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GOV. MARVIN MANDEL presses his argument for Anne Arundel County contributions to an anticipated transit deficit to members of the county delegation yesterday. Delegation Chairman Tyras S. Athey, (with hand to his face

in background) termed the argument "persuasive." Sen. John A. Code, right foreground, saw some "veiled threats" of a cutback in county bus service.

a tricky maneuver which has been questioned by some members, but the result should be that the nursing home patients will not feel the effect of the drug reimbursement cut imposed by Gov. Marvin Mandel Jan. 1.

Ferol Giglio, nursing home coordinator for the county health department, said yesterday the effect would have been disastrous.

"The only income these people have is their Social Security checks and those are paid almost entirely to the nursing homes," she explained. "The patients receive a \$25.50 monthly allowance for their personal needs and that's all the spending money they have.

"If they smoke, most of their spending money goes for cigarettes or pipe tobacco. The men use this money for haircuts, women use it if they want go to the beauty parlor," Mrs. Giglio said.

The Medicaid cut would have required the patients to pay 50 cents for each non-prescription drug.

"Most nursing home patients require an over-the-counter laxative every day," Mrs. Giglio said. "Without even adding any other drugs, you can imagine what would have happened to their spending allowance."

Legislators get MTA aid bid *Mandel, Pascal speak to delegation behind closed doors*

By KAREN HOSLER
Staff Writer

The county delegation to the General Assembly got what it asked for yesterday. The question of a county contribution to the state's mass transit system has been left up to the delegation.

Gov. Marvin Mandel and County Executive Robert A. Pascal both held closed door sessions with the delegation yesterday to explain their opposing positions on mass transit funding.

An Evening Capital reporter was excluded from both meetings because as spokesmen for the governor and executive explained, "Everyone

could speak more freely without the press there."

Mandel reportedly told the delegation at a meeting yesterday afternoon that the state is looking for a relatively minor contribution to its financially troubled bus system.

The state Mass Transit Administration's bus system is expected to run \$19 million in the red next year. The governor explained that he would like the county to help pick up the tab for a bus system deficit in excess of that amount which could run between \$200,000 and \$300,000.

If the county committed itself to help subsidizing the bus system next year, however, it would be

obligated to help with the deficits in future years in unpredictable amounts.

At a meeting with the delegation last night, Pascal presented figures which show that the county's share of the MTA deficit could grow to almost \$1 million by 1980. He pleaded with the delegation not to go along with Mandel's plan.

County House delegation Chairman Tyras S. Athey, D-Jessup, said late last night that Mandel and Pascal both presented "very persuasive arguments. We are going to have to sit down now and decide what we are going to do."

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Dot com tales unfounded

Legislators get MTA aid bid

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Pascal has already turned Mandel down in his request for a county contribution, but the decision really rests with the General Assembly and the county delegation as members of that body.

The meetings with Mandel and Pascal yesterday were the result of delegation protests over not being consulted on Pascal's decision. The delegation members were called into a meeting with Mandel yesterday in the governor's private office.

Pascal's chief lobbyist, H. William Gardner and a security guard were stationed on the first floor of the Arundel Center to bar reporters from a fourth floor meeting between the executive and the delegation last night.

Pascal said after the meeting last night that the question comes down to whether the state govern-

ment or the county government should raise taxes to finance the rapid transit system.

"The governor doesn't want to raise state taxes," Pascal said, "so he's come to us."

Sen. John A. Cade, R-Severna Park, emphasized after the meetings last night that the contribution Mandel is asking from Anne Arundel County should not be confused with the help the governor is asking from Baltimore and Baltimore County to finance the Baltimore subway system.

"He's asking us only to contribute to the bus system," Cade said, which run lines through the county although the subway system will not.

But Pascal said last night that he is sure that once the commitment is made, the county will eventually be expected to help out with subway system deficits.

"I think it's the state's responsibility to pay for transportation," Pascal said. "We just don't have the

resources to do it."

Cade said he detected veiled threats from the governor that if Anne Arundel County doesn't contribute to the mass transit system its bus service will not be expanded and may even be curtailed.

Pascal agreed that some cutback in MTA bus service to the county is "a possibility", but that he said he had heard no such insinuation from Mandel.

"If that's his plan," Pascal said, "I don't think the governor should be able to get away with that."

Most of the local legislators who left the meeting with Mandel impressed by his arguments were shaking their heads after the meeting with Pascal.

"I really don't know what we're going to do," Del. Patricia L. Aiken, D-Saefern, said last night. "We need a rapid transit system but who is going to pay for it?"

Highway unit opposes 'right-on-red' plan

The State Highway Administration says it can not support a law allowing Maryland motorists to turn right after stopping at a red light even though 11 other states have similar laws.

"There is no question that the Department of Transportation is interested in saving fuel, decreasing pollution and providing conveniences to traffic, but these must give way to the question of safety," Bernard Evans, state highway administrator, told the House Judiciary Committee Tuesday.

"The time for caution is over," responded William Jern of the American Automobile

Association. "This thing has progressed faster than state government wants to admit. There has been no rise in traffic fatalities in those other states."

Both Sen. John W. Wulfgang, D-Prince Georges, and Del. John J. George, D-Prince Georges, cited the conservation effects of backing the proposal. The two have introduced right-turn-on-red bills differing only in the effective date. Both preferred a federal law making the change might soon be in the offing.

Under current Maryland law a motorist is permitted to turn right on red at any light where

there is a sign allowing him to do so. The committee was told this is known as the "Eastern" method, and differs from the "Western" procedure where a motorist assumes he can turn right on red unless a sign says otherwise.

Robert E.L. Janga of the Baltimore Department of Transit and Traffic told the committee the city could perhaps live with the law if you give us enough lead time and we can find the money.

"I would estimate you would not want to have this at 80 per cent of our intersections," he continued. "Four signs at \$25 each at 800 intersections is a total of \$100,000."

County crime up by 15% last year

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ratio also contrasts unfavorably with the ratio at the Annapolis Police Department of four officers for every 1,000 persons. There are 10,000 officers in the county.

Explaining the low ratio, Lindsey said, "Cities traditionally have a higher ratio than suburban areas."

Arrest records showed that 10 per cent more juveniles were

arrested in 1973 for all crimes—a total of 1,973 persons. The adult arrests grew by 27 per cent—a total of 6,263 persons.

Lindsey didn't have the crime statistics for 1974.

Although the police were pleased by the dropping crime rate at the end of last year, Lindsey said, "Realistically we can't expect large crime decreases in the county because of the population in excess."

Bush gets Senate OK

WASHINGTON, D.C. — The Senate has confirmed George Bush as Director of the CIA despite charges he paid an unbearably high price for information in payment of political favors. The move will further erode public con-

fid in the CIA. But it was his chairmanship of the Republican National Committee during the Nixon administration that brought Bush a nomination under fire as a traitor and inappropriate