In Case of Insomnia—
MIT, Inc.
by Storm Kauffman

Given its present operating structure, one might reasonably classify MIT as a business— a commercial enterprise. True, the Institute is a non-profit organization, but the non-profit label is largely a matter on monomarketplace.

Moreover, the Institute can be considered as a company which markets a particular service. The market for the product—education—is composed of young men and women. The service is research and development expertise. For a university with such prestige a reputation as MIT's (though none comparable), it is anything but a non-profit organization, but the service is sold by others.

They are given titles and special privileges to do just this. The Corporation will step in a rectify the situation through suggestion, order, or even the most sophisticated surveillance. However, the two leaders will serve to reinforce the foundations of the detente.

Sheila's and Starvation
The oil price squeeze has brought fabulous wealth to a few Arab Sheikhs. It has also brought starvation to millions of impoverished people.

High oil prices increase the costs of fertilizers and pesticides, which have a tremendous impact on food production. Yet an estimated 400 million—twice the population of the United States—do not have enough to eat.

The United States is the world's greatest food producer. Unlike the oil producers, the United States has been generous with its surplus. For 30 years, the United States already has been a mainstay of the developing world.

Half of the world's bulk food exports still come from the United States. Of this, a whopping billion dollars' worth of food is given away or is sold to poor countries at low cost.

In contrast, the reckless greed of the oil sheikhs is costing lives. They have been asked up to the world's pressure spots scaring money like autumn leaves. Meanwhile, in places like Bangladesh and India, people are being turned away from the bread lines because they have no money to buy. And in Africa, millions are starving because there isn't enough food to go around.

Compact Crush
The four major auto manufacturers have spent $1 billion retooling factories to produce smaller cars. Yet importers of low-cost imports are having second thoughts about small cars.

It is true that small cars consume less fuel and, therefore, are more economical to operate. But private studies show that people involved in more accidents and are costly to repair. The average cost per accident is $500 for a compact car compared to only $432 for a full-size car. In fact, a small car can cost $1,500 to repair in 1967, new cost is $14, a rear body part. A full-size car, which cost $500 to repair in 1967, costs $187. And a truck, which cost $93 to repair in 1967, new costs $1,878.

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To the Editor:

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