent by 1975.

Additives owe their phenomenal success to the boom in "convenience" foods, the expensive frozen and dehydrated stuff in pouches and trays which turn into meals when you add a

little water or pop them into the oven for thirty minutes. It's a nice relationship: convenience foods wouldn't be possible without the marvelous things the chemical industry can muster.

"Convenience foods have contributed more than anything else to the growth of the food industry," says Leonard Trauberman, managing editor of Food Engineering. "If you plot the dollar sales of food against the population growth, you'll find people are actually paying more dollars in the supermarket than ten years ago. And for the same amount of food. Those extra dollars the housewife is leaving behind in the supermarket are for convenience foods."

Additives cut costs for the manufacturers: cakes that once needed eggs and butter need only tiny amounts of synthetic flavoring, coloring, and emulsifier. Fruit juices no longer need fruit. But perhaps the biggest revolution in food is just beginning: the spun soy protein, a bland, tasteless creature of industrial research, which every additive in existence can turn into something resembling meat, vegetables, or almost anything.

One of the biggest sellers in the food industry lately is TVP — textured vegetable protein, which comes in granular, chunk, dice, strip or chip styles and is flavored to imitate meat, nuts, or even fruit.

What do we need them for, these 33 preservatives, 28 antioxidants, 45 sequestrants, 111 emulsifiers, 39 stabilizers and thickeners, 24 bleaching and maturing agents, 60 buffers, acids and alkalis, 34 food colors, 3 artificial sweeteners, 117 nutritive supplements (synthetic, to replace what processing takes out), 1610 artificial flavors, and these new, imitation soy foods? The way the industry tells it, convenience and synthetic foods — and the additives that make them palatable — are the answer to the Twentieth Century, to domestic revolution, the liberation of the consumer (synonymous in the food world with "housewife").

Food producers will argue that the consumer benefits from additives in food variety and cost. Variety means the thousands of different soft drinks and snacks and cereals which additives make possible each year. Cost? When you buy soy protein "beef stroganoff" from the Thomas Lipton Company —

via Unilever Corporation — "you're getting what you pay for," Vice President Ernie Felicetti assures us, "since a real meat product would cost four times as much." But once you realize that this soy protein costs Lipton about one-ninth of what meat would cost, it doesn't seem like such a great deal.

Geneticists like Nobel Laureate Joshua Lederberg at Stanford and Bruce Ames at the University of California fret about the human gene pool. They think synthetic food additives may be fouling it up — only we won't discover what we've done to the human race for generations, when it will be too late.

But all chemicals in the food supply carry FDA's blessing, either because they are listed as GRAS — "Generally Recognized As Safe" (all the additives that were in use when Congress passed the Food Additive Amendment of 1958 and which seem okay after years of use) — or because food-additive-regulations restrict their use to levels which laboratory tests have ostensibly shown to be safe. Actually, less than half the additives on the market have ever been tested in a laboratory.

It's hard to eat with gusto when the FDA keeps stumbling over the toxicological surprises that keep popping up.

It finally pulled cyclamates off the market in October 1969, only after the industry (Abbott Laboratories, Inc.) had shown that cyclamates caused bladder cancer in rates. Then, in a marvelous bureaucratic maneuver, the FDA decided that cyclamates could remain on the market as long as they were sold as "non-prescription drugs" and the label cautioned that "medical supervision is essential for safe use."

## Putting the Zip in Soft Drinks

Most soft drink companies have responded to the public favor and have taken cyclamates out of their mass-market drinks and other artificially sweetened produces, but only because of rotten publicity, not because of any commitment to healthy foods. (In fact, they immediately deported cyclamate drinks to foreign markets.) Now saccharin sales are booming — no matter that FDA's own labs produced tests last year showing that saccharin may also induce tumors in rats. FDA's "independent" consultant, the National Acad-

emy of Sciences — which is dominated by industry representatives — reviewed all the literature on saccharin ("including some damaging evidence," says an FDA spokesman), but it saw no problem in current use levels.

To fully understand how much protection the FDA is giving you, take a long, cooling swig of Mountain Dew, the tart beverage from Pepsi-Cola. Mountain Dew, like most tart soft drinks from the nations 4-billion-dollar soft drink industry, gets its zip from brominated vegetable oils — artificial flavorings which have been stabilized in vegetable oil by a reaction with poisonous bromine. Scientists at the Canadian Food and Drug Directorate discovered in 1969 that BVO causes liver, heart, kidney, and spleen damage in rats.

In a well-publicized maneuver, the FDA swept brominate oils from the GRAS list in January 1970, and ordered companies either to cease using them or to severely restrict their use. But BVOs are still in your fruit drinks, because last July, on the deadline day for eliminating BVOs, the FDA quietly published a notice authorizing the use of BVOs on an "interim" basis until it finds enough toxicological evidence to exonerate or condemn them one way or another. Why? Because the Flavor Extracts Manufacturers Association, a powerful industry lobby in Washington, complained that the Canadian experiment wasn't good enough and promised the FDA that it would carry out its own studies.

To fend off any public ruckus over potentially dangerous food additives, the FDA is beginning to review some, not all, of the chemicals on the sacred GRAS list — but only the ones which industry surveys indicate are used most and which current research suggests are suspicious. That means that the even more obscure additives which haven't already been thrashed around and questioned in food circles will continue to go untested. Even if it had the will, the FDA doesn't have the facilities or the staff to conduct many laboratory tests itself, so it farms some of them out to industry.

According to the 1958 Food Amendment's famous Delaney Clause, the FDA must ban outright any additive which induces cancer in laboratory animals. But, as Dr. Lederberg points out, FDA tests geared toward detecting

cancer (and perhaps mutations) won't catch more subtle chronic damage such as brain retardation, allergies, or respiratory difficulties. That's precisely the kind of hard-to-trace poisoning we might have to worry about most.

GRAS list test results won't be ready for several years. In the meantime, you'd better look out for the following:

**Sodium Nitrite and Sodium Nitrate:** The all-purpose meat color fixatives. Americans just can't abide brown hot dogs and bologna and breakfast sausage, food-industry motivational research has decided, so it keeps the meat blood-red with nitrite and nitrate (which keep the hemoglobin in the blood from turning brown when exposed to air). Sodium nitrite and nitrate hold a firm place in the toxicological literature as potent human poisons and as laboratory carcinogens and mutagens.

