

Is Reagan Robbing Peter to Pay Paul In Education Budget?

Washington (NC) -- President Reagan Feb. 28 defended his plan to cut college student aid and repeated his call for aid to parents of children in non-public elementary and secondary schools.

But an official of an organization of Catholic colleges said Reagan's proposals seem contradictory because while granting greater choice in education at the elementary and secondary levels they would restrict choice at the college level.

In an address in Washington to the National Association of Independent Schools, Reagan said tuition tax credits and vouchers would "expand parental choice" and "foster greater diversity" in the education system.

"Parents should have greater freedom to send their children to the schools they desire," he said, "and to do

Sponsors Needed

Sponsors, both individuals and organizations, are needed to help refugees from Southeast Asia start new lives in the United States. Diocesan wishing to assist in the effort are asked to contact the United States Catholic Conference's local refugee officer, James Delaney, (716) 546-7220.

so without interference by local, state or federal levels of government."

Reagan has repeatedly called for tax credits for part of the tuition parents pay to send their children to non-public elementary and secondary schools, but tax credit legislation has made almost no progress during the Reagan administration.

In his speech Reagan acknowledged that cutting college student loans may force some families to make "difficult adjustments," but he called his plan "reasonable, prudent and just." He promised that every qualified student who wants to go to college will be able to do so.

U.S. colleges have gained far more from the economic recovery than they will lose in any budget cuts, he added.

Under his fiscal 1986 budget Reagan has proposed denying guaranteed student loans to all students from families with adjusted gross incomes above \$32,000, eliminating grants, work study jobs and other aid to those with income above \$25,000, and limiting to \$4,000 per year the maximum federal help any student can get.

David Johnson, associate executive director of the Association of Catholic Colleges and Universities, said in an interview March 1 that if Reagan's proposals go through "we'll see a return to

only rich folks going to independent colleges -- it seems to force more and more students to state schools."

"I get the feeling that access and choice have gone by the wayside...at least choice has gone by the wayside," he said.

Johnson called it contradictory that the Reagan administration wants tax credits to give parents more choice in sending their children to nonpublic elementary and secondary schools but would restrict choice at the college level.

"I suppose their justification is that at the elementary and secondary level education is a right as opposed to the college level but to me that right extends beyond the secondary level," he said.

Johnson said he could not project if the proposed cutbacks in college loans and aid would cause some small Catholic colleges to close due to lack of enrollment. "I think the major effect will be on the students who are denied the opportunity to attend the colleges that best suit their needs," he said.

The cutbacks in college student aid would result in \$2.3 billion in savings in 1986, according to Reagan's budget proposal. The estimated loss in tax revenues due to tuition tax credits in 1986 would be \$635 million, according to the budget proposal.

Pope's Mercedes Simple By Previous Standards

Vatican City (NC) -- By the standard of earlier papal conveyances -- and many contemporary luxury autos -- Pope John Paul II's 1976 Mercedes Benz 300-SEL is a simple car.

Previous papal vehicles have included a gilded carriage with wheels 6 feet high and a car with a brocade throne, but Pope John Paul II's Mercedes has no special accommodations beyond bulletproofing, said Daniele Dalvai, chief of parking services at the Vatican.

Dalvai noted the absence of refrigerator, telephone or television found in comparable cars. Only a small bronze coat of arms on each back door sets the pope's car apart from others.

"Before the attempt on his life (May 13, 1981), this was a regular Mercedes," Dalvai said. "Additional metal and bulletproofing were added afterwards."

Although the car is almost 10 years old, it is in good condition, according to Dalvai. "It always functions. We're very careful with it. We keep it at maximum security."

Dalvai's job includes overseeing all the papal vehicles -- the white Land Rover and the white Toyota used in St. Peter's Square, the four white jeeps for papal trips, the two black Mercedes with beige velour interior for local jaunts, and the black BMW used at Castelgandolfo.

Although the pope has two Mercedes at his disposal for his trips around Rome, he relies almost entirely on the Mercedes 300-SEL, Dalvai said.

The jeeps, popularly known as "popemobiles," also are bulletproof, said Dalvai. Not bulletproof, however, are the jeeps the pope uses in St. Peter's Square, where he was shot in 1981. To the consternation of those charged with papal security, Pope John Paul still travels the square in an open jeep, usually the very same one in which he was riding the afternoon he was shot.

"The pope wants to be able to meet the people," said Dalvai. "You cannot bulletproof an open car."

