

# Pulling Together an Ecosystem

By Hal Willard

Washington Post Staff Writer

**WASTE DISPOSAL** in the ocean off any one of the Mid-Atlantic coastal states can affect the water quality of the entire region, including the Chesapeake Bay, and therefore the area should be considered a single environmental system, according to an eminent bay authority.

Dr. L. Eugene Cronin, director of the University of Maryland's Chesapeake Biological Laboratory, said the disposal of everything from junk to industrial wastes to sewage has the potential to affect the water quality of the entire region. There also is the possibility of accident to ships carrying toxic cargo.

"The bay lives on the salt water from the ocean," Dr. Cronin said, "and therefore what happens out there can affect us."

Offshore oil exploration also could pose a possible environmental threat to the area, Dr. Cronin said, although it probably wouldn't be detrimental to the bay unless exploration occurred close to the mouth of the bay off Norfolk.

Oil spillage in "normal" amounts a distance from the bay wouldn't have the cumulative effect of continuous waste disposal, Dr. Cronin said.

The Ford administration is urging governors of coastal states to support offshore oil exploration—primarily off the shores of New Jersey, Delaware and Maryland on the East Coast. No territory has been leased yet, however.

It has been acknowledged that if oil is found and is produced, spillage is inevitable, but Dr. Cronin said there is some concern that the actual exploration also could affect the environment.

That concern, plus the possibility of oil being found, has resulted in the calling of a conference at the University of Maryland next month on the "environmental implications of offshore drilling" in the Baltimore Canyon Trough, a section of the continental shelf.

The Maryland conference, which is to feature workshops Dec. 2, 3, and 4 on the

physical, biological, chemical and geological aspects of oceanography, has four main purposes:

1) Provide summaries of available information on the area;

2) Present predictions on environmental effects of "exploration and exploitation";

3) Identify new knowledge required for prediction and understanding of the area; and

4) Formulate recommendations for ways to monitor effects of exploration.

The conference is being sponsored by the Interior Department which also, of

course, is pushing for offshore oil exploration, and will be held in the University Center for Adult Education. It is being convened by the Estuarine Research Federation.

Persons attending the conference will include scientists, primarily from the Mid-Atlantic area (from Long Island Sound to Cape Hatteras), representatives of the oil and gas industries and state and federal agencies. The public also is invited.

As to the bay itself, subject of an ever increasing number of conferences a

See BAY, Page D2, Col. 5



Photo of relief map shows the Chesapeake Bay at left and the Continental Shelf, where oil exploration is being considered, running northeast in the Atlantic Ocean.

## Panorama Dialogue

By Hal Willard

I LIKE BIRTHDAY PARTIES. I particularly like them if mine is the birthday being celebrated. People sing songs and give presents. Cards come in the mail and the birthday boy gets the first and the best piece of the

M'Ma's today?" I asked.

She and the rest of the assemblage, Younger Son, smirked at each other.

I looked from one to the other, puzzled. "Now what?"

My wife got up and went into the

churches in metropolitan Washington and the mail indicates that most, if not all, are having bazaars.

It would be bizarre to print 2,000 church bazaar stories, so this must do for all. Apply the following to you

# Stars Lucky for Birth

• Dr. Harry F. Weber—Elected president of the Washington chapter of the Society for Advancement of Management, an affiliate of the American Management Association, for 1974-75.

Organizations and individuals are invited to mail notices of elections, appointments other than to jobs, awards and other achievements to People to Note, Panoramas, The Washington Post, Washington, D.C. 20071. The deadline is Monday.

# Look at Mid-Atlantic Area As Ecosystem, Expert Urges

**BAY, From D1**

studies. Dr. Cronin said he supported the proposal of Sen. Charles McC. Mathias (R-Md.) for a Chesapeake Bay Commission that would consist of representation from Federal agencies and Maryland, Virginia and possibly Delaware. It would serve in an advisory and planning role and coordinate "bay activities," but would have no authority over Mid-Atlantic matters as now proposed.

Dr. Cronin said he liked the Mathias plan because it "wouldn't take away state authority." Sen. Mathias proposed it as part of his report on the Chesapeake issued last summer.

The general principle of some overall authority seemed to appeal to persons attending a bay conference held last week by the Citizens Program for the Chesapeake Bay and Virginia Polytechnic Institute, whose De-

partment of Agricultural Economics has been getting increasingly involved in bay matters in recent years.

One conference attendee, Edward Vinnicombe, a vice president of McCormick & Co. of Baltimore, called for a "blue ribbon commission" to oversee industrial, recreational and environmental activities of the bay.

Another participant, Milton M. Kaufmann of Let Live, Inc., of Washington, said his group and others were working to promote naming an 80-foot schooner the "Rachel Carson" and cruising the bay with an environmental message.

He said the vessel could be used six months of the year for carrying paying passengers on environmental voyages and the other six months for on-board meetings with congressmen and other officials advancing the cause of the environment.

ing." The reason for the skepticism dates back to the Amidon Plan, started in 1960 by then-Supt. Carl Hansen.

Joe Bormel of Baltimore, introduced as an "environmental gadfly," pool-pooled the Kaufmann idea as an "egotrip."

"Did you say eco-trip?" Kaufmann asked. "No, I said ego trip," Bormel repeated. "We don't need to buy food and booze for congressmen and we can meet in rooms just like this to discuss our problems, without spending money sailing around the bay."

