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Law & Order

The Trend Report

Law & Order

69

Law & Order Indicators

	Base Quarter Index*	1973 Quarter Index	Current 1974 Quarter Index	Current 1974 Quarter Linage**
1. Police	100	89	72	103,200
2. Prisons & Prisoners	100	97	52	76,350
3. Judicial Administration	100	97	107	49,650
4. Violence	100	84	214	27,600
5. Civil Liberties	100	149	166	22,950
6. Juveniles	100	160	107	16,500
7. Gun Control	100	69	523	10,200
8. Community Activity	100	52	120	4,500
9. Laws & Legislation	100	51	53	4,350
10. Commissions, Studies, Reports	100	186	69	<u>3,000</u>
				318,300

* Average of 1972 and 1973 fall quarter linage = 100

** All linage is listed in the Appendix



The Trend Report

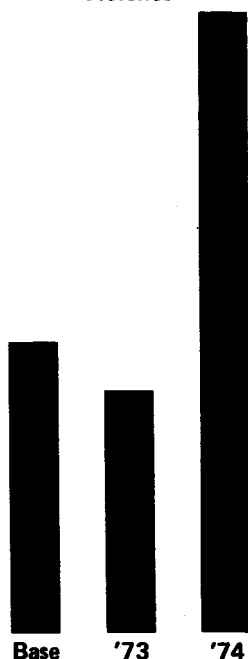
Law & Order

70.

That the Trend Indicators appearing with each category of coverage in The Trend Report constitute a closed system, taken together, is made quite clear from the figures for Law & Order. The index for the category as a whole is down to 80 for the current quarter, compared to 98 for the quarter a year ago. Evidently, a good deal of the news space that would have been devoted to matters involving police and crime rates and prisons has been pre-empted by the currently more pressing economics and energy topics.

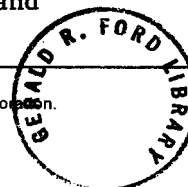
Nevertheless, within the category, there are important increases in lineage devoted to some sub-topics, while others are down quite sharply. Several of the subtopic headings which showed fluctuations in the current quarter significant enough to warrant specific analysis, are examined below, followed by some special reports.

Violence



Police. Down in lineage to an index of 72, compared to 89 for the same three-month period a year ago, this subtopic included news of an interesting year-long study of police patrols in Kansas City, Missouri. The study was meant to determine how effective patrols are in crime prevention, and was conducted with rigorous scientific methodology and controls. The central finding was that decreasing or increasing routine preventive patrols had no effect on crime, citizen fear of crime, community attitudes toward the police or the delivery of police service, police response time, or traffic accidents. This in turn shook a lot of cherished beliefs, and caused some police officials to begin re-examining the basic premises on which they run patrol operations.

Violence. The index for this subtopic is up to 214, compared to 84 a year ago; this increase seems to derive from two major factors. One, mentioned in earlier Trend Reports, is the greater willingness of victims to report rape, largely because of new procedures which assure the victims of hearings without humiliation. The other factor, much broader, is the steady increase in crime, both in central cities and



Gun Control



in outlying areas. Particularly striking in the newspaper coverage is the growing extent to which young offenders are involved in robberies and other violent crimes.

The rise in crime may be due to better reporting, as some argue--but it may also be due to more desperation among unemployed persons as the recession worsens. No one really knows. The figures show serious crime increased in 1973 by six percent over 1972, and during the last quarter of 1974 was increasing at the rate of 16 percent--a little ahead of the inflation rate. One interesting thesis is that the crime increase matches the population growth of the 15-24 age group, which is the group with the highest rate of offenses. There is some element of cheer in this theory, since as the rate of population growth tapers off, the crime rate should also fall.

There are reports from rural areas and smaller cities and towns in all parts of the country--California, Oregon, Missouri, New Hampshire, Oklahoma--that crime rates are rising rapidly in those towns and their suburbs. To hold down crime among youth, the mayor of Yonkers, New York, proposed a midnight-to-6 a.m. curfew for minors, but met with opposition from persons who believed the curfew would violate young people's civil rights.

Gun Control. This subtopic showed by far the largest index rise, going to 523, compared to 69 for the same quarter a year ago. The increase was due partly to the higher over-all crime rate, of course, but more reporting on the use of dum-dum bullets by growing numbers of city police forces was also a factor. The bullets mushroom after impact inside their victims and tear fist-sized holes where they exit--if they do. Police defend their use on grounds that the old style jacketed bullets can hurt innocent bystanders. The impression is conveyed, though, that at least some police, frustrated at the ease with which offenders are released, want to deal definitively with suspects who resist arrest or attempt to flee.



The Trend Report

The dum-dum bullet, with its greater hitting power and its capacity to inflict extreme injury, is one way of doing this.

The federal agency charged with administering the gun laws, the Federal Bureau of Alcohol, Tobacco and Firearms, has announced it is imposing a nationwide crackdown on "violent crime in the streets." The bureau's agents are working with local police agencies to identify the most violent and dangerous criminals. They will then go after them for gun law violations, somewhat the way organized crime chieftains are caught on income tax violations.