Scientists worry particularly about sodium nitrate fertilizer residues in spinach and other leafy vegetables. Intestinal bacteria change the nitrates into nitrites, which then react with hemoglobin and turn children and babies blue in fits of methemoglobinemia, an acute blood poisoning. Nitrites, which are used to preserve smoked fish, such as herring, salmon, and tuna, also react with certain substances (secondary amines) in the fish and at stomach acidic levels form nitrosamines, which are powerful cancer agents. Or, warns Dr. Lederberg, if nitrite gets in the DNA in human cells as it does in laboratory tests with microorganisms, it will mutate genes.

**Preservatives:** No one in the United States government can get aroused by BHT and BHA, the most widely used antioxidants in the country. American kids eat them every day in their Weaties and Cheerios — in every breakfast cereal and every packaged slice of bread on the market and in countless other packaged fatty foods they eat daily. Rats that have been fed BHT often show liver enlargement, and British scientists have found that BHA induces tumors.

Sodium benzoate and benzoic acid, the most popular preservatives in margarine, fish, fruit juices, confections, jams, jellies and soft drinks, have worried biochemists for years.

The FAO/WHO committee on food additives reports that benzoates killed all the rats in one experiment — they died with convulsion, hyperexcitability, urinary incontinence, and loss of body weight. Benzoic acid, reports Foods and Cosmetic Toxicology, is "markedly toxic" in mice, reducing their survival rates and body weights and possibly contributing to cancer.

**Synthetic Colors:** They account for the color in 95 percent of the food on the market. Since Congress passed the Color Additive Amendment in 1960, a large number of colors have been dropped from use because they are strongly suspected to be carcinogens. The last color to go — sort of — was FD&C Red No. 2, which causes cancer in laboratory mice. You'll still eat it on every maraschino cherry, though, because the maraschino lobbyists convinced the FDA that no one could possibly want to eat more than one or two at a time.

But the handful of synthetic colors left are making plenty of scientists uneasy, especially the coal-tar dyes. "Artificial colors are very suspicious," warns Dr. Lederberg, who says their molecular structures look like potent carcinogens. Laboratory tests by FDA's own researchers show colors form skin tumors and ulcers on rats, and the Kaiser hospitals in California have documented numerous artificial-color-caused asthmatic and other allergic attacks in children and adults.

An FDA spokesman insists that "all artificial colors are continually under review"; meanwhile, almost every orange in the nation is dyed with sunshiny Citrus Red No. 2, which the FAO/WHO additive experts have flatly denounced as a potent danger — although the FDA doubts that anyone would want to eat the peel.

**Conditioners and Bleaches:** Virtually every loaf of bread, cookie, cake or doughnut you buy has been made with flour bleached and conditioned by poisons such as hydrogen, benzoyl and acetone peroxides, chlorine dioxide, nitrogen oxide, and nitrosyl chloride — and they all end up in your stomach. If you swallow any one of them straight, you will probably die.

## Deadly Preservatives

An American dilemma! We're eating more than 3,000 additives, most of them badly tested or unsuspected, and we scarcely know where to begin. Chemical and radical journals give a tiny hint of the problem, a glimpse of what could be going on inside of our bodies: think about the 1610 artificial flavors, which Harvard University nutritionist Jean Mayer calls "one of the areas of greatest toxicological uncertainty at present." In the FDA's own tests several years ago, half of the flavorings tested caused retarded growth in rats; many of them increased mortality rates, degenerated heart muscle, and decayed liver tissue. It's true the victims were only animals; as for humans, Kaiser hospitals have treated over one hundred individuals for allergies caused by artificial flavorings. Take methyl cellulose: this all-purpose thickener in imitation jellies, jams, beverages, desserts, toppings and low-calorie diet foods produces arterial lesions in rabbits; it hardens and thickens their arteries and paves the way for heart attacks.

The moral is not that all these additives will poison you (though they do poison rats). But we can assume they won't do much good to humans who eat them every day in every food. One big area of concern to biochemists is how all these different chemicals react in combinations in the normal diet. For they're always tested separately. But emulsifiers, the most widely used additives on the entire market, probably increase the chances that many additives which would normally be quickly excreted are instead absorbed into the bloodstream. The experiments aren't going on yet in the laboratories — but they're going on continually in your stomach.

Almost every food on your table contains residues of pesticides — pesticides sprayed on growing crops, sprayed on animal feed, even sprayed as fumigant on vegetables, fruits, and grains on their way to the markets. FDA investigators have found that three percent of tested samples from the markets contain more pesticides than the law allows.

The FDA argues that it sets tolerance levels at many times less than the levels required to poison

humans outright, so even if some of your carrots have more parathion than they should, they can't possibly hurt you. The problem which every eater faces — and which the FDA ignores — is that one doesn't eat just one food with one residue at one meal: every food contains several different residues. And the levels add up. Contamination is also caused by polyethylene bags, cans, paper bags and cardboard boxes. Meats, crackers, soups, cereals, vegetables, fruits, crisp snacks: they all suck up several thousand additives used in packaging — more BHT and BHA, more sodium nitrite, methyl cellulose, and potassium hydroxide — all in wrappings this time — lime, zinc, chloride, soap, animal glue, shellac, peroxides — every additive that is also put directly into the food and more.

### Protective Measures

You can forego all packaged foods and spend the rest of your life munching fruits and vegetables which haven't touched a paper or polyethylene bag. A warning though: they've all been rinsed with soaps and detergents to clean off the field dirt (which you could rinse in your kitchen sink); and in a last compulsive act to seal them for market, 75 percent have been soaked with mixtures of carcinogenic coal tar waxes, paraffin, and petroleum naphtha — the prime ingredient of napalm.

Food corporations see the risk of food additives, says Trauberman of Food Engineering, in the same way that General Motors sees the safety of its cars: "Fifty thousand people will be killed this year in automobiles," he says soberly. "I can produce a risk/benefit ratio and assure you that the public is willing to accept it."

You can start battling the corporations on your own. You can't avoid all additives and pollutants, but you can avoid paying for foods which do nothing good for your body — and could be slowly poisoning it.

Don't eat food with artificial colors.

Don't eat bakery products, especially bread, made with bleached flour. Go to a good local bakery or make your own.

Avoid dehydrated and other "convenience" foods such as boxed

mashed potatoes, dry packaged soups and imitation beef stroganoff.

Don't eat packaged snacks or cereals.