Earlier, he and John Zaehai of Oxford, who said he represented the Talbot County Watermen's Association, displayed a little impatience with the slow pace and "overview" tone of the conference.

"I thought we were going to talk about specific issues," Bormel said. "There are serious problems that need action now," Zaehai said. Neither man attended the afternoon portion of the conference.

Their comments reflected the impatience felt by some people with the unhurried labors of the United States Army Corps of Engineers, and to some extent with the deliberate rate of progress of the Citizens Program itself.

The Citizens group held its organizational meeting in September, 1971, and last week held its second meeting, besides two annual meetings for members. The next general meeting isn't scheduled yet and no action has been proposed. The two general meetings thus far have consisted primarily of participants exchanging information about the bay and related matters.

The Corps is running more than two years behind in production of an "existing conditions" report which is supposed to wrap up all that's been said and done, and being planned, in relation to the bay. The objective is to make it possible, once and for all, for everyone interested in the bay to know what everyone else is doing, or has done.

Sen. Mathias commented on the Corps report during a speech last month at the dedication of the Reginald Truitt Laboratory at the Chesapeake Biological Laboratory on Solomons Island.

He said the report, once it's available, should be reviewed and implemented by the states involved "if appropriate." He also re-proposed his idea to have a Chesapeake Bay Commission and said the plan had received considerable support among Federal agencies and also in Maryland and Virginia.

west's poorer students could not attend Amidon, while others throughout the city could.

In 1967, the low-income parents succeeded in getting the school board to adopt the "Tri-School" plan, in which all Southwest children would attend all of the Southwest elementary schools—Amidon, Bowen and Syphax. Each school would have a kindergarten. Syphax would serve grades one and two, Amidon grades three and four, and Bowen grades five and six.

With \$258,364 in Title III aid from the federal government for innovative programs, the Tri-School plan was supposed to maintain integrated schools, make use of television equipment to teach students and train community residents in school participation.

All that remains of that program are the 150 television sets, which are used infrequently for tuning in such programs as "Sesame Street" and are in need of repair.

The middle-class whites and blacks have left the three schools, and although the schools are well-maintained, there is little to distinguish them from other Washington schools.

If the suspicions of the school system's motives can be calmed, many parents indicate a variety of reasons for favoring a high school. They involve money, time and dreams.

"A lot of parents can't afford to send their children all over town, and give them carfare and lunch money," said Ruther Henry, a parent of children at Jefferson Junior High, Amidon Elementary and Spingarn High.

"If we had a high school," said Lenora Gudgeon, chairman of the Jefferson P.T.A., "if they had certain courses, they could put them in from the lower level up—from kindergarten to ninth grade, and the children would have been exposed to them."

"Students would have more doors open to them," says Shackelford, the principal of Jefferson. "They could go to school part of the day and spend the rest of the day at work. They could learn how to be a productive citizen. I'm thinking about property management, working on ships, bread and butter is what I was thinking."

Mrs. Patrick of Southwest House, who also has three children at Amidon and Bowen, sees the high school as leading to more parent involvement in the schools. She envisions an educational complex, taking advantage of declining elementary enrollment to utilize empty classrooms. "We could have drama programs, photography at Syphax. We could fill up every room. It could be like a black arts center."

Questionnaires went out to parents last week asking if they want a high school, and if so, if it should be placed at Randall, Jefferson or somewhere else.

## n Clouds Car Sales; See a Chrome Lining

area's largest Mercedes dealership, according to Gordon. It is selling about the same number of Mercedes this year as it did last.

Gordon, like most domestic and import dealers, expects consumers will become accustomed to higher car prices; the way they're becoming accustomed "to higher prices for everything," but predicts an increasing number also will shop around for used cars. But used car prices have also escalated, with Mercedes, one of the premium used cars, "selling for as much as \$500 above book value and some like the SL coupe sports model now selling used for more than it cost new," Gordon says.

John Koons, Sr., who advertises his Seven Corners showrooms as "The World's Largest Ford Dealer" and whose family owns six other area car dealerships, predicts "a cold winter" for American car sales, but with sales possibly picking up in January.

"But I expect more people will also begin buying used cars in the months ahead... in any case people have got to buy cars regardless. There's no transportation out here in the suburbs," Koons said.

Despite a 20 per cent drop in car sales last month, Koons, like most other local dealers, says he is keeping his full staff of salesmen.

Only Rosenthal Chevrolet among the major dealers said it was cutting back on sales staff. "And we're not laying anybody off, we're just not replacing normal attrition," said Steven Moore, new car sales manager.

Rosenthal salesman John Foster, a veteran of 20 years in Chevrolet show rooms, said this year's drop in car sales will mean for him an income of about \$25,000 a year instead of his peak salary last year of about \$31,000—he makes "about \$100 up" on each car sale, he says, and sells about 20-30 cars a month.

With the cheerful self-assurance of his trade, Foster confidently forecast that times—and car sales—"will soon improve. This is only temporary."

As he spoke, a young woman bank teller, Michelle Miller, came in and restored the confidence of all the salesmen.

Like the Pascuzzis, standing on the other side of the showroom, she wanted a Chevrolet Nova. "I don't know why I want one. I just like it. I've wanted a Nova ever since high school (in Falls Church). I want one with AM-FM and a stick shift and no air conditioning. I'm thinking about going out west and I want a new car to go away in... I don't know what kind of mileage it gets... I want a new car. I just do."