Handguns the
'No. 1 problem'
in Chicago

Guns are causing a particularly acute problem in Chicago, where 26 persons were killed over one recent weekend. The Chicago Tribune called on Congress to prohibit the manufacture of handguns and parts in the U. S. Homicides were up in Chicago from 396 in 1965 to 864 in 1973, to close to 1,000 in 1974. The percentage committed with handguns went up from 39 percent in 1965 to 63 percent in 1973. Mayor Richard Daley, ignoring some other well-known civic ills, said of the shootings, "Guns are the No. 1 problem in the city."

Freer use of guns
by police
is supported

An interesting perspective on questions of gun use turned up in a reader survey conducted by the St. Petersburg, Florida, Times. The paper asked if police should have the right to shoot at fleeing persons whether the suspected crime involved people or property. Current city policy allows police to fire only when bodily harm to the police or to a citizen seems imminent. Apparently fed up with rising crime, 379 of the 422 answering the survey said police should be able to use their guns at their own discretion, whether crime against a person or against property was involved.



Lawyers Caught Up In Accountability Trend

Opening up to
public scrutiny

When the president of the State Bar Association of New York says something like, "The legal profession has failed to serve the middle-income sector of our society" and ". . . it is time the legal profession did something about it," there is reason to believe something is happening in the law. It is. Lawyers are joining the ever-widening segments of society that are opening up their formerly closed preserves to the scrutiny of the public. They are also moving to make their special services more widely known and available.

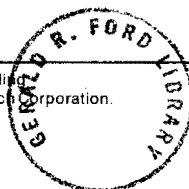
The speaker who made the pronouncements above was Whitney North Seymour, Jr., and he was discussing a conference held by the state bar association to remedy the shortcomings in availability of legal services and understanding of fees charged. The conference was designed to find ways of streamlining legal practice, utilizing paralegal assistants, and pooling legal skills. Specific problem areas such as small claims, consumer rights, real property transactions, small business concerns, and estate planning were all discussed.

Pilot legal clinics

The conference, reported in the Mt. Kisco, New York, Patent Trader, agreed to set up pilot legal clinics where people could explain their problems to paralegal persons. They would be provided with non-legal help if this would suffice, and otherwise would be assigned to staff lawyers.

Lawyers permitted
to advertise
in Florida

In Florida, the governing board of the state bar association voted to allow lawyers to advertise areas of the law in which they specialize, reversing the hallowed custom that prevented them from making their skills known. The plan is intended to help the public find lawyers who are skilled in certain fields, and at the same time to keep specialized lawyers up to date, by requiring them to be recertified in their specialties every three years.



The Trend Report

Transportation

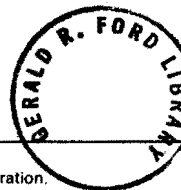
74

Transportation Indicators

	<u>Base Quarter Index*</u>	<u>1973 Quarter Index</u>	<u>Current 1974 Quarter Index</u>	<u>Current 1974 Quarter Linage**</u>
1. Highways	100	94	120	67,950
2. Rapid Transit	100	84	194	49,200
3. Buses	100	91	85	46,950
4. Air Travel	100	126	86	43,050
5. Transportation Workers	100	101	180	34,050
6. Railroads	100	115	141	30,900
7. Traffic	100	105	169	15,450
8. Metropolitan & Regional Systems	100	135	44	14,400
9. Parking	100	85	153	7,800
10. Bicycles & Motorcycles	100	192	162	<u>3,150</u>
				312,900

* Average of 1972 and 1973 fall quarter linage = 100

** All linage is listed in the Appendix

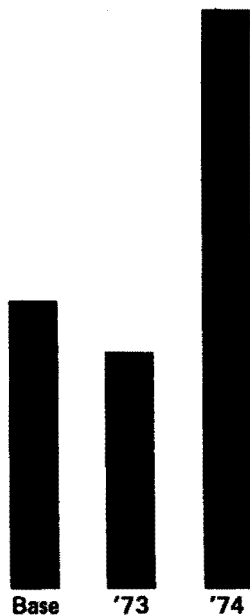


The Trend Report

The over-all index for the Transportation category showed a modest increase to 113, compared with 106 for the same quarter a year ago. The lineage for the current quarter totaled 312,900, well ahead of the 290,400 lines that were published during the preceding quarter, but behind the 321,450 lines published during the spring quarter of 1974, when the energy shortage and its effect on transportation were major preoccupations.

Those subtopic headings which showed fluctuations in the current quarter significant enough to warrant specific analysis are examined below.

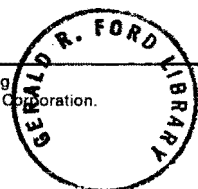
Rapid Transit



Rapid Transit. Coverage of this subtopic got a substantial boost--to an index of 194 compared to 84 a year ago--from passage of the federal mass transit bill. Articles exploring the impact of the federal bill on local transit systems proliferated. In addition, San Francisco's embattled BART system got under way, which generated a lot of articles in different papers around the country as well as in the San Francisco Bay area itself.