Don't eat imitation foods — from imitation orange juice to nondairy creamers to soy protein products. Soy foods are a tricky area. It's true, as General Foods and Worthington, the two biggest producers point out, that soy products contain as much protein as real meat. But that's only part of the story. To taste like meat (or vegetables) the soy isolates must be smothered and pumped with every synthetic additive known.

Stay away from products which contain hydrogenated vegetable oil.

Eaters will have to make certain sacrifices: eating real meats and poultry and more fresh fruits and vegetables means making dinner will take thirty minutes instead of fifteen.

But it's worth it.

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### Independent Restrictive Action

#### SWEDEN

Totally banned BVOs in 1968

#### BRITAIN

Heavily restricted BHT and BHA and has completely banned them from all foods intended for babies and children

#### WISCONSIN

Independently banned Sodium Benzoate and Benzoic Acid from all its foods.

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The Food Stamp Program is sponsored by the federal, state, and city governments. It helps individuals and families with low incomes to buy more food for their money. Eligible persons buy food stamps with cash, but they receive a "bonus" of at least 30%, by getting stamps with a total value that is more than they paid in cash. The size of the bonus depends on family size and income: the lower the income, the larger the bonus.

## Who Is Eligible

Almost all welfare recipients with cooking facilities are eligible for food stamps. Other people, such as the elderly on Social Security, part-time and low-wage breadwinners, and the unemployed (including strikers), are also frequently eligible. These others may be eligible if their total monthly income, after taxes, is less than the limits shown below. (Since Congress has recently passed a law changing the limits, we are also listing the changes, which are supposed to go into effect within the next couple of months.)

Even if your net monthly income is somewhat over the limits spelled out above, you still might be eligible, due to special deductions written into the law. Some of these are any rent in excess of 30% of income, day-care or babysitting fees, transportation costs to and from work in excess of \$1 a day, medical expenses on a regular recur-

ring basis, higher education or training expenses of small businessmen. By having such deductions subtracted from your net monthly income, you can bring your family within the eligibility limit; or, if already eligible, you can increase the size of your bonus.

You are still eligible for food stamps if you own a home or a car, or if you have savings (including stocks and bonds) of under \$1000 for a single person and \$1500 for a family—none of which is permitted if you want welfare. Also, each person in a family who is over 65 years of age is allowed an additional \$500 in savings.

## How to Apply

If you are on welfare, you apply for food stamps by asking your case-worker. Other people must apply in person at one of the offices listed in the box. However, if you are elderly or unable to travel, a friend or relative may apply for you.

When you apply, you must bring proof of income (paycheck stubs, social security checks or letters, unemployment books), proof of savings (bank books), and proof of expenses (rent receipts or leases, medical bills, letters from babysitter, etc.). Within a week or two after you apply, you will be notified by mail if you are accepted. If your application has been rejected, you must be given a written reason; and you can appeal the decision by writing for a Fair Hearing to

the N.Y. State Dept. of Social Services, Fair Hearing Division, 270 Broadway, N.Y., N.Y. 10007.

## How to Use Your Food Stamps

Within a month after application is accepted, you will receive a Food Stamp Identification Card in the mail. This card must be presented whenever you go to buy the stamps. Also, you will get an Authorization to Purchase Food Stamps in the mail, twice a month. Each Authorization card is good only during the month in which it is issued.

To buy food stamps, you take the Identification and the Authorization card to any bank or check-cashing place that sells the stamps. You have to pay the amount entered in the "cash" box of the Authorization, and you get back stamps equal in value to the amount entered in the "coupon" box. If you personally cannot go to buy the stamps, the Authorization card has instructions on the back, telling you how to send someone else.

Thus, for example, if a family of four with a net monthly income of \$300 wants to get their food stamps, they have to hand in their Authorization card and pay \$38 to get \$53 worth of stamps. This can, in fact, be done twice each month; but the family has to buy the full \$53 in stamps each time. Under the new law, families will be allowed to buy a portion of the full amount, but this will not go into effect for several months.

Whenever you are buying your stamps, you should never feel that the bank or check-cashing place is doing you a favor. They are paid 60¢ for each such transaction. In fact, they are now negotiating an increase in this fee to 80¢, or more; and some of this bonanza goes toward paying their operating expenses, like electricity, rent, etc.

## Who is eligible?

Family Size	Net Monthly Income	Proposed Change
1	\$185	\$170
2	\$245	\$222
3	\$305	\$293
4	\$370	\$360
5	\$420	\$427
6	\$485	\$493
7	\$540	\$547
8	\$590	\$600
9	\$660	\$653
10	\$705	\$706

If you don't get your regular Authorization in the mail, or if it is lost or stolen, you should ask your caseworker, or someone in the food stamp center, to help you fill out a Form M-326, so you can get the card. You do not have to use every Authorization card, but if you don't use six in a row, you will be dropped from the program.

#### What They Buy

Food stamps are used like cash, and they have no expiration date. However, you can only buy foods grown in the United States or Puerto Rico with the stamps. You cannot buy pet food, liquor, beer, cigarettes, soap, toothpaste, napkins, etc. with stamps. In effect, you

must separate these items from the food when you are at the checkout counter, paying for the non-food items with cash.

If you are in the program, you will receive a notice in the mail every so often, asking you for information to make sure you are still eligible. You must send this notice back promptly, or you will be dropped. Also, it is your responsibility to notify your caseworker or food stamp center whenever any changes occur in family size, income, and expenses, so that your case may be rebudgeted.

#### Additional Requirements

One last point that people getting food stamps should know is that the new law passed

by Congress also has a work-requirement in it. This means that every person who is employable and getting the stamps must accept a job, if the Employment Service can find them one in their *usual line of work*. You will not be considered employable if you are a mother who has to be home to care for children, or if you are sick or disabled, or a student spending at least half your time in school, or a person working at least 30 hours a week. Also, if you are classified as employable, you won't have to report to the Employment Service offices to pick up your Authorization card; but if they ask you to come down for an interview, you have to go.

If you are classified as employable, and you don't believe that you are, you should bring proof (like a doctor's letter, or a note from your local day-care center saying that they have no room for your children), to your caseworker or food stamp center. If you are not then reclassified as unemployable, request a Fair Hearing on this. Also, it is often a good idea to call the Food Stamp central office with *any* problems that you are having with their program. Their phone number is 433-3408.

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#### FOOD STAMP CENTERS

You may apply at any of the application offices listed here in your borough. They are open 9 A.M. to 5 P.M. Monday through Friday.

