

# The Daily Tar Heel

97th year of editorial freedom

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## Be smart during Springfest

Weather permitting, Springfest and Beach Blast will rock UNC from North to South Campus this weekend. Even if it does rain, Burnout proved last Friday that UNC party-goers think a lot like the Pony Express: rain, sleet, snow or shine, the good times will deliver.

Cautioning moderation at these two annual events is probably a hopeless exercise, as a combination of beer, tans and bands can drive the sanest student to distraction. To use a cliché, however, if even one student can be spared misery or injury, this editorial will be worth the space it occupies. So, some helpful hints on how to get toasted responsibly:

■ **Avoid dehydration.** Bring some water in those coolers in addition to the beer. Alcohol lowers the body's water level, and in the hot sun the body can overheat, scrambling all sorts of critical biological and brain functions. Drinking water in between beers can make all the difference in the world.

■ **Leave the bottles at home.** Bottles break, which creates obvious problems when 7,000 barefoot people are stumbling about trying to find a bathroom or a blanket. Enough said.

■ **Remember the situation.** Alcohol retards the most basic inhibitions, as everyone knows. Don't tempt fate: Students should try to use some common sense about where they go,

what they do and whom they do it with.

■ **Invest in some sunscreen.** Last year, one partisan fell asleep on his stomach, with his head turned to one side. By the end of the day he resembled a rabid State fan, face one-half white, one-half bright red. It was quite amusing and quite painful.

■ **Relief is not spelled a-n-y-w-h-e-r-e.** Last year the Union had four bathrooms available, but students seemed determined to use the two on the bottom floor or the loading bay of Davis Library. Using Davis can result in an arrest, and trashing the Union's bathrooms is strongly and vehemently discouraged.

■ **Post-celebratory celebrations** The bars do a significant amount of business following all-campus events. The real danger comes when students decide to leave uptown and go home, evidenced by several DWI incidents and a couple of wrecks in the past two weeks. A cab fare will, on the average, cost \$3.

Finally, for those who have forgotten, Springfest, Beach Blast and parties like them depend on the mercy of the Town Council and Chapel Hill Police Department. These events faced extinction only a couple of years ago, and the behavior of students in attendance determines whether they will continue in years to come. — David Starnes

## Daley can't delay to unite races

A challenge awaits the newly-elected mayor of Chicago, Richard Daley, after his landslide victory — to unite a city separated along racial lines.

Chicagoans voted in a special election Tuesday to fill the last two years of the late Harold Washington's term. The city had had a black mayor for six years, and many believed blacks would continue to govern City Hall indefinitely. When Daley, who is white, won over black Alderman Timothy Evans, the black community was shocked and the city was divided.

The votes in the election were split nearly perfectly by race. According to a New York Times poll, 94 percent of those who voted did so for a candidate of their own race; Daley received only 8 percent of the black vote, while Evans could attract only 7 percent of white voters. The votes from the mayoral elections in 1983 and 1987 and the Democratic primary between Daley and acting Mayor Eugene Sawyer in February were similarly divided. In the Times poll, race was one of the factors that mattered most to almost 50 percent of the voters.

The numbers imply a distinct mistrust between the races. Daley's task now is to unite Chicago and make blacks feel welcome in his administration. But judging from the numb, defeated sense of Chicago's blacks,

building a "biracial coalition" will be difficult. Emotions ran high during the campaign; Jesse Jackson even joined the fray at one point.

Daley is the son of Richard J. Daley, the former six-term Chicago mayor who was known for his old, machine-style politics. Evans had argued that his opponent would, if elected, "reopen his father's plantation" and be insensitive to black needs. Daley has the opportunity to disprove Evans by showing his commitment to blacks immediately. He must assure them that they will receive a fair share of government jobs in his administration.

To rebuild the trust between the races will be especially difficult for someone who has no mandate from the black community. Daley must come up with specific plans to include blacks at all levels of government, to meet with them and be sympathetic to their concerns.

Chicago, the nation's third largest city, is in the national spotlight. Blacks comprise nearly half of the city's population; they deserve significant representation in City Hall. Race relations in Chicago demand repairing, especially in the aftermath of Sawyer and Evans' sound defeats. Blacks understandably feel distant from city government right now; Daley must make a serious effort to reach out. — Louis Bissette

## Readers' Forum

### Pill pulled by both government, industry

To the editor:

Kimberly Edens' editorial ("Abortifacient women's options," April 4) omits important information. She maintains that the decision by Roussel Uclaf to suspend distribution of mifepristone (RU-486, the so-called "abortion pill"), owing to "pressure from . . . right-to-life groups" is a "disturbing example of how religious beliefs can restrict and distort scientific inquiry."