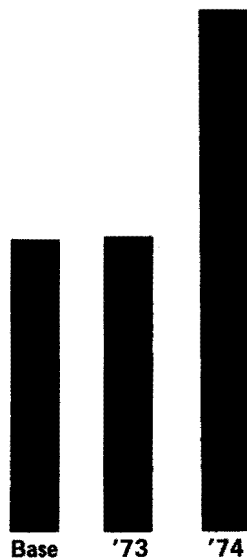
Buses. Linage on buses was down to an index of 85, as newsy announcements of improved services tapered off and the actual work of making those improvements was begun. Dial-a-ride bus systems were moving from the experimental to the operating stage in several cities. By one tabulation, more than 40 cities have tried dial-a-bus transportation. The most ambitious operation tried yet is in Santa Clara County, California, where 32 telephone operators, three leased computers and 90 buses are serving the 1,300 square-mile area dominated by the city of San Jose.

Bus production has increased at General Motors, at the Flexible Division of Rohr Industries, and at AM General, a unit of American Motors. Each of them has sizable backlogs, and in addition, they are participating in the development of the Department of Transportation's experimental Transbus, which will have important new safety features.



The Trend Report

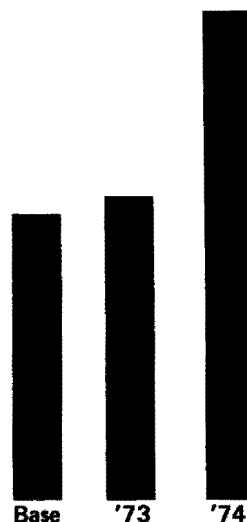
Transportation Workers



Jitney bus lines are emerging in some cities as adjuncts to the regular bus lines and dial-a-bus systems. They complement each other, and provide great flexibility at low cost. Ann Arbor, Michigan, is using jitneys and dial-rides and has generated a volume of more than a million passengers a year. Jitneys are doing well in San Francisco, Chicago, Atlantic City, Rochester (New York) and in the Los Angeles area.

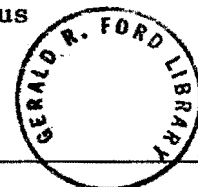
Transportation Workers. The lineage increase here, to an index of 180, was due primarily to major transportation strikes, notably in San Francisco and Los Angeles.

Traffic



Traffic. Much of the increase in lineage on traffic was due to newspaper discussion of the national speed limit and violations of that limit. (The index increased to 169.) Figures show the speed limit has saved many lives, but as the fuel shortage becomes more remote in memory, fewer drivers observe the limit. In another development, several states are considering introducing refresher courses for older drivers. The American Association of Retired Persons is in favor of the idea, and some insurance companies give discounts to drivers who have taken such courses. They are helpful in several ways, notably in keeping older drivers up to date on rule changes, such as the spreading practice of allowing right turns after stopping at red lights.

Metropolitan & Regional Systems. Down sharply to an index of 44, this subtopic, which covers agencies coordinating regional rail, bus and highway systems, appears to reflect a lull after the high interest of a year ago, when the index for the subtopic was 135. Much of that earlier news was centered around euphoric announcements of plans for new systems; now the scutwork of finding financing and getting agreements on specific proposals is going on, and such laborious proceedings attract less attention.



Small Towns Losing Air Service

Air service to small towns is coming under more intensive scrutiny in several parts of the country. This is due to a combination of factors: cuts in local train service, a reluctance to drive long distances in view of fuel shortages, and more concern with safety.

Major changes in
commercial service

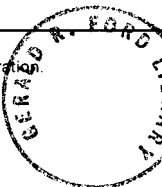
The Seattle Times suggests that a major change in commercial air service to small towns is going on across the country. The trend is away from regional carriers like Hughes Airwest, the paper says, and toward service by commuter operators, which are known in the trade as third-level carriers. Withdrawal of federally-certificated regional carriers from service to small towns, dictated by small volume, is being accelerated by conversion of lines like Hughes Airwest to all-jet operations. In the recent past, eleven Washington towns, most of them remote interior points, have been removed from the air-transport network. This is said by the newspaper to be creating a "serious air-transportation situation in the state of Washington."

The Times notes that neighboring states, such as Oregon and California, regulate third-level carriers, and cites recommendations that Washington introduce state regulation too.

In Michigan, state and local officials are moving rapidly to introduce commuter airline links connecting thirteen small cities with larger cities on regular airline routes. The network will be funded by the Upper Great Lakes Regional Commission, with planning conducted by the Michigan Department of State Highways and Transportation.

CAB on the case

On the federal level, the Civil Aeronautics Board issued a warning to local-service carriers about their obligations, and expressed "great concern" at the loss of air service to small towns. The CAB message implied that cutting service for efficiency might intensify regulatory pressures on local carriers.



Trolleys Coming Back With A New Name

Trolleys are making a modest comeback, assisted by the energy shortage, air pollution restrictions, a wave of nostalgia, and a new name. The new name, which suggests to some that trolleys are a brand new idea rather than a return to an older solution--thus making the idea more acceptable--is "light rail vehicle."