##### MANHATTAN

Union Square Food Stamp Center  
109 East 16th Street

Covello Food Stamp Center  
312 East 109th Street

##### BROOKLYN

Mid-Brooklyn Food Stamp Center  
30 Thornton Street

Coney Island Food Stamp Center  
3001 West 37th Street

Downtown Brooklyn Food Stamp Center  
501 State Street

##### BRONX

Kingsbridge Food Stamp Center  
248 East 161st Street

##### STATEN ISLAND

West Brighton Food Stamp Center  
1083 Castleton Avenue

##### QUEENS

Queens Food Stamp Center  
161-02 Jamaica Avenue

Hammel Food Stamp Center  
81-14 Rockaway Beach Boulevard

If you are unable to apply during the day, the following centers are open each weekday night, from 6-9 P.M.

##### MANHATTAN

Union Square Food Stamp Center  
109 East 16th Street

##### BRONX

Fordham Food Stamp Center  
2551 Bainbridge Avenue

##### BROOKLYN

Greenwood Food Stamp Center  
100 Lawrence Street

##### QUEENS

Jamaica Food Stamp Center  
90-73 Sutphin Boulevard

##### STATEN ISLAND

Richmond Food Stamp Center  
95 Central Avenue

## haaren mini-schools: the system goes all out for change

A new kind of educational community is emerging this September at Haaren High School in Manhattan. As a result, more than 2,400 Haaren students have a chance to connect what they learn in class to what goes on in their lives.

What is happening at Haaren is not an indictment of the established system of doing things, but rather an affirmation of its own strength and flexibility. In the past, New York City's public high schools set high standards of scholarship and performance, preparing generations of students for college and a wide variety of vocational options. But the time has come for change and a response to the urgent needs of the inner city adolescent.

Together, the Board of Education, the Haaren administration and teachers, UFT representatives and the Urban Coalition, who brought support from the private sector, restructured the program at Haaren High along the lines of the Coalition's two existing mini-high school projects, Harambee and Wingate Prep. These two pilots were designed to offer positive alternatives within the educational system.

Using the talent and resources available, Haaren rose to and met the challenge of despairingly high dropout and attendance rates—of the 60% of the students who could be counted for attendance, only 45% stayed for classes; 60% never made it to graduation. The students were clearly telling their educators that for them school as it was constituted was worthless.

What could make school relevant to the youths in his school? Principal Bernard V. Deutchman observed that the four small units previously operating at Haaren—English as a Second Language, Pre-Technical Program, Correlated Curriculum and the Mobil/Co-op work study program—had better attendance rates and higher scholastic records than the rest of the school and the students

in them expressed positive attitudes toward Haaren. He concluded that one basic reason for their success was their small size. It appeared to combat the usual lost and purposeless feelings that come from living in and relating to large bureaucratic organizations.

Reflecting on these programs and the Coalition sponsored mini-schools, Principal Deutchman reached some conclusions: that 1) the small size of a group and the intimacy it creates between student and teacher and 2) the cohesiveness of working toward a common educational or vocational goal are two factors which make school meaningful. A third and most important factor is the streetworker. The mini-school plan recognized the need to do more than simply put the same teachers together with the same kids and hope great things would happen. Extra bridges had to be built by persons who commanded more immediately the respect of the kids—the streetworkers seemed to be the right answer.

To reorganize a large, urban high school into a series of small units was no easy job, particularly when no decision about Haaren's future could be made without the approval of the faculty, the union, the administration and the students. The grand effort the UFT put forth to overcome its own red tape indicated to everyone that when you have to move, you move. The union is in fact an active participant in finding solutions to the problems which confront Haaren.

Alongside the union's effort, any observer could see that the energy of the Haaren staff throughout the summer was also a clear commitment to the youths in our city. With the autonomy given them by Haaren's administration, teachers with many brands of educational philosophies worked together to propose fourteen educationally sound mini-schools and then overcome the myriad programming difficulties they presented.

Although the fourteen units vary in style, they share four common denominators: (1) Small size (with the exception of College Bound), with each unit having 125 to 150 students; (2) Physical proximity—the quick response of the Board of Education to Haaren's needs made renovations possible so that each mini-school is a self-contained group of classrooms plus lounge; (3) Streetworker component—each mini-school has at least one streetworker who closes the gaps between school, home and community for the student; (4) Curricular freedom—each mini-school can exercise significant control over curriculum content, length of periods and use of its professional staff.

Commenting on this last point, Sid Schwartz, Coordinator of the Urban Affairs mini-school, envisions all learning taking place outside the school building with resources provided by the city around us. In fact, many Urban Affairs projects have their roots in the community. For example, students may be asked to locate the Lower East Side, construct a map of the area, locate housing on it and chart statistics of its ethnic breakdown. Or, they may choose a topic like "How We Can Eliminate Air Pollution in Manhattan," "A Comparison of Food Prices in the Ghetto with Those Downtown," or "How We Can Design a Better Transit System in New York City."

The environment and the problems existing in it that touch students' own lives are vehicles by which students acquire not only basic skills, but *learn how to learn*. Similar innovations are taking place in every unit and will continue as the students and faculty together "let it happen" in the open atmo-

sphere of the mini-school.

No one involved in this enormous undertaking to create change in urban education believes the mini-school approach is the only solution for the ills mirrored in our schools. No one involved could not be concerned at times over the daily task of making it work on a large scale. The mini-school plan does confront, however, the taunting challenge of alienated youth with positive programmatic measures and abundant human resources.

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The Coalition also publishes *Mini-School News*, a newsletter featuring articles and reports on the mini-schools in operation. Copies are available from the High School Project, 55 Fifth Avenue, Fourth Floor, New York, New York 10003.

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Environmental Protection Agency Chairman Ruckelshaus said that official federal policy is that there should be no restrictions on nonreturnable bottles and cans because the restrictions do not seem to work.

He stated that increased use of returnable containers could make the problem worse. Such containers have to be heavier and surveys show that people throw these away as often as the disposable ones. He added that in a federally-aided test in California where a deposit of 11 cents was set up, counterfeiters made bottles at a cheaper cost just to collect the deposit.

While Ruckelshaus seems to agree with the manufacturers of disposable cans and bottles, his chief deputy in charge of the solid waste problem, David Dominick, predicted that within two years Congress would be forced to pass laws either taxing or prohibiting nonreturnable cans and bottles because of growing citizen pressure for such legislation.

In any case, residents should know the locations of recycling centers. (A list of recycling centers will be found on page 13).