Although there is little evidence to suggest pressure from right-to-life groups coerced Roussel Uclaf into this decision, there is ample evidence that implicates the company in a carefully choreographed deception.

Consider this chronology: ■ October 26. Roussel Uclaf announces decision to suspend distribution, claiming harassment from right-to-life groups as the primary factor. Both pro-life and pro-choice organizations world-wide are stunned. At

the same time, the drug's developer, Dr. Etienne Baulieu, is attending the World Congress of Gynecology and Obstetrics in Rio De Janeiro, along with 9,500 doctors and medical experts.

■ October 27. The decision by Roussel Uclaf is transmitted to the Rio Congress during a speech on maternal deaths from botched abortions in Third World countries. Baulieu, who knew of the suspension by phone on October 25, acts surprised and calls the decision "morally scandalous." Petitions circulate. "Furor erupts," as The New York Times reported. Pierre Joly, vice chairman for Roussel Uclaf, "suddenly" declares, "We might resume distribution of RU-486 again if the atmosphere becomes peaceful again."

■ October 28. The French Government, which has a 36.25 percent share in Roussel

Uclaf, orders the company to "put the drug back on the market," calling the abortion pill "the moral property of women." Doctors at the final session of the World Congress in Rio celebrate. Vice chairman Joly says, "We are relieved of the moral burden weighing on our group. For us the problem is now solved." Baulieu, the company's man in Rio, notes that the chairman "was probably happy to transfer the blame and risk onto state authorities." A representative for the Rockefeller foundation, a pro-choice group, states, "I personally believe that this was a joint decision on the part of . . . Roussel and the Ministry of Health."  
So do I.

PETER UPHAM  
Sophomore  
Geography

### Comic strip in poor taste

To the editor:

I am writing to comment on the ill-humored comic strip, Herschel, on black sororities by Adam Cohen on April 3. No, Mr. Cohen, you did not directly say anything negative about the black Greek system, but you did indirectly. The point is not what you didn't write, but that you wrote anything at all. Was it truly necessary? Or did you just want to point a group out and decided to start with black sororities? Did you not have anything else to write about? The problem is that you know nothing about the pledging process for black sororities, or for all black Greeks in that case, and you took it upon yourself to make an issue about it, as if the process is funny and belongs in a comic in the first place.

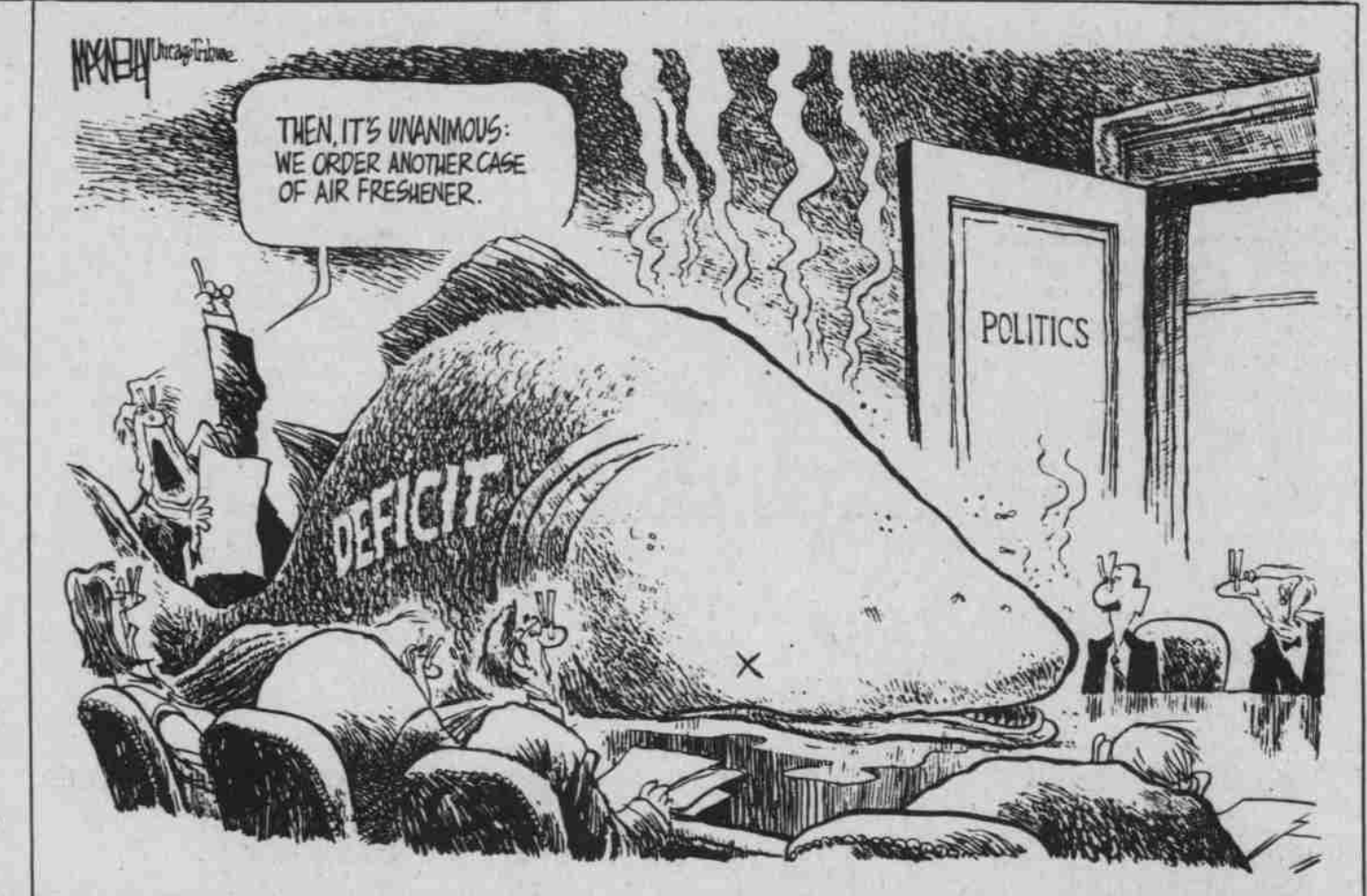
I feel that if you don't know something, ask about it, especially when it is something as sacred as Greekdom. And just because you may see black Greeks on the wall does not mean we want to be ridiculed about it. I suppose your cartoon on black sororities (correct me if I'm wrong) is supposed to be as funny as the one you wrote a couple of years ago about the administration giving students a free "music box" with the purchase of a meal card. Funny, Mr. Cohen . . . you're supposed to write comics, but no one — especially black Greeks and students — is laughing.