**Portland to reactivate
1893 line**

Portland, Oregon, has been negotiating with officials in Toronto to buy fifteen of the Canadian city's old streetcars, and plans to reactivate a thirteen-mile route on which, appropriately, the country's first interurban trolleys began service in 1893.

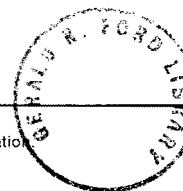
**Seattle may restore
cable car service**

Seattle, where regular streetcar runs were halted in 1941, has commissioned a study to determine whether a streetcar line serving the central business district should be built. The proposed trolley, if it is approved, would be a tourist attraction as well as a functioning transportation line. In addition, officials are considering restoring cable car service, which also operated until 1941, from the Seattle waterfront up the steep downtown hills to the main commercial district.

**Boeing now
building streetcars**

The Boeing Company, moving with the trend, is producing streetcars, as part of its attempt to diversify from purely aero-space projects. The company rolled out its first trolley car in mid-summer in Philadelphia. The car was the first of 230 on order from Boston and San Francisco, both cities with operating light rail--or trolley--lines. The Boeing streetcar is the first new trolley car built in the U. S. since 1952, and the first of a new design since 1936.

Other cities considering trolley operations with varying degrees of seriousness include Austin, Texas; Dayton, Ohio; and Rochester, New York.



Some Shippers Footing the Bill for Rail Safety

Late shipments
and costly accidents
are commonplace

The decline of the nation's rail network continues to cause concern among communities, corporations, and government agencies. The worries range from practical considerations about freight delivery times and schedules, to fear of deadly accidents that could involve whole towns. Several corporations, as well as government agencies at the national and local levels, are taking measures to palliate if not to resolve the problems.

Trains being held
to 10 miles an hour

The fundamental difficulty is that the rail lines don't have the money to provide the maintenance for tracks and equipment that is essential for safe, reliable operations. The Penn Central estimated in a recent report that it was behind by \$776.6 million in track maintenance and \$117.8 million in rolling stock maintenance. So much of its trackage is under slow orders, holding trains to 10 miles an hour, that it is losing millions of dollars in shipping revenues. Derailments on all the nation's railroads were up by 34 percent over the last twelve-month period for which figures are available.

One Houston accident
caused \$12 million damage

The concern is more than a minor matter of delayed shipments or damaged goods. Tank cars carrying dangerous chemicals can inundate whole communities in poisonous gases or set them awash with flaming liquids. Houston has suffered three such wrecks within one year; the last one caused \$12 million damage and started fires which could not be extinguished for a week.

Near Dayton, Ohio, town officials of Fairborn ordered the Erie Lackawanna to make repairs on dangerous track in the town or have its trains carrying dangerous cargo re-routed around the town. Local police were to inspect all trains for any dangerous shipments.

Iowa was negotiating with officials of five rail lines to provide subsidies of \$3 million so the lines



The Trend Report

could continue to operate tracks otherwise scheduled for abandonment. The railroads would in turn have to commit themselves to providing better service.

Illinois' code
tougher than
federal government's

Illinois undertook a study of its state railroad safety inspection program after a series of disastrous accidents involving hazardous chemicals. The state Commerce Commission later set up tough safety procedure rules for rail lines, requiring them to seek the "safest possible route" for hazardous freight shipments, and to take extraordinary precautions with them. The new rules were considered even more comprehensive and exacting than federal safety rules.

Corporations working
with railroads
to repair track
and inspect equipment

Seeking their own solutions to urgent problems of delayed and damaged cargoes, several corporations are working with railroads to repair track and inspect equipment. The Iowa Beef Processors are spending \$100,000 a year to inspect refrigerator cars that the railroads should maintain but don't. In Ohio, the Cleveland Electric Illuminating Co. joined forces with Dow Chemical and Detroit Edison to lend the Penn Central \$800,000 to repair a vital section of track on which coal shipments depend. The DuPont Co. led efforts by a group of corporations that jointly use a switching yard to raise maintenance funds by imposing a surcharge on every car that uses the yard. The Bethlehem Steel Corp. routinely does repairs at its own expense on defective freight cars just to keep things moving.



The Trend Report

Welfare & Poverty Indicators

	Base Quarter Index*	1973 Quarter Index	Current 1974 Quarter Index	Current 1974 Quarter Linage**
1. Public Assistance	100	122	74	51,450
2. Aged & Handicapped	100	142	242	33,750
3. Child Welfare	100	138	81	32,700
4. Charities & Social Agencies	100	88	188	14,100
5. Hunger & Malnutrition	100	104	87	11,850
6. U.S. Office of Economic Opportunity	100	81	29	4,800
7. Model Cities	100	46	30	3,900
8. Social Security	100	63	31	3,450
9. Legal Services	100	119	23	<u>1,050</u>
				157,050

* Average of 1972 and 1973 fall quarter linage = 100

** All linage is listed in the Appendix



The Trend Report



The index for the Welfare & Poverty category as a whole was down to 83, from 112 for the same quarter a year ago, suggesting that in this category, too, the closed-system aspect of the indicators prevails. With other categories up steeply--Government & Politics showing an index of 170, Housing & Urban Development up to 159, and Employment up to 139--and the total amount of space for news remaining constant, something else has got to give. One of the categories that gave was Welfare & Poverty. It seems likely, unhappy as the thought may be, that as the recession-depression intensifies and unemployment increases, lineage devoted to Welfare & Poverty topics will increase.

