

THE ENERGY CRISES

They say that necessity is the mother of invention, and it looks as if our southern neighbors have proved the truth of that old adage once again. We devote this space to Earth News items about how the Americans are coping with the energy crisis.

Fuel shortage affects

national pastime

(EARTH NEWS) — The favorite pastime of most Americans - television viewing - is about to be booted back into the 1950s. The continuing energy crisis, say the experts, will almost certainly cut into not only the amount of television we can watch, but the quality as well.

A survey of television stations in San Francisco by TV critic Dwight Newton produced these predictions - for one thing, there's a good chance that shorter viewing hours will be enforced, as they already have been in Japan. Then there's the chance of TV brownouts, in which broadcast range diminished.

Another inevitable result of the energy shortage, say the experts, will be less color TV. Color receivers use up about 50

percent more power than black and white receivers, and color production is more expensive energy-wise than black-and-white production.

Local programming will almost certainly be cut back in favor of less expensive network broadcasts, and local news gathering will be affected by having less on-the-spot coverage. There will probably be more re-runs because of less

production activity, and possibly more of those often abysmal big-star specials, because they're inexpensive. Delays in air mail will effect delivery of syndicated programs, and program scheduling is apt to become erratic and unpredictable.

In short, we may decide to go back to listening to radio and playing cards, as in the old days.

Hydrogen - powered auto on drawing board

(EN) — The hydrogen-powered automobile, which has been on various drawing boards since the 1920s, may finally be coming into it.

The advantages of hydrogen fuel over gasoline are many, for one thing, it can be produced from ordinary sea-water, and so the supply is practically unlimited. Also, hydrogen fuel produces almost no air pollution, burning cleanly and rapidly. Scientists say that it's no more dangerous to transport than natural gas, and actually less explosive.

For several years now, a research team at U.C.L.A. has been working on development of the hydrogen-powered car. The research is supported by grants

from the U.S. Transportation Department and the Union Carbide Company, which donated the hydrogen. The major obstacle so far, say the researchers, is the problem of how to store enough hydrogen in a car to enable it to travel several hundred miles. One car developed by the researchers ran perfectly, but had a driving range of only 60-miles before it had to be refueled.

Once that problem is solved, the researchers will have to figure out to modify present engine designs so they can run on hydrogen. But based on their work so far, the researchers say they're confident of solving their problems.

Land grabbing worth increased oil production?

(EN) — Is the possible destruction of 17,000 square miles of public lands in Colorado, Wyoming and Utah worth a million barrels of oil a day - representing about one-eighteenth of the nation's petroleum needs?

That question was asked recently by the Audubon Society, and was prompted by government plans to begin studying ways to extract oil from shale in the 17,000 square mile area. The Interior Department says it wants to encourage private industry to lease the land and set "prototype" mining operations. The government schedule calls for 17 developed mines in the area by 1985, producing a million barrels of oil a day.

However, the Audubon Society points out that it takes a full ton of shale to get just 25 to 30 gallons of oil. That means what the Society calls "giant-sized potential environmental problems." There will be the problems of getting rid of high quantities of waste products, as well as restoring and re-vegetating the area afterward. One of the possible means of

mining the shale is strip-mining, which causes heavy environment damage

According to the State Department of Agriculture, organically-grown foods are foods that are grown without synthetic pesticides, fertilizers or chemicals, in soil in which the humus content is increased only by the addition of natural matter, and in soil in which the mineral content is increased only by the addition of natural mineral fertilizers or other natural matters.

The Oregon regulations do not permit milk, cheese, meat, eggs or honey to be labeled as organically-grown foods. Instead, those products will be labeled as having been produced "in an organic environment." That means that the grasses and water supply in the animal's habitats are free from all chemicals, and the animals have received no chemical growth stimulants, hormones or antibiotics.

But the Oregon regulation bows to the fact that the entire human environment is permeated with chemical pesticides, and so no food, they say, is apt to be entirely free of chemicals.

Pollution - reducing device

(EN) — A spokesperson for the Lone Star Steel Company in Dallas says that his company has developed a device that removes 99 percent of all particulates from their smokestack exhaust discharges. Better yet, the device operates on the heat generated by the exhaust from the plant

itself. Said the spokesperson, "We have wiped out our emission problems once and for all, no matter what new standards are developed."

The device has proven so successful that the steel company plans to market it to other companies.

In a history of abortion reform in Canada, Dr. Henry Morgentaler's name appears often.

October 1967 - Dr. Morgentaler presented a brief to the House of Commons Health Committee urging abortion on request in the first three months of pregnancy.

1968 - Birth Right formed in Toronto.

1969 - Canada's present abortion laws were made.

1970 - Canadian Medical Ass'n deleted all reference to abortion from its code of ethics.