In the 1800s, Pope Leo XIII traveled through Rome in a horse-drawn carriage with rear wheels 6 feet in diameter.

Pope Pius XI rode around Rome in a 1930 Mercedes Nurburg with a brocade throne and a panel of electric buttons with which he could communicate with his driver. The pope could signal left, right, turn, home, stop, slower, faster -- with flashing lights or telephone-like rings which registered on the dashboard.

"He never spoke directly to the driver," said Dalvai.

The old Mercedes sits in the Vatican carriage museum, after being put in top running condition in a two-year restoration project completed in Germany last September.

Beside the restored car sit a 1930 Citroen Italia and an American car, a 1930 Graham Paige. There are plans to restore the Citroen, a Vatican museum official noted, but the future of the Graham Paige, a favorite of Pope Pius XII, is uncertain since the company which produced it no longer exists.

Dalvai said that the Vatican takes measures to protect the pope's vehicles against sabotage. Sabatino Baglione, a Vatican employee since 1950, drives all the vehicles, and each car is serviced at the Vatican.

"The only ones who take care of the cars are trustworthy people who have been here for many, many years," said Dalvai.

Security precautions become complicated when the jeeps are sent outside Italy in preparation for papal trips, he said.

Dalvai said that two jeeps are generally sent to a country the pope will visit and are transported in completely sealed containers.

The first papal cars, used between 1926 and 1930, were made in Italy, and two of them were white. After World War II, American cars were popular. Pope John XXIII brought back the tradition of black papal Mercedes.

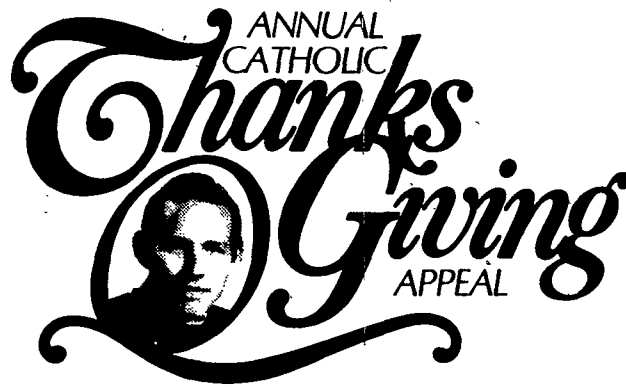
Bishop's Administration 1985



Bishop Clark meets with Sister Muriel Curran, center, Vicar for Religious, and Sisters Jean Marie Kears RSM, left, and Elizabeth Anne LeValley SSJ, superior generals of their respective orders.



Bishop Clark with Auxiliary Bishop Dennis W. Hickey.



The bishop, as shepherd of the diocese, has a responsibility of ministry to the 12 counties of this diocese.

He is also responsible for ministering to those who minister -- our clergy, religious and lay leaders.

Bishop Clark has overseen the beginnings of the Diocesan Commission on Women (Jan. 29), The Foundation of the Roman Catholic Diocese of Rochester, Inc. (Jan. 30), and he regularly meets with our Diocesan Finance Council to get input on diocesan concerns.

He meets on a regular basis with the superior generals of the Sisters of Mercy and Sisters of St. Joseph to get a reading on the daily life of two of our religious communities. Sister Muriel Curran and Msgr. Gerard Krieg provide input on the life of the other religious men and women of our diocese.

The bishop meets regularly with state and national committees: the Bishops' Committee on Priestly Formation (discussion of seminary life), LCWR (committee on women religious), the task force on The Pastoral on Women (national pastoral on women).

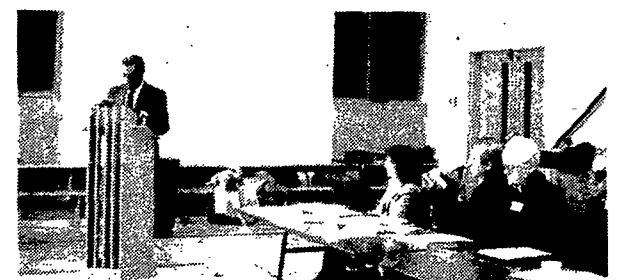
In each instance, by his presence and support, Bishop Clark has been affirming each group as collaborator in ministry in the Diocese of Rochester.



The bishop listens to discussion at the Diocesan Finance Council.



Bishop Clark at a meeting of The Foundation of the Roman Catholic Diocese of Rochester, Inc.



The bishop witnesses testimony at the public hearing on the U.S. bishops' pastoral on the economy.