A continuing factor in holding down the lineage devoted to Welfare & Poverty in the country's newspapers was the reduction in federal funding of certain support programs for the poor. This kept the volume of coverage for subtopics such as the U. S. Office of Equal Employment Opportunity, and Model Cities, down to index values of 29 and 30 respectively, down from 81 and 46 respectively for the same quarter a year ago.

Those subtopic headings which showed fluctuations in the current quarter significant enough to warrant specific analysis are examined below, followed by special reports.

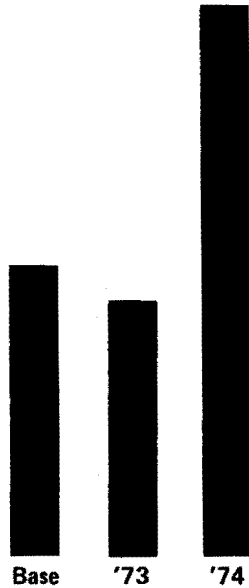
Aged & Handicapped. This continued to be the fastest-growing subtopic in the category, although with a total of 33,750 lines for the quarter it comes second in total volume behind Public Assistance, to which 51,450 lines were devoted. The coverage reflected growing debate over the place of aged persons in U. S. society, and the responsibilities of that society toward them. What government and private organizations are doing about them is examined in a report that appears below, after the Indicators.

Child Welfare. Coverage of child abuse, which has been a major component of this subtopic, has di-



The Trend Report

Charities & Social Agencies



minished somewhat, accounting largely for the drop of this heading to an index of 81. It may be that the extensive coverage of child abuse in newspapers across the country has made the public more aware of the seriousness of the problem and helped motivate people to report such situations at earlier stages.

Charities & Social Agencies. Economic hard times affect charity drives with especial severity, and this has been reflected in coverage of this subtopic, which is up to an index of 188, with quantities of news stories about the increased need for donations. There are more reports, too, on accountability in fund raising and on the amount of money donated that actually gets to the poor, as opposed to the amount absorbed in administrative expenses. Garage sales are cutting down on the amount of used articles donated to charities, in another manifestation of the impact of the recession.



Adapting Proven Solutions to Helping the Aged

Programs developed for children
now being applied to aged

A growing number of techniques used to help older people are being borrowed--whether consciously or unconsciously--from the repertoire of services devised to help children, an examination of reports from different sections of the country shows. This is not to suggest that agencies or organizations are patronizing the aged; it simply seems that various mechanisms worked out over the years to help young people who have difficulty helping themselves can be applied usefully to old people as well.

Day care centers

Examples abound. In Jackson, Mississippi, the Clarion-Ledger reports that day care centers for elderly citizens are proving popular. They allow persons with dependent older family members to go to work without fear that problems will arise and the old persons, unattended, will not be able to cope. The centers are a project of the Mississippi Council on Aging. They have the important advantage of avoiding the need to put older people in nursing homes, where they too often atrophy. Huntsville, Alabama, also provides day care of this sort.

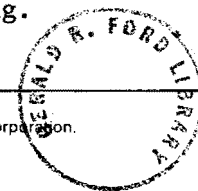
Foster homes

In the town of Chesapeake, near Norfolk, Virginia, foster homes for aged persons are serving much the same purpose; keeping older people out of the expensive and often debilitating surroundings of nursing homes. New Hampshire also has a foster homes program for older people, which it calls "Shared Homes." State officials point out that such care is far less expensive than full institutionalization, as well as being better for the persons involved.

School lunches

In Clearwater, Florida, senior citizens can get low-cost school lunches, to help them survive on their modest incomes.

Seattle has developed an imaginative program to provide older persons with assistance by youths who do chores such as painting and cleaning and shopping. The recipients, who have limited incomes, pay \$1.25



The Trend Report

an hour, and the balance needed to make up the \$2-an-hour minimum is paid from county and federal funds. This plan has the additional virtue of helping the older people keep in touch with youth. This opportunity can be important to them, and can help limit the estrangement between youth and age that has grown up in the U. S. since family structures were broken down by urban living patterns. The plan also costs less than having professional adult helpers provide the services, and gives young people a chance to make a little money. The Seattle program is run by Shoreline Youth Services, under the aegis of King County.

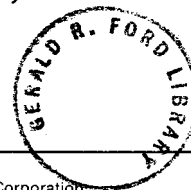
San Antonio, Texas, turned out 300 high school students on a weekend to help with chores for older people in a one-shot project somewhat similar to that being conducted on a continuing basis in Seattle.