May 1970 - Morgentaler speaks at a rally on Parliament Hill supporting a woman's right to safe, legal abortion.

June 1970 - Morgentaler arrested for performing illegal abortions, never convicted because no women would testify against him.

1971 - Birth Right formed in Edmonton.

1972 - Voice of the Unborn formed in Edmonton.

Jan. 22, 1973 - US Supreme Court decision legalized abortion in the US.

1973 - A Gallup Poll early in 1973 indicated that 61% of those questioned felt abortion should be a private matter.

March 16, 1973 - Only days after Justice Minister Otto Lang ordered an examination of the reform laws being applied too broadly, Morgentaler declared

that he had performed 5000 medically safe (though illegal) abortions in his Montreal clinic.

May 1973 - on W-5 Morgentaler performed an abortion by vacuum aspiration, demonstrating the safety and simplicity of the procedure.

Aug. 15, 1973 - Morgentaler's clinic raided and he was placed under arrest.

Oct. 18, 1973 - Trial begins on first of 13 charges. Witness for the prosecution was an unmarried foreign student at the clinic during the raid. On a student visa she feared deportation if she did not cooperate with the prosecution.

Nov. 13, 1973 - Morgentaler acquitted by a jury of 11 men and 1 woman (all women of child-bearing age had been excluded by the prosecution from serving on the jury.)

The Morgentaler acquittal is significant because he used a unique line of defense, section 45 of the Criminal Code. It states that if a doctor performs a necessary operation with care and skill he cannot be prosecuted.

There are now 2 contradictory laws on the books. The government can move either to:

1. plug the loophole of section 45, or
2. to remove all reference to medical abortion from the Criminal Code recognizing it as a matter between a woman and her doctor.

Canadians should make their feelings on the issue known as some government move can be expected soon.

A return to chemical fertilizers

(EN) — One of the possible benefits that could result from the fuel shortages is a return to natural farm fertilizers, in preference to the chemical fertilizers.

BUSINESS WEEK reported recently that the price of many chemical fertilizers jumped 50 percent when the price controls were lifted. Urea - one of the most common chemical fertilizers - more than doubled in price.

The ENVIRONMENT ACTION BULLETIN notes that one of the reasons for the higher prices is the fact that the U.S. exported almost 50 percent more chemical fertilizer this year than two years ago. Also, natural gas, which is in short supply, is the raw material of many fertilizers. With less natural gas, there will also be less chemical fertilizer production.

The net result of the short supplies of chemical fertilizers could well be a campaign to urge farmers to use cheaper, natural fertilizers, such as manure. That should make the natural food fanciers happy.

Warning to car buyers

(EN) — For people who are thinking of buying a new car, it may be wise to bear in mind the fuel shortages and shop around the high-mileage cars. For those who are so inclined, the Environmental Protection Agency has some useful information. They've already done the shopping, and any local office of the EPA can give information regarding the fuel efficiency of most American cars and foreign imports. For the record, the most efficient cars on the road today - in terms of fuel economy are the Honda Civic, the Toyota Corolla, the Datsun 210, and the Chevrolet Vega. They all get around 24 miles per gallon, or better.

For information:

1. Canadian Women's Coalition to repeal the Abortion Laws
Angela Mueller - 433-8998
Sheila Mawson - 433-2844
2. Birth Right - 433-2852
3. Voice of the Unborn
Teresa Parsons - 467-7502

Transfer policies considered

The department of advanced education is currently completing a project leading to the development of policies and guidelines for student transferability.

The project was begun in September, 1973 "in response to a need to create a system of continuous education without unnecessary barriers to students."

The department has distributed for discussion to all institutions a set of transferability policies and guidelines for their consideration. These will form the basis for further discussions during a meeting to be held on Dec. 19 with representatives from all institutions and department of advanced education personnel. The purpose of this meeting "will be to identify the implications of proposed policies and guidelines, to propose revisions where necessary, and to discuss procedures for policy implementation."

Initial stages of the project involved meetings with representatives of all public post-secondary institutions in the province. During these meetings, states a department press release, it generally was agreed that admissions of

students to post-secondary institutions and that transfers of credits were major problems requiring solution.

"It was also generally agreed that the department of advanced education might be the most appropriate agency to coordinate the development of policies and guidelines which would then be considered and reviewed by institutional representatives prior to their implementation."

Institutions indicated general support for the following criteria:

1. Policies must ensure admission and appropriate placement of all entering and transferring students.
 2. Policies should protect the integrity of legitimately selective admissions and transfer policies and practices.
 3. Policies must provide for a smooth flow of students to and within the total post-secondary system.
 4. Policies must ensure that institutions will advise students as to the number of credits courses will earn them at another institution.
- Formation of an articulation committee to deal with student transfers is one of the policies being proposed by the department.