TANYA PERSON  
Senior  
Broadcast journalism

### Recommendation misunderstood

To the editor:

In an otherwise factual editorial ("Putting women in their place," April 3), there was a serious statistical error. It was stated that "the most disturbing statistic, however, is that women hold a mere 14 percent of the positions which eventually lead to tenure or advancement." The report of the Committee on the Status of Women states that 37.5 percent of the assistant professor positions in the University are held by women. These, of course, are



the positions which eventually lead to tenure and advancement.

Although this trend toward increased hiring of women at the assistant professor level will inevitably lead to more equal representation of women at the higher ranks, the committee recognized that this will take many years. This is apparent from the fact that the number of new assistant professors hired over the last four years averaged 108, while the total number of tenure-track faculty members is 1,691. This was the basis for the committee's recommendation that other efforts be made to recruit senior-level faculty women.

ELLIOT CRAMER  
Professor  
Psychology

### Cleanup hope rests with states

To the editor:

Just when they said it would not happen again, it happened — again. This time Alaska's Prince William Sound was contaminated by 10 million gallons of oil. Of course, the news is less than surprising. We've seen the pictures before: Clean-up committees equipped with nets scooping dead wildlife from the waters. And we've even heard the vehement cries of the warty: Protect the environment — it is the only one we have. In spite of all this,

Exxon with touching remorse promised to prevent such accidents in the future, while the Bush administration called for a continuance in oil drilling. In typical Reagan-Bush fashion, "Don't worry, be happy!"

Isn't it time we made a sincere commitment to protect the environment from the harmful energy sources we create? With the conservation impetus of the 1970s, many breakthroughs in new energy sources were made (solar energy being one). Yet, the severe shortages during this period were what prompted such headway. At the present in 1989, all seems well. Gas prices are adequately stable, gas lines remain long forgotten, and 25 percent of our oil is now homegrown in Alaska — reducing our reliance on those Arab businessmen. In fact, there is absolutely no motivation in either conserving our energy source or finding a less harmful one. And the Bush administration is certainly not encouraging either one. So, as we do not venture, we do not gain.

Where does hope lie? Perhaps it lies within the state of Alaska. Recently we have seen many cities and states take action on protecting the environment. Just this week, Minneapolis and St. Paul have been considering banning non-biodegradable plastics. Here we see a concern which has been addressed by the nation; thus these city governments have launched their own

action. In the same manner, Alaska Gov. Steve Cowper has the authority to oppose the imprudent position of the Bush administration. If this power is acted upon, we may see more and more city and state governments taking control over what is dumped into their environments. For now, we can only hope.