Homemaker services

California has taken a different approach to the problem of keeping partially disabled older people out of institutions. It has introduced a statewide program called Homemaker Services, which is administered locally by each of the 58 counties. The counties have the work done on contract. The Sacramento Bee reports difficulties have arisen, largely because of "the lack of effective auditing procedures, financial guidelines, or controls" The result is wide variations in costs from county to county, and in one instance cited by the Bee, a profit of 25 percent on gross receipts by one contractor.

Local government provides housing repairs

Other innovative services for the elderly which do not have to do only with personal care are also being developed. In Lane County, Oregon, the local government provides minor repairs for the houses of older people with incomes under \$5,000. The aim is to prevent deterioration of the houses which would force the occupants into hospitals or nursing homes. Chicago offers a whole array of services, including special bus service, home-delivered meals, home help, housing assistance, and counseling.



Discounts for the Aged

More retail stores, particularly in low-income areas, are offering discounts to older people who can prove their age. On Chicago's North Side, more than 70 stores give such discounts, and older people are working to obtain discounts for telephone service and taxi rides, two essential elements in their circumscribed lives.

In Westchester County, outside of New York city, a combined effort by county officials and private business has made a variety of services available to persons over the age of 60. More than 500 stores in the county display the special discount decal in their windows. Persons who show the official card attesting



that they are Westchester residents and are 60 or older can get discounts of varying sizes, depending on the individual stores involved. Some 30,000 of the 141,000 Westchester residents eligible have registered at county headquarters or at a mobile unit which is equipped and staffed to issue the cards.

The Atlantic & Pacific chain of supermarkets throughout the county is participating in the Westchester program. Store officials estimate that the average monthly saving for older people will be \$6.24.

Westchester also moved to help older people with another serious problem: that of the cost of transportation. The county started a program to sell bus tokens through local banks at a reduced rate of six for \$1, compared to typical fares of 35 cents. The tokens are good for rides anywhere in the county, regardless of the distance covered. The cost of \$200,000 a year is being paid out of county taxes.

Other discount programs include one in Manhattan, described in Vol 3, 1974, of The Trend Report (page 88), in which 1,300 small businesses charge lower prices to older persons, and mass transit discounts and special fares in a great number of cities.





The Trend Report

Education Linage

	<u>Base Quarter Linage*</u>	<u>1972 Quarter Linage</u>	<u>1973 Quarter Linage</u>	<u>1974 Quarter Linage</u>
1. Public Schools	175,200	189,000	161,400	214,050
2. Colleges & Universities	126,600	139,800	113,250	148,050
3. Desegregation	70,800	121,650	19,800	107,850
4. Teachers	48,900	39,150	58,650	92,250
5. Curricula	22,350	22,050	22,650	59,250
6. Race Relations	28,200	25,200	31,050	35,250
7. Experimental	19,650	17,100	22,200	24,900
8. Women	13,650	13,500	13,650	23,400
9. Special Education	18,450	16,800	19,950	21,600
10. Vocational Education	9,000	12,900	5,100	12,750
11. Adult Education	4,800	4,800	4,800	11,700
12. Student Protest	20,550	27,150	13,800	10,950
13. Private Schools	18,300	19,950	16,500	10,650
14. Pre-School	7,050	7,200	6,900	8,850
15. Laws & Legislation	3,600	6,600	450	3,300
16. Decentralization	<u>5,700</u>	<u>11,100</u>	<u>300</u>	<u>1,500</u>
	592,800	673,950	510,450	786,300

* Average of 1972 and 1973 fall quarter lineage



Employment Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1974 Quarter Linage
1. Labor Unions	76,200	59,400	93,000	90,150
2. Discrimination & Integration	42,150	39,300	45,000	58,500
3. Public Employees	27,300	21,000	33,450	52,650
4. Women	18,000	10,650	25,350	30,900
5. Laws & Legislation	10,950	7,650	14,100	25,650
6. Job Training & Placement	25,500	33,450	17,400	22,950
7. Safety	11,850	6,000	17,700	17,250
8. Day Care	11,400	12,150	10,500	16,650
9. Youth	5,400	2,850	7,800	7,200
10. Aged & Handicapped	5,850	4,500	7,050	7,050
11. Veterans	2,100	2,400	1,800	1,650
12. Domestic Workers	<u>1,350</u>	<u>2,400</u>	<u>150</u>	<u>600</u>
	238,050	201,750	273,300	331,200

* Average of 1972 and 1973 fall quarter lineage

The Trend Report

Environment Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1974 Quarter Linage
1. Energy	79,950	41,850	117,900	230,400
2. Land Use	65,400	43,800	86,850	87,600
3. Water Quality	77,100	88,800	65,250	60,150
4. Air Quality	54,900	53,550	56,100	55,050
5. Sewage & Water Management	52,650	58,200	46,950	52,500
6. Solid Waste Disposal	20,100	22,800	17,400	28,200
7. Pollution Control	25,200	27,450	22,800	18,750
8. Conservation	7,500	5,400	9,600	13,200
9. Noise	7,050	6,150	7,800	5,400
10. Population Explosion	<u>3,000</u>	<u>1,200</u>	<u>4,800</u>	<u>3,900</u>
	392,850	349,200	435,450	555,150