# New Environmental Coalition 10

During the past year several organizations recognized the need for a coalition to coordinate all the environmentally interested groups in Brooklyn and to help organize new activities. These groups came together last February to form the Brooklyn Environmental Coalition and to plan for future programs.

Some of the groups which launched this new coordinating body are organizations which were formed expressly to work on environmental concerns. Others are long established community groups which are becoming aware of the need for environmental action. The organizations which have helped bring the coalition into being are: the Brooklyn Heights Association, the Bay Ridge Action Toward a Healthy Environment, Citizens for a Better New York, the Cobble Hill Association, Citizens Lobby for the Environment, the Junior League of Brooklyn, the Boerum Hill Association, the Park Slope Betterment Committee, and the Pratt Center for Community and Environmental Development.

## MEMBER-GROUPS

Brooklyn Heights Association  
Nancy Wolf, 522-6172  
87 State St., Brooklyn 11201

Boerum Hill Association  
Carol Woike, 643-1464  
351 Pacific St., Brooklyn

BREATHE AGAIN (Bay Ridge)  
Bob Adamski, 748-3425  
520 80th St. Brooklyn 11209

Citizens for a Better New York  
Eileen Jones, 852-1326  
484 State St. Brooklyn

Citizens Lobby for the Environment  
Steve Raphael, 643-0476  
124 Pacific St., Brooklyn

The first cooperative venture of most of these groups was the joint sponsorship of an environmental meeting last January set up by the Ecology Committee of the Junior League and the Public Affairs Committee of the YWCA. A recommendation of this meeting was that contacts among the various groups should be continued and that a permanent umbrella organization would be of great benefit to all.

The purpose of the new group would be twofold: (1) to inform the general public of the environmental activities and issues pertaining to Brooklyn and (2) to keep member groups advised of what members in other parts of Brooklyn are doing.

The various member groups are doing research on many problems of environmental pollution which relate particularly to Brooklyn. Articles based on their research will appear on a regular basis in neighborhood newspapers throughout Brooklyn. A number of future activities have been

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Cobble Hill Association  
Ardy Friedberg, 625-5712  
146 Baltic St. Brooklyn

Junior League of Brooklyn  
Beverly Weaver, 522-7260  
76 Pierre Pont St., Brooklyn 11201  
Betty Frank, 624-8542  
449<sup>1</sup>/<sub>2</sub> Hanry St. Brooklyn

Park Slope Betterment Comm.  
Bob or Kathy Jones, 499-8907  
565 5th St. Brooklyn

Pratt Center for Community and Environmental Development  
Rex Curry  
Ron Shiffman  
240 Hall Street, Brooklyn



Trees are the first line of defense against heat, noise, and air pollution. Aside from their obvious esthetic appeal and enhancement of real estate values, trees serve as airconditioners. A mature tree evaporates 300 gallons of water a day for a cooling effect. One block of spaced trees absorbs six to eight decibels of sound. Foliage filters dust and pollen and recycles carbon dioxide into new oxygen. Trees slow winter winds and circulate summer breezes.

City residents are now buying one half of all the new trees the Parks Department plants each year in all the boroughs. Through the Street Tree Match Program, block associations or local groups contribute \$200 toward the cost of four trees and the Parks Department matches their contribution with another six trees. Trees are \$50 each through the program to community groups and generally \$150 to \$175 to individuals depending on the type of tree purchased.

Any individual or neighborhood group wanting to plant trees must apply to the borough horticulturist for a permit. Brooklyn residents should call the Parks Council, 799-6000, for general information or the Brooklyn borough horticulturist of the Parks, Recreation, and Cultural Affairs Administration, SO 8-1532.

The horticulturist will discuss the site, type of trees available and their suitability,

and arrange for planting. Sidewalk cutting for the tree pits usually begins in the fall and trees are usually planted in the spring.

Other tree planting programs in the city include one sponsored by the Horticultural Society of New York ("Trees for New York"). They plant sizable trees of preference on selected sites -- parklands, institutional grounds, and grounds of commercial or housing complexes. For more information contact Kate Serlin, Program Secretary, 757-0915, 128 West 58th St. New York, N.Y.,

Another tree planting program is sponsored by Salute to the Seasons Fund, 689-3374, 101 Park Ave., New York, N.Y.

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discussed, which would have borough-wide implications. These include a supermarket consumer action, seminars and teach-ins, further development of recycling centers throughout Brooklyn, educational projects in the schools, and lobbying.

In addition to the present membership, other groups have expressed an interest in joining the Coalition. For information on becoming a member or in forming a new group in your neighborhood, call Nancy Wolf, 522-6172, or write her at 87 State Street, Brooklyn 11201

Air pollution cuts down on engine performance, carburetor efficiency, and contributes to loss of engine life. Tests have proven that motorcycles and cars lose power on the highways during heavy-pollution times such as rush hours. The loss is even greater in areas of high concentration (overpasses, intersections, stall points, etc).

This results in the irony of a particularly vicious circle: motor vehicles are the cause of most air pollution; this pollution essentially causes the oxygen needed by engines (and people) to vanish; due to the lack of oxygen, motors emit increasing pollutants because of poor carburetion caused by polluted air.

The obvious solution then, since cars will probably be with us for some time to come, is to cut down on the pollution cars emit so they will not only run cleaner but better.

A good tune-up is a giant step in the right direction. Students at the University of Michigan found out

that on the average, a tune-up reduced a car's pollution by 55 percent. A tune-up is not cheap. The cost ranges from about \$8, if you do it yourself to over \$100, if you have a new, expensive car thoroughly tuned by a garage. **But, besides** giving you better air, it should give you better gas mileage, easier starting, better acceleration, and a longer engine life.

The following is a rough guide on how to tune your car. However, having a professional mechanic tune it has three advantages: (1) if it is a 1970 or newer model expert knowledge is needed to tune the car really well (2) every car is ~~different~~ and a guide like this can only give you general advice (3) a good mechanic will do a better job than an amateur. Nevertheless, doing it yourself is a lot cheaper, and, for most cars, fairly easy. Assuming it's been around 10,000 miles or more since your last tune-up here's what you will need:

(1) Spark Plugs. Korvettes sells Champions for 69¢ each. That's the best price we've heard of. They, or any auto-supply store can tell you which plugs fit your car. Unscrew the old ones and screw in the new ones using a spark plug wrench. Do them one at a time so you don't forget which spark plug wire goes where. Add a little dab of oil to the spark plug threads so the plug will come out easily next time.

