By Norman D. Sandler

As the cold air of winter began descending over the nation, President Nixon last week assured the American people that he would see to it that they would not stay warm this winter without some realistic planning.

Actually, the plan for easing the energy crisis outlined by Nixon in his nationwide address last week would have been effective - if he had ordered the initiatives taken one year ago, when everyone was talking about the impending energy crisis, but nobody was doing anything to prevent it.

A major thrust of Nixon's energy statement was in the area of nuclear power. The President said he was committing this country to further development, improvements and upgrading of nuclear power plants, which many experts believe could make up for some of the energy shortages.

Admittedly, the President last year announced he was giving the highest civilian priority to research and development of the Liquid Metal Fast Breeder Reactor (LMFBR) which when in operation could provide electricity for "the masses," however, that step was but a beginning of the effort. The LMFBR would, in the earliest research stages, and researchers having trouble with several preprototype designs.

Estimates vary as to when this country can expect commercial nuclear power to be available. Nonetheless, the earliest predictions are not until the year 2000. It is apparent that in the meantime we will have to work to decrease our dependence upon the automobile, which in the past half century has played an instrumental role in shaping the fabric of our social structure.

In order to ease the strain on energy resources the public will have to make a number of sacrifices which ordinarily would seem unreasonable. Two car families will have to be made to work to decrease our dependence on automobiles.

Nixon's energy plan involves a "two little, too late" approach to regulating fuel consumption and transportation. While House energy czar John A. Love predicts that new gasoline would take place by January, and the Environmental Protection Agency (EPA) expects that at least three to five years. Love's predictions are rather conservative, since many new car models which fail to meet new (as new nuclear power plants) will not be in operation until at least 1980. In addition, the Secretary of Housing and Urban Development C.B. Rhaton said Sunday rationing would begin "within the next two or three months," and Morton's estimate was backed up by a similar claim by Love's deputy director, Chuck Danley.

Shills in lifestyles such as this cannot be achieved by government fiat alone; nor can they be left wholly up to the discretion of the public. Rather, there must be some interface between the public and private sectors to insure steps are being taken to decrease energy consumption.

One of the most obvious places from which fuel cuts will come is in transportation, and particularly the auto industry. Supported by money from the Department of Transportation, the Environmental Protection Agency's Alternative Fuels and Advanced Engines Research Office, the auto makers are all experimenting with new engines, which will comply with future federal pollution and fuel conservation standards.

The problem again is one of prototype. Prototypes of vehicles incorporating the new engines may not be ready by the 1975 deadline, but full-scale production could begin much sooner than 1980. It is apparent that in the meantime we will have to work to decrease our dependence upon the automobile, which in the past half century has played an instrumental role in shaping the fabric of our social structure.

To the Editor:

I am writing this letter to the Wesleyan Constitutional Action Committee, a group at Wesleyan University working for the impeachment of President Nixon. We plan to do some lobbying in Washington and would like to get together with other impeachment groups at other colleges to coordinate lobbying efforts. Coordination is essential if we are to effectively use our political muscle, which in the past half century has played an instrumental role in shaping the fabric of our social structure.

We hope that you, individually or through your paper, can help us in forming a national network of impeachment groups at MIT and in the lobbying effort itself. The best thing we can do to help impeachment is to keep Congress conscious of the fact that substantial popular sentiment exists for impeachment - a constant barrage of coordinated lobbyists can accomplish this objective. Yale has sent a bus down to Washington and this week their initiative must be followed.

Wesleyan Constitutional Action Committee
c/o Ralph Wilson
Wesleyan Station
Middletown, Conn. 06457

Thanks!
Janet R. Melkemes

To the Editor:

I must take issue with your friend Ernest Evans (The Tech Tuesday, Nov. 6, 1973 page 5 column 3). To say that the CIA was not clearing the warped liberal slug preventing the pre-Watergate air is nonsense. The CIA has its fingers in so many international pies that one is surprised that it is only an intelligence operation. The Eye is always on the ball, like Little Jack Horner, it puts one thing, execution of a mission, in the pie while getting caught, not its minor involve- ment in a petty domestic squabble.

Walter H. Will

Letters to The Tech

Nixon's energy plan: "too little, too late"