JOANNA CHRISTIE  
Senior  
Political science/English

### Letters policy

The Daily Tar Heel welcomes reader comments and criticisms. When writing letters to the editor, please follow these guidelines:

■ Place letters in the box marked "Letters to the Editor" outside the DTH office in the Student Union.

■ Students should include name, year in school, major, phone number and home town. Other members of the University community should include similar information.

■ All letters must be typed and double-spaced, for ease of editing.

■ The DTH reserves the right to edit letters for space, clarity and vulgarity. Remember, brevity is the soul of wit.

## Oil spill an illustration of deeper problems

I have followed the news reports, DTH included, that profess to expose and resolve the recent Exxon Valdez oil spill. Unfortunately, most are knee-jerk pleas for punishment instead of rectifying the system decay that is ultimately responsible. Politicians will respond with more hearings and pass more laws to dispense blame, only to have the system put another tanker aground and spilling oil tomorrow.

These self-appointed critics specify lack of a "certificate" by the officer in charge, and possible alcohol abuse by the captain as "causes." Both are indefensible; neither were the cause of the accident.

The third mate was not "uncertified," he has, as a minimum, an unlimited third mate license — any gross tons, any oceans. He lacked a pilot endorsement for local waters. A third mate's license is superior to a pilot certificate. The pilot, if carried, is only an adviser to the ship's officers. He has no authority and cannot be held responsible. Here, the third mate would have retained command and responsibility.

We will ultimately find out what errors put the Valdez aground. They may be errors of navigation, avoiding icebergs or dodging fishing boats. The third mate may have lacked experience or failed to use good judgment. Until then, I will assume only one error: when in doubt, stop ship.

The captain's errors are more serious. Drinking aboard ship is illegal, as is operating in inland waters without a pilot, whether relevant to the grounding or not. He may have misjudged the third mate's experience and undeniably shouldn't have left the bridge. His post-accident conduct is suspicious.

### Mike Soehnlein Guest Writer

Accepting these items — such as skeleton crews, excessive hours and stress, scrambling on construction and gutted damage control teams — as "causes" prevents addressing the underlying faults.

Exxon has reduced crews like most of the industry has. The Valdez crew is half the size of her predecessors. Among the cuts was a navigating officer. Add in Exxon's practice of pressuring the captain to get pilot endorsements to avoid paying a local one. Then work those officers 12 to 20 hours a day, seven days a week. The law offers that third mate six hours off in the last 12 but captains are expected to go 24 and more. I've done 68 straight hours without sleep and eight days with 17 hours. That is hypocrisy. It explains why a master's insurance rates are double everyone else's. Conditions and stress are so bad a captain can't get disability insurance.

Double-hull construction has been around for years. LNG ships have always been double-hulled, as are many chemical tankers. I've seen a 10-by-40 foot hole in a sulfur tanker that didn't leak a drop. The Valdez's double bottom is filled by fuel oil. All that stands between her cargo and the environment is an inch of steel plate. Multiple small tanks would lessen the effects of a leak, but quarter-million gallon tanks are cheaper.

Have you noticed the Valdez belongs to Exxon Shipping Co.? Exxon, like most

oil companies, spun off their high risk fleet. Will a horde of lawyers armed with Chapter 11 safeguard Exxon Oil's coffers? Bet your new sneakers! The only reason Valdez is even American is a 1920 law requiring it for trade between American ports. The rest of Exxon's fleet is under fly-by-night flags like Liberia and Panama.

The U.S. Coast Guard is in charge of the investigation. The biggest Coast Guard ship is a 200-footer and requires no licenses. Their highest officers can't get a job as third mate. This is the same group that established narrow, unmarked shipping lanes in the Gulf of Mexico, then allowed drill rigs, oil company surveys and fishing boats to block them. Coast Guard radar systems are manned by enlistees, not shipmasters. Do you think the Coast Guard will fault a system they designed? With ready-made scapegoats available? When pigs fly.

I don't care what that captain does off duty, but if drinking contributed to that accident, he deserves to lose his license. If the third mate made an avoidable error, his punishment should be the match the severity of the error, not the resulting spill.

Are a couple of cents per gallon at the pump more important than the environment? If so, we can satisfy ourselves with finger-pointing and witch-hunts. If not, it is time to examine our values and commit the resources to protect them.

*Captain Mike Soehnlein, master mariner, is a second year MBA student from Raleigh. He has spent 21 years at sea including 11 as captain of ocean cargo liners.*

### The Daily Tar Heel

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