Computer use examined

By Lee Gigesen

A discussion of the topic "Can People and Computers Co-exist?" produced a plethora of views among panelists on the role of computers and their role in society, but especially on how do we solve the problem of accessibility to computers.

A common theme among the panelists was the concern for the role of computers in society, and how do we solve the problem of accessibility to computers.

Fano's concern for the role of computers in society, and how do we solve the problem of accessibility to computers.

Professor of Electrical Engineering, Joseph Weizenbaum, who served as a "devil's advocate" on the panel "Can People and Computers Co-exist?" makes a point in opposition to another panelist during the discussion last week.

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MIT panel examines urban transportation

By Bert Halsted

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A panel discussion entitled "Future Modes of Transportation" investigated what MIT's role might be in developing future transportation systems and solving associated social problems.

Professor of Civil Engineering, Charles Miller, chairing the meeting, indicated that the purpose of the discussion was to assess and discuss where MIT is and where it's going in its efforts to solve urban transportation problems.

Professor of the panelists, who included Professor of Political Science Alan Altshuler, Professor of Mechanical Engineering, Herbert Richardson, Mr. Melvin King, Associate Director of the MIT Community Fellows Program, and Professor of Civil Engineering, Schaefer Lang, were chosen on the basis of their work on transportation problems while at MIT, and the significance of their work as viewed from outside MIT.

Miler pointed out that there were two approaches to the problem: the "soft" and "hard" sciences, the "soft" and "hard" sciences, and the "hard" sciences, and the "soft" sciences.

Fano then directed the discussion to a more personal view, by asking "How are you going to implement this new technology? Fano asked the panelists to examine the fact that large-scale data banks would 'never exist'." It was agreed that large-scale data banks would 'never exist'.

"They are as complex as it gets," said Fano. "But they are as complex as it gets, and they are as complex as it gets."

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Altshuler felt that it was important for universities to have sources of funding less dependent on the current political situation with which to carry out basic research of no immediate political interest. In addition, he stated that it is not the role of a university to work for clients or to have to meet deadlines.

Richardson raised a number of questions about the future of universities in transportation. Pointing out that 20% of the country's GNP goes into transportation, he stated that serious problems on this scale are not the leadership position in the field a "serious threat. Richarson suggested that the universities' contributions to the field could include interesting the best young minds in solving transportation problems, integrating the "soft" and "hard" sciences to provide more effective solutions, supplying innovative ideas, and stimulating research and development.

King advocated a transfer of power to the people in the affected communities. He saw government pressure as a way to force universities to make it a part of their curriculum to commit to the problem, and help by giving large numbers of trainees in knowledge from areas, especially in the "soft" sciences, to people of the community.

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