

# If ports meet labor terms, bankruptcy could occur

**United Press International**  
BOSTON — The president of the Boston Shipping Association has warned that most East and Gulf Coast regional container ports might face bankruptcy if forced to meet the terms of a national labor contract.

Arthur Lane said Wednesday some 15 major seaports — not including New York and Baltimore — "are laboring under breakback overheads which threaten the majority of these ports with bankruptcy in the coming 1983-1986 deepwater, longshore contract period."

The overhead consists of wages, fringe benefits and "work-or-no-work guaranteed annual wages" that are controlled nationally rather than by local ports.

Lane, speaking at a two-day meeting of container shipping officials, said that five of the 15 regional ports are increasingly dependent on a subsidy by the container carriers called the Job Security Program.

Under the subsidy program, the carriers guaranteed that they would cover all fringe benefit shortfalls for the port association in a port that was deserted by the carriers, he said.

Lane said an actuarial study of Boston's situation showed that by 1986 Boston will have a fringe benefit deficit of nearly \$5 million.

"Proportion out this shortage on a coastwise basis and a hundred million dollar national (JSP) shortfall becomes optimistic."

Lane recommended that other ports make similar studies of their situation before negotiating their next longshore contract.

Lane pointed out that the port of Portland, Maine, was closed down permanently in May.

"If Portland has gone, why not Boston?" he asked. "Boston among how many others?"

Lane said that Thomas W. Gleason Jr., president of the International Longshoremen's Association, predicted last March that someday there will be only two East Coast and two Gulf Coast ports operating because of the effects of technology.

With no work opportunities

at the closed ports, Lane said he told Gleason, "The guaranteed annual income will be out of sight."

Lane said Gleason replied, "don't worry, JSP will take care of everything."

However, Lane told the shippers one of the five carriers that negotiated the security program is now bankrupt, one merged with another company and only nine of the 17 American carriers that existed are still in business.

Philadelphia, he said, will receive \$6 million this year to meet its shortfall. Hampton Roads, Va., has had a \$2.5 million application turned down by the JSP board and three Gulf ports are in similar financial straits.

## Workers may be screened

# Gene tests lack accuracy

**United Press International**  
WASHINGTON — Despite scientific uncertainty as well as legal and ethical problems, further research could make genetic screening of workers routine within 10 years, experts say.

Questions and congressmen raised about genetic testing Wednesday at a hearing by the House Science and Technology's investigations and oversight subcommittee, which is looking into the unique screening process.

In the procedure, a blood test is taken to analyze an individual's genes to identify those more likely to get a disease as a

result of being exposed to certain chemicals or substances.

For instance, a person more likely to get cancer from working around asbestos could be identified and denied employment.

"We're getting into a very sticky wicket based on how accurate these tests are," said Rep. Bob Shamansky, D-Ohio. "It seems to me it will be a long time before we really know."

But when subcommittee chairman Albert Gore Jr., D-Tenn., asked whether accurate tests would be possible within two to 10 years, Dr. Nanette Newell, a geneticist who headed a federal study on the matter, nodded yes.

Said Gore, "It's alternately exciting and terrifying."

In a survey by Congress' Office of Technological Assessment, 59 of the Fortune 500 corporations said they were interested in using genetic tests in the next five years.

In re-checking the 59 corporations, however, only four were considering using the tests within five years and 55 said they possibly would do so, Geoffrey Karyn, an OTA project director, said.

Karyn gave preliminary findings of a year-long study on genetic testing. He said none of the current genetic tests meet established scientific criteria for routine use.

But he said there was enough evidence to merit further research, and both Gore and Shamansky joined in urging the continuation of such investigation.

Karyn pointed out many genetic traits occur more frequently among some races and ethnic groups, and asked if the use of the tests could result in discrimination.

The President's Commission on Ethical Problems in Medicine and Biomedical and Behavioral Research concluded genetic information should not be given to insurers and employers without the explicit consent of the person who was screened.

## Now you know

**United Press International**  
Flat roof-top solar collectors may be efficient energy producers on cloudless days and when the sun is just at the proper angle. But what about those non-ideal conditions? Researchers at General Electric have come up with an alternative: not square planes, but a row of light permeable glass tubes.

According to a report in the September issue of Science Digest magazine, sunlight enters this kind of solar collector via glass tubes and is retained by heat-absorbing black fiberglass. The little bit of sunlight not absorbed the first time bounces up from the unit's reflective bottom for another try. Air

pumped through the fiberglass carries the heat out into the home for warmth in winter and for heat-driven air-conditioning in summer.

The key to the system's suc-

cess is what lies within the tubes: nothing. GE research engineer Carlyle Herrick explains: "Energy enters in the form of light, is converted to heat in the fiberglass."

# Short Necks?



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# "Twas like losin' a friend the day George Killian stopped brewin' the Red."

**A**n old friend, if you ask me. For nearly a hundred years, the lads all over this part of Ireland knew you could count on the Red. And count on the Red they did.

"It was George Killian's family who brewed it. And for five generations, they was holdin' true to the taste. And if you ever had just a sip or two for yourself, you'd thank 'em for it, too."

"But then came the black day George Killian stopped brewin' the Red. Some say it was the changin' times that backed him to the wall.

"Modernize, they said to George.

"Compromise, George said to them. 'And I'll have none of that. Before I change the taste, I'll close the doors.'

"And close the doors he did—though a few of the lads came close to tears. And George Killian came close to tears, himself. Or so they say.

Then something grand happened. Over in America, Coors asked George if they could help him bring it back.

"Brew me Killian's Red?" George asked. 'Aye, I'd be proud to brew with you. If you be brewin' it my way.'

"Now George's way was never the easy way. It means slow-roastin' the malts. Takin' a bit more time. And a bit more trouble.



"But that's what brings out the taste. And that's what brings out the glorious red color.

"And I hear that's just the way they're doin' it. One sip, they say, and you'll know they're brewin' it George's way. Of course, brewin' the Red George's way is just what the lads all expected.

"They don't forget what George Killian always says: 'I stopped brewin' it once. And I can stop it again.'



# KILLIAN'S RED

One sip and you'll know. They're still brewin' it George's way.

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