(2) Distributor-Rotor and Points. These come in tune-up kits for \$2. to \$5. Some have instructions. Installing points is easy once someone shows you. To set them you will need a feeler gauge (around \$1.)

(3) Air Filters. These cost anywhere from \$3.50 to \$5. If your filter is clogged you will be using too much gas.

(4) PCV Valve. One will cost about \$2. All cars since 1966 have these little gadgets. They are about the size of your thumb and are usually connected from the top of the engine to the carburetor. If it doesn't rattle that means it is clogged, is no longer cycling the poison gas from the inside of the engine to be burned, and, you need a new one.

## Two Views of the Automobile

President Nixon has given high priority to environmental issues through the establishment of the Environmental Protection Agency and through the introduction of a package of environmental quality legislation in both 1970 and 1971.

Yet the environment is only one of many items on the President's agenda, while pollution control is the stated mission of EPA's administrator, William D. Ruckelshaus.

From the White House point of view, the state of the economy must be a prime concern. And the economy of this nation, to a great extent, is dependent on the production schedule of the automobile industry.

From the environmentalist's point of view, however, encouraging the production of more cars—even if their emissions can be sharply reduced—may be a dubious goal for the nation to follow.

**Nixon:** "I will propose to repeal the 7-per cent excise tax on automobiles effective today. This will mean a reduction in price of about \$200 per car.

"I shall insist that the American auto industry pass this tax reduction on to the nearly 8 million customers who are buying automobiles this year. Lower prices will mean that more people will be able to afford new cars, and every additional 100,000 cars sold means 25,000 new jobs."

*Address to the nation, Aug. 15, 1971*

"... When we look at the automobile industry, we realize that it provides one out of six jobs in this country. It also provides an enormous driving force for an economy as we are moving upward at this time."

*Speech before the Economic Club of Detroit, Sept. 23, 1971*

**Ruckelshaus:** "The flashy new car on the showroom floor must be seen for all that it is, and not just for its material aspect. It represents one more car on already crowded highways. It is a heap of junk to be disposed of—someday. It is also a conglomeration of valuable resources to be recycled one day. And it is a major source of air pollution. When all of us adopt that outlook, we will have established an environmental ethic in this nation which will be our best insurance against abuse of our resources."

*Speech before the American Academy of Political and Social Science in Philadelphia, April 2, 1971*

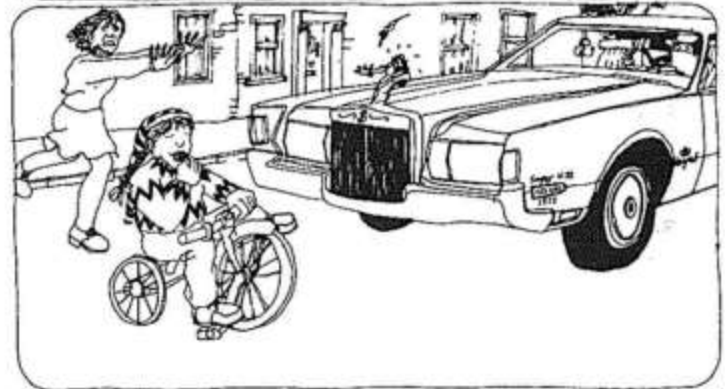
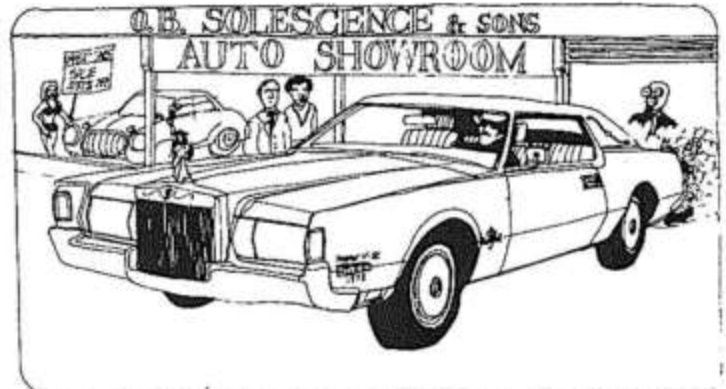
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### BROOKLYN RECYCLING CENTERS:

- . Coca-Cola Co. 18 India St. Greenpoint Sat. 10 A.M. - 3 P.M. Bottles, aluminum
- . Pepsi-Cola Metropolitan Bottling Co. 9700 Ave. D & Rockaway Pkwy. 9 A.M. to noon. 1 P.M. - 4 P.M. Sat. Aluminum.
- . American Can Co. Second Ave. at 43rd St. 9 A.M. to 5 P.M. Mon-Fri. Bottles, cans, and newspapers.
- . Citizens for a Better New York. Old Cuyler Church, 360 Pacific St. Sat. 10 A.M. to 2 P.M. Cans, bottles, newspapers.
- . Pratt Inst. Willoughby Ave. gate, Sat. 10 A.M. - 12. Bottles, cans, newspapers.

- . Reynolds Aluminum Co. 341 Nassau Ave. Greenpoint. 9 A.M. to 4:30 P.M. Tues. - Sat. Aluminum cans, household aluminum
- . Kingsborough Community College, west of the Athletic Field. 10 A.M. to 2 P.M. Sun. Glass, aluminum cans. For information: Mrs. Carol Munch, 649-6620
- . Park Slope Youth Aware (MAMA) 259 7th Ave. bet. 5th & 6th Sts. Sat. 9:30 A.M. to 5:30 P.M. Aluminum - all forms Glass - all forms, tin and other bi-metal cans; Newspapers. For information: Bob Furman, 499-9003



The Ad-Hoc Committee to Save The Waterfront, a community group of tenants, homeowners, businessmen and shopkeepers, has been fighting a New York City proposal for port expansion in Brooklyn's Columbia Street waterfront area.

The proposal, put forward by the Economic Development Administration, would add 45 acres of backup space to existing piers and would include the construction of a container pier at Ferry Place. This plan is a response to a loss of jobs of longshoremen of Local 1814 as a result of the exodus of shipping lines to pier facilities in Ports Newark and Elizabeth.

The City, the Port Authority, and the International Longshoremen's Association claim that one pier devoted to handling containers would make the Brooklyn operations more efficient. The community committee opposes the plan because of the effect it would have on the surrounding area--the destruction of the oldest Puerto Rican community in the country and one of the oldest Italian communities.