* Average of 1972 and 1973 fall quarter lineage



Government & Politics Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1974 Quarter Linage
1. Watergate	73,500	19,050	127,950	166,650
2. Ethics	56,250	17,400	94,950	108,300
3. Campaign Practices	34,200	28,800	39,600	69,750
4. Voting	26,550	44,850	8,250	63,450
5. Blacks	28,050	30,000	25,950	33,750
6. Third Party Activity	15,750	27,900	3,450	23,400
7. Women	12,450	19,050	5,700	22,350
8. Constitutional Revision	11,400	9,300	13,500	22,200
9. Metropolitan & Regional Government	12,900	9,450	16,350	21,750
10. Mass Media & Politics	5,250	900	9,900	19,800
11. Labor in Politics	12,600	21,150	4,050	16,650
12. Lobbying Groups	3,300	2,850	3,750	8,100
13. Electoral Reform	19,350	20,850	17,700	7,350
14. Revenue Sharing	24,450	36,750	12,000	6,900
15. Resignations	10,950	150	21,750	6,750
16. Laws & Legislation	1,800	3,450	150	2,400
17. Independent Political Groups	<u>4,950</u>	<u>3,000</u>	<u>6,750</u>	<u>1,200</u>
	352,950	294,750	411,750	600,750

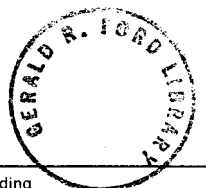
* Average of 1972 and 1973 fall quarter lineage

The Trend Report

Health Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1974 Quarter Linage
1. Drug Use & Abuse	77,400	80,400	74,400	90,150
2. Hospitals	67,200	73,050	61,350	85,500
3. Mental Health	54,750	54,000	55,350	81,000
4. Diseases	20,850	26,550	15,000	34,650
5. Physicians	16,800	14,700	18,900	27,900
6. Insurance	18,300	17,250	19,200	24,150
7. Abortions	21,600	20,550	22,650	19,500
8. Medical Schools	10,200	12,750	8,100	15,750
9. Ambulances	7,350	7,350	7,350	14,700
10. Nursing Homes	9,450	8,250	10,500	14,100
11. Pharmaceuticals	3,600	1,500	5,700	10,350
12. Medicaid	7,500	10,800	4,050	9,150
13. Community Clinics	7,800	7,500	7,950	8,850
14. Nurses	5,550	5,850	5,250	7,200
15. Birth Control	10,500	6,450	14,400	6,600
16. Comprehensive Health Planning Agencies	<u>5,700</u>	<u>7,650</u>	<u>3,750</u>	<u>5,850</u>
	344,550	354,600	333,900	455,400

* Average of 1972 and 1973 fall quarter lineage



Housing & Urban Development Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1972 Quarter Linage
1. Urban Planning & Renewal Agencies	72,600	60,150	85,050	103,350
2. Ownership-Private	22,650	24,900	20,250	81,300
3. Neighborhood & Area Development	29,850	23,400	36,300	50,850
4. Rental Housing-Subsidized	58,800	68,850	48,600	49,800
5. Downtowns	21,300	12,450	30,000	34,500
6. Commercial & Industrial Development	10,200	9,450	10,950	33,600
7. Rental Housing-Private	13,200	18,300	7,950	27,450
8. Building Codes	8,250	10,650	5,850	15,600
9. Discrimination & Integration	19,200	18,000	20,400	15,150
10. Open Spaces	6,750	8,550	4,800	14,850
11. Regional & State Planning Commission	8,850	6,150	11,550	12,300
12. Mobile Homes	5,700	4,950	6,300	7,950
13. Ownership-Subsidized	8,100	9,600	6,600	7,200
14. New Towns	<u>4,950</u>	<u>5,400</u>	<u>4,350</u>	<u>6,750</u>
	290,400	280,800	298,950	460,650

* Average of 1972 and 1973 fall quarter lineage

The Trend Report

Human & Economic Relations Linage

	Base Quarter Linage*	1972 Quarter Linage	1973 Quarter Linage	1974 Quarter Linage
1. Indians	35,400	23,400	47,250	66,600
2. Consumerism**			34,650	51,750
3. Blacks	49,200	45,900	52,500	48,150
4. Civil Rights Movement	42,900	26,550	59,100	32,350
5. Women's Rights	14,850	150	29,400	30,750
6. Marriage & Family**			23,700	28,050
7. Media	13,050	5,100	20,850	20,550
8. Business Resources	9,600	8,550	10,500	7,350
9. Spanish-Surnamed Americans	<u>4,350</u>	<u>3,450</u>	<u>5,100</u>	<u>3,150</u>
	169,350	113,100	283,050	288,600

* Average of 1972 and 1973 fall quarter lineage

** No base figure available; not monitored before May, 1973



Law & Order Linage

	<u>Base Quarter Linage*</u>	<u>1972 Quarter Linage</u>	<u>1973 Quarter Linage</u>	<u>1974 Quarter Linage</u>
1. Police	143,250	158,700	127,650	103,200
2. Prisons & Prisoners	146,700	150,300	142,950	76,350
3. Judicial Administration	46,200	47,400	44,850	49,650
4. Violence	12,900	14,850	10,800	27,600
5. Civil Liberties	13,800	7,050	20,550	22,950
6. Juveniles	15,450	6,000	24,750	16,500
7. Gun Control	1,950	2,550	1,350	10,200
8. Community Activity	3,750	5,550	1,950	4,500
9. Laws & Legislation	8,250	12,150	4,200	4,350
10. Commissions, Studies, Reports	<u>4,350</u>	<u>600</u>	<u>8,100</u>	<u>3,000</u>
	396,600	405,150	387,150	318,300

* Average of 1972 and 1973 fall quarter lineage

The Trend Report

Transportation Linage

	<u>Base Quarter Linage*</u>	<u>1972 Quarter Linage</u>	<u>1973 Quarter Linage</u>	<u>1974 Quarter Linage</u>
1. Highways	56,550	60,000	52,950	67,950
2. Rapid Transit	25,350	29,250	21,300	49,200
3. Buses	55,350	60,300	50,250	46,950
4. Air Travel	49,950	36,600	63,150	43,050
5. Transportation Workers	18,900	18,750	19,050	34,050
6. Railroads	21,900	18,600	25,200	30,900
7. Traffic	9,150	8,700	9,600	15,450
8. Metropolitan & Regional Systems	33,000	21,600	44,400	14,400
9. Parking	5,100	5,850	4,350	7,800
10. Bicycles & Motorcycles	<u>1,950</u>	<u>150</u>	<u>3,750</u>	<u>3,150</u>
	277,200	259,800	294,000	312,900

* Average of 1972 and 1973 fall quarter linage



Welfare & Poverty Linage

	<u>Base Quarter Linage*</u>	<u>1972 Quarter Linage</u>	<u>1973 Quarter Linage</u>	<u>1974 Quarter Linage</u>
1. Public Assistance	69,300	54,150	84,450	51,450
2. Aged & Handicapped	13,950	8,100	19,800	33,750
3. Child Welfare	40,500	25,050	55,800	32,700
4. Charities & Social Agencies	7,500	8,250	6,600	14,100
5. Hunger & Malnutrition	13,650	12,900	14,250	11,850
6. U.S. Office of Economic Opportunity	16,500	19,500	13,350	4,800
7. Model Cities	13,050	19,950	6,000	3,900
8. Social Security	11,250	15,300	7,050	3,450
9. Legal Services	<u>4,650</u>	<u>3,750</u>	<u>5,550</u>	<u>1,050</u>
	190,350	166,950	212,850	157,050

* Average of 1972 and 1973 fall quarter lineage

The Trend Report

The 200 newspapers read and indexed on a daily basis by Urban Research Corporation staff members come from the 159 cities and towns listed below.

Akron, Ohio
Albany, New York
Albuquerque, New Mexico
Alexandria, Virginia
Allentown, Pennsylvania
Amarillo, Texas
Annapolis, Maryland
Arlington, Virginia
Atlanta, Georgia
Augusta, Maine
Austin, Texas
Baltimore, Maryland
Baton Rouge, Louisiana
Berkeley, California
Billings, Montana
Birmingham, Alabama
Bismark, North Dakota
Boise, Idaho
Boston, Massachusetts
Boulder, Colorado
Bridgeport, Connecticut
Buffalo, New York
Burlington, Vermont
Camden, New Jersey
Canton, Ohio
Carson City, Nevada
Cedar Rapids, Iowa
Charleston, South Carolina
Charleston, West Virginia
Charlotte, North Carolina
Chattanooga, Tennessee
Cheyenne, Wyoming
Chicago, Illinois
Cincinnati, Ohio
Cleveland, Ohio
Colorado Springs, Colorado
Columbia, South Carolina
Columbus, Georgia
Columbus, Ohio
Concord, New Hampshire
Corpus Christi, Texas
Dallas, Texas
Dayton, Ohio
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan
Dover, Delaware
Duluth, Minnesota
Durham, North Carolina
East St. Louis, Illinois
Elizabeth, New Jersey
El Paso, Texas
Eugene, Oregon

Evansville, Indiana
Flint, Michigan
Fort Wayne, Indiana
Fort Worth, Texas
Frankfort, Kentucky
Fresno, California
Galveston, Texas
Gary, Indiana
Grand Rapids, Michigan
Greensboro, North Carolina
Harrisburg, Pennsylvania
Hartford, Connecticut
Helena, Montana
Honolulu, Hawaii
Houston, Texas
Huntsville, Alabama
Indianapolis, Indiana
Jackson, Mississippi
Jacksonville, Florida
Jefferson City, Missouri
Jersey City, New Jersey
Juneau, Alaska
Kansas City, Missouri
Kansas City, Kansas
Knoxville, Tennessee
Lansing, Michigan
Las Vegas, Nevada
Lexington, Kentucky
Lincoln, Nebraska
Little Rock, Arkansas
Long Island, New York
Los Angeles, California
Louisville, Kentucky
Lubbock, Texas
Macon, