UNIVERSITY OF WISCONSIN

Looking for a President

from a Special Correspondent

THE latest to join the long list of institutions seeking new presidents is the University of Wisconsin, a huge land-grant multi-versity with sixteen campuses and a liberal tradition centred in an essentially rural state. Only a few hours after he had returned to Madison from Washington, where he and seven other "élite university" presidents tried to persuade President Nixon to cool the Administration's attitude towards students, Fred Harvey Harrington surprised nearly everybody by announcing his resignation.

There was a bit of irony in Harrington's resignation. He is a recognized authority in the field of American policy in the Far East, and has been an adviser in this area to Presidents Eisenhower, Kennedy, Johnson and Nixon. He gave up his \$47,000 a year job as president to become a \$35,000 a year history professor, effective from October 1, on the fourth day of rioting on the campus, touched off by the decision to expand the war into Cambodia. In recent years, Harrington had clashed often with some of the regents and with several state legislators. One state senator from a northern rural area of Wisconsin carried on a campaign against the university's president and passed out automobile bumper stickers reading: "Harrington Must Go". Generally, Harrington was popular among the students. Several regents urged that he take a tougher line on students although they were unable to define exactly what they wanted. Harrington told a news conference that his resignation had been "long-planned" and he denied that he had been dismissed. "The timing is accidental," he said.

In spite of everything, Wisconsin is viewed by many as one of the great universities. It is especially strong in the physical and the biological sciences. It has been the home of two recent Nobel laureates, Joshua Lederberg and H. Gobind Khorana. But Stanford stole Lederberg and the Massachusetts Institute of Technology lured Khorana after they received their prizes in Stockholm. Tight budgets, enforced by the legislature and the regents, have made it difficult for administrators at Wisconsin the last two years. In addition, a strict quota restriction on students from out-of-state has been adopted; there have been allegations that these quotas are aimed at prospective students from such states as New York, New Jersey and Connecticut which, through the years have been sending their "Harvard rejects" to Wisconsin. Some have even suggested that these restrictions are aimed, directly or indirectly, at sons and daughters of Jewish families because quite a number of out-of-state students at Wisconsin are Jewish.

Harrington graduated from Cornell University and took a doctorate from New York University in 1937. He came to the Middle-West and, for a number of years, was chairman of the department of history at Wisconsin before his nomination to become president. He was a leader in the formation of two middle-western consortiums for higher education—the Argonne Universities Association, which is the policy-making body of 39 institutions concerned with the long-range plans of the Argonne National Laboratory, near Chicago, and the Committee on Institutional Cooperation, concerned with inter-disciplinary studies, mainly

in the sciences, linking nine public and two private universities from Ohio to Iowa.

Now that Harrington is "out", it will be especially interesting to see who will become the fifteenth president of the University of Wisconsin. The tradition has been to find, if possible, a man within the system rather than to go outside. One possibility is another historian, Irvin G. Wyllie, the scholarly chancellor of the university's new Parkside campus near Kenosha. He has been building a new campus and a new faculty and, to date, has not been scarred by the student revolt.

To California without Smoke

THE strangest by-product of the campaign against pollution, the Clean Air Car Race between Cambridge, Massachusetts, and Pasadena, California, seems destined to crowd the transcontinental roads even more tightly this year, in the week of August 24. So far, 35 entries have been registered, and it is expected that there will be further entries from at least two university teams anxious to explore the virtues of liquid hydrogen and liquid oxygen as propellants for road vehicles. So far, however, most interest centres on a mystifying entry from the University of South-eastern Massachusetts, whose entry is said to require no fuel and no supply of energy at stopover points. Speculation ranges from gyroscopically driven vehicles to wind-driven road yachts, although the fixed route prescribed for the race will presumably prevent the kind of tacking that would make arrival at the California Institute of Technology an uncertain process.

The two originating colleges, MIT and Caltech, will be responsible for testing all entries for safety before they take the road. The previous race, in 1968, involved two electrically driven vehicles racing in opposite directions across the United States. This year, both MIT and Caltech (which won last time) will enter two comparatively clean vehicles. The MIT entries include a car with batteries which are charged intermittently by means of a petrol driven engine—the device is expected to be less polluting than a simple internal combustion engine—and a turbine driven electrical generator driving an electric motor which will weigh 225 pounds and generate 45 kW amperes. The second of these two cars breaks new ground by using an electric drive motor capable of delivering up to 600 horsepower and weighing close on half a ton. Although the turbine should produce much less pollution in its exhaust than a conventional engine, there will still be some nitrous oxide.

The occasion of the race has provided General Motors, recently much maligned by student groups, with an opportunity to contribute twenty new cars and \$40,000 to the committee responsible for the race. The largest entry is expected from the Worcester Polytechnical Institute, which is expected to enter six cars, some driven by steam and some by electricity.