The E. D. A. proposal would demolish 13 square blocks, eliminate 1200 jobs, and dislocate 115 stores and industries. What it would leave is virtually a "strip city," 13 blocks long and one block wide

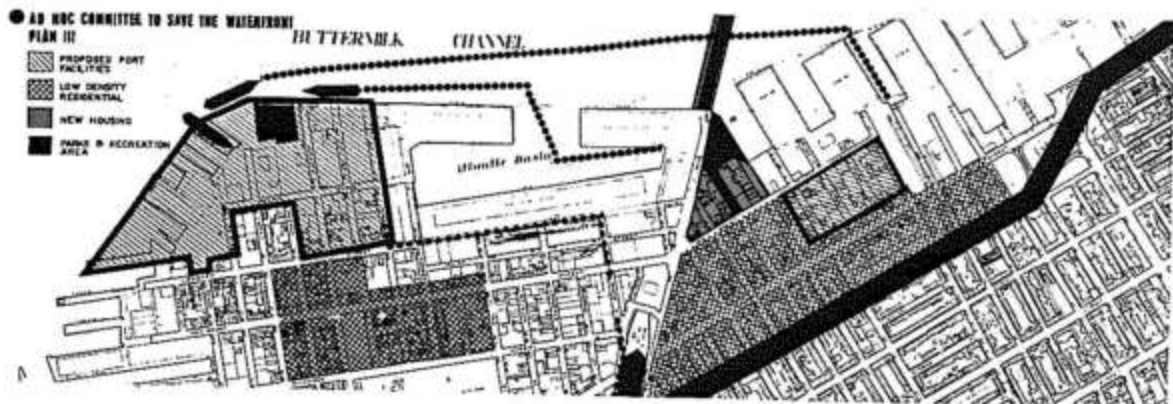
bounded by Columbia Street (which would house port facilities), Congress Street, the Brooklyn-Queens Expressway, and Hamilton Avenue.

In return for giving up 45 acres, the community would get 150 units of low-cost housing on a one-half acre site that adjoins a trucking garage and the B.Q.E.

The committee also opposes the E.D.A. proposal because it does not really offer a viable long-range approach to port development. The proposed container berth cannot accommodate a ship greater than 600 feet in length or one with a deep draft. The plan also does not deal with the traffic and pollution that would be caused by the expanded port facilities.

The committee, with the technical assistance of the Pratt Center for Community and Environmental Development, evolved an alternate plan that would preserve the community and would also modernize and expand existing piers.

When the first alternative was rejected by the Port Authority the committee recommended a largely vacant and abandoned site south of the Atlantic Basin as a more suitable area for port development. This plan would provide 53 acres of backup space plus an additional ten acres



of landfill, cause the relocation of only 34 families, 516 jobs, 16 stores, and 16 industries. Fifty-five percent of the land is vacant and 16.6 percent is devoted to streets. Trucks can service the port without entering the surrounding community. Aside from the advantage of this plan, the community feels it is a more efficient long term approach to the port expansion for the following reasons:

(1) The small relocation load and the large amount of vacant land would make it possible to build the container port two-three years sooner and at a lower overall cost than the E.D.A. plan;

(2) Efficiency would be greater because the new container piers would be closer to the harbor entrance;

(3) Ships could stop without making any turnabouts since they would dock parallel to the piers;

(4) A ship of any length and draft could be accommodated.

The committee's plans also call for the revitalization of the existing community by the building of several hundred new units of housing and the rehabilitation of existing buildings. Union Street would be developed as a commercial focal point for both the waterfront and the neighboring communities. The highlight of the plan is a recreational area at the end of Ferry Place with a spectacular view of lower Manhattan and Governor's Island.

The committee has received the backing of the Brooklyn Heights, Cobble Hill, and Carroll Gardens Associations, and the South Brooklyn Development Council. The City Planning Commission at an October 14 hearing, agreed to withhold decision on the 150 units until the Port Authority completes a feasibility study

of the alternative plan and until the commissioners can meet in private session with the committee to further discuss the issue and the alternatives available.

## Environmental Legislation

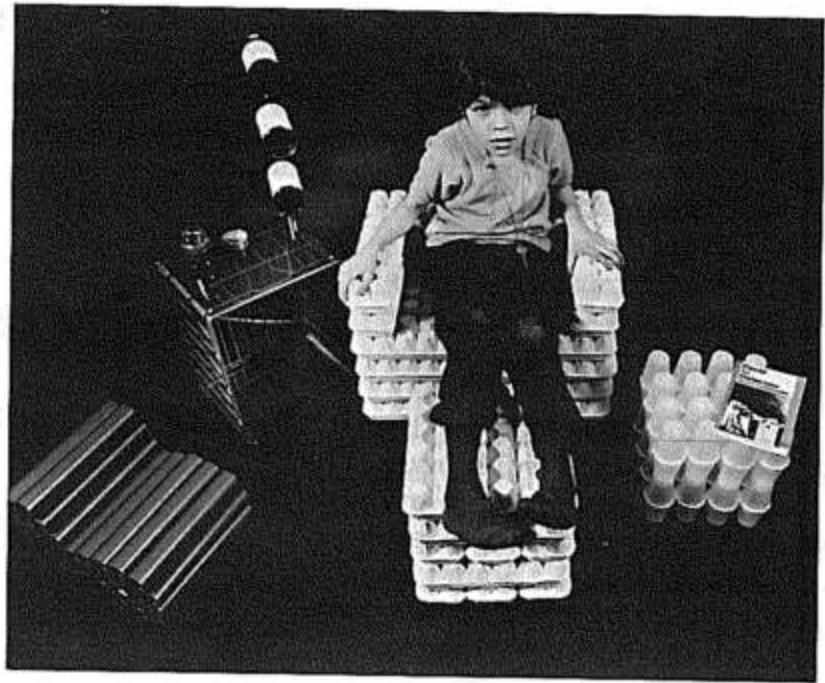
The Senate approved, in an 86-0 vote, a strict, far-reaching water pollution bill designed to stop all pollution of the waterways by 1985. The bill, sponsored in the Senate by Senator Muskie (D-Me.), proposes a major change in the controls used in the Federal water pollution program.

Under a 1966 water pollution control law, the states have had the primary responsibility for setting water quality standards for rivers. These standards were designed only to establish a maximum level of discharge that could be allowed without degrading the waterways, but were not designed to prohibit effluents. However, the Senate bill drew upon a recently discovered 1899 Refuse Act that requires permits for discharge of industrial wastes.

Thus, in a major shift, water pollution controls will in large measure be the responsibility of the Federal government and the Environmental Protection Agency. Rather than attempting to control pollution by establishing water quality standards through the states, the legislation would go to the source of pollution by limiting the discharge of industrial wastes and sewage into the waterways through a program of permits.

Students in Environmental Design were asked to design and make an object using mostly household trash. Some of the items shown in the photograph might need patience and ingenuity, but they might spark other ideas.

One small way of dealing with the problems of environmental pollution is to find uses for ordinary household trash and refuse that tends to make garbage cans overflow.



The objects shown are:

- A child's seat made out of papertowel tubes.
- A side table made out of a milk crate, by surfacing it with glass, plexiglass or another solid board.
- A small table made out of plastic cups glued together.
- A child's seat and ottoman made out of egg cartons.
- A lamp made out of an empty beverage can (with socket and wire purchased in a hardware store).

## Elsewhere

Upon entering a provincial park in Quebec visitors are given a numbered litter bag. As they leave they give the full bag to a park official. Once a week a bag number is drawn and the winner receives a free weekend for two.....  
...The Oberlin, Ohio city council has approved an ordinance that would impose a ban on the sale or possession of nonreturnable soft drink and beer containers and provide penalties for violators. The provision, effective January 1, 1972, is designed to prevent Oberlin residents from buying nonreturnables outside the city limits and then disposing of them in town.....A Japanese chemical company recently paid \$810,000 to the representatives of 77 victims of mercury poisoning. Seven of the 77 died from Minamata disease which causes paralysis, loss of sanity, failing eyesight, deafness, speech disorders, and numbness of the hands and feet. The victims had been poisoned by eating fish caught downstream from the plant which had polluted the river with discharges.

One might ask "how does crowding affect humans" -- particularly since it is blamed for so many of our urban problems. Social scientists have just begun to study the problem. The findings are still tentative. However, there is some solid data available.

Professor of biology Paul Ehrlich of Stanford University and professor of psychology Jonathan Freedman of Columbia University approached the problem several years ago from two points of view. They conducted studies of the actual relationship between population density, and crime and mental illness in U.S. cities, and did experimental laboratory studies under controlled conditions.

Their findings showed that, contrary to popular belief, crowding seems to have little effect on juvenile delinquency or mental illness. That is, the fact of more people living in an area does not cause either crime or mental illness to increase.

Bearing this out is the fact that New York City, the most densely populated city in the U.S., has lower crime rates than many other cities, but more importantly, within the city, areas with the highest densities do not necessarily have the highest crime rates.

"In fact, there is little relationship between the density of an area and the amount of crime or mental illness. When the economic levels of the areas

are equated, density has no effect on juvenile delinquency." (The New York Times, Nov. 9, 1971).

On the other hand, crowded housing conditions are responsible for an increase in crime. Areas of the city with densely populated dwelling units with relatively little living space per person tend to have more crime and mental illness than areas with more spacious living quarters. The study states this is true even when median income is equated.

In the laboratory research persons placed in crowded rooms for four hours were compared with those placed in uncrowded ones. No general breakdown was found and all were able to effectively and efficiently perform the tasks assigned but certain types of social behavior and personal feelings were affected.

The unexpected finding was that men and women responded differently. In crowded, all-male groups men became more competitive, severe, and antagonistic. The exact opposite held true for women in all-female groups. In mixed-sex groups all effects disappeared both for the whole group and for each sex considered separately.

Crowding, then, does have some effects, but they are complex and dependent on many factors. Drs. Ehrlich and Freedman warn that these results must be interpreted with those of previous research and, at that, with caution. All findings are thus considered tentative.

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Phase I current water quality standards be effected by 1976. Furthermore, by 1974, communities must have plants for secondary treatment of sewage under construction.

Phase II, to be implemented by 1981, will require a permit holder to show whether or not he can fulfill the no-discharge standard. Even if he cannot achieve this standard he must show he is applying the best available control techniques. Control requirements are to be reviewed and upgraded every five years.

Wherever possible, an interim goal of better water quality is to be achieved by 1981 in order to provide for the protection and propagation of fish and wildlife and for recreation in and on the water.

In principle, the states will administer the permit program, but if they fail to enforce or establish an adequate one, EPA is empowered to intervene by issuing a compliance order or going to court. Civil and criminal penalties are provided with a second violation subject to a fine of \$50,000 for each year of violation and/or up to two years in prison.

Until state procedures are set the EPA Administrator is authorized to regulate discharges of pollutants and he may also ban the discharge of any toxic pollutant.

The bill requires that regional, as well as local plans must be developed for waste treatment management in areas with critical water pollution control problems by July, 1973, and that these plans include procedures to control agricultural and construction runoff and

as well as disposal of pollutants on land or in excavations. In addition, each State must adopt methods for pollution control in fresh water lakes within the State. Restoration of water quality in these lakes is to be assisted by Federal funds.

As the initial Federal contribution toward the clean water goal, the legislation would authorize \$14 billion in Federal grants over the next four years to municipalities for construction of sewage treatment plants. The Federal share of these projects would be a maximum of 70 percent.

Under the bill, citizens may go to United States District Courts against polluters who violate effluent standards or compliance orders. Citizens may also go to court against the Administrator for failure to carry out non-discretionary duties under law.



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A friend who knows something about engines can show you how to set the points and, if you're lucky, will also set the timing and the carburetor (although they don't get out of tune as much or as often as plugs, points, and the PCV valve.

Once you've learned how, tuning your car only takes about half an hour, and, you'll have a much better, cleaner running car.

The most comprehensive manual on car repairs and tuning is Chilton's Auto Repair Manual - 1971. It covers American cars from 1964-1971 plus Volkswagen and can be purchased at the Chilton Book Company, 100 East 42nd Street, NYC for \$10.95 or at most bookstores. Other manuals on individual makes and models can be bought in paperback at most bookstores.

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STREET is a collaborative newsletter and communication vehicle serving the Brooklyn Community. It supplements the Pratt Institute Center for Community and Environmental Development's Community Information Bulletin (CIB) and is intended to provide a wide variety of information concerning issues, problems, programs, actions, and possible solutions to a variety of existing urban environmental problems.

STREET solicits information, articles and program descriptions of projects people are involved with in order that we may pass on and generate ideas and actions among our other readers.

STREET urges our readers to contribute articles, comments, and to send names to be added to our mailing list.

Please recycle STREET.

The Pratt Institute Center for Community and Environmental Development  
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