In Case of Insomnia --

The CTA and cover actions
CIA: national policy or disgrace?

By Norman B. Sadler

**The Tech**

By Storm Kaufman

The Environmental Protection Agency is in the process of organizing parking restrictions for a large apartment complex on the campus of MIT from several sides.

The two programs involve on-street and off-street parking, beginning October 13.

**NO PARKING**

Except with sticker

Cambridge is phasing out on-street parking, beginning October 13. Whoever permits parked cars on Cambridge streets will be able to obtain two Visitor's cards which can display in their windows. Though they can use them on rented vehicles, residents will not be permitted to use them on their own off-stated registered car, and the city Office of Transportation says it will be alert for such use.) Students living in dormitories are considered residents for this purpose.

As if the loss of 1400 on-street spaces used by commuters to MIT weren't enough, the city has banned all bus companies with more than 30 employees to city streets beginning next week. The Planning Office has not yet decided exactly how it will reduce MIT parking, but on-street parking is likely to be the first to go.

The parking committee will soon receive recommendations from the parking committee about what to do with the spaces that will be removed from downtown.

Expansion of visitor or vendor parking is possible, but the city has little room for the extra cars because the downtown area has become increasingly congested.

The city also suggests that the space may be divided so that other cars, such as Cambridge residents, can use the area as a building site some time in the future. There is also a chance that the visitor spaces eventually will be available to students who have lost their on-street privileges because of out-of-state requirement.

The EPA has further confused the issue by announcing that off-street parking will be reduced by 30 percent. This is a reduction of 1400 on-street spaces and 5400 off-street spaces.

Originally, the 25% reduction was to be an absolute, with those who continue to use the spaces being used by others.

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Overall, despite the worthy goal of reducing air pollution, the EPA moves, coming one after another, seem too sudden and extreme. They will cause unnecessary hardship to commercial and small businesses, especially in Cambridge and nearby areas which are already burdened by mass transit.

There is also the question of rights. Who has a moral right to pollute the air everyone must breathe, the government or not? What are the rights of employers to prepare their workers to contend with the situation? Even more curious has been the complaint that the law is a denial of the tax base used by Boston.

The EPA has been questioned -- air pollution must be reduced, but there may be better ways.

The WIZARD OF ID by Brant Parker and Johnny Hart

**WHAT DO YOU THINK?**

**A MESSAGE FROM KID!**

**BANANA BREAD DROPS TO CLEAR UP THE AIR AGAIN.**

**The Tech**

by Brett Parker and Johnny Hart

The Phoenix program was initiated in late 1967, as a South Vietnamese pacification program with strong support from the CIA. The program was operated through the office of Civil Operations and Rural Development Support (CORDS), and the man considered to have been primarily responsible for Phoenix was William Colby, who at the time was assigned to the Agency for International Development in Saigon, with the rank of Ambassador. (Ambassadorships often are officially assigned to diplomatic posts to obscure their actual function.)

The program was a "counter terror" operation, designed to identify the controlling bodies and staff of a terrorist campaign being waged by the Communists in South Vietnam.

Upon identification, Communist leaders were to be "eliminated" by commando units. Colby is reported as having said that those leaders who were "neutralized" during the Phoenix program. In fact, more than 20,000 persons were killed during the course of Phoenix, which lasted for slightly more than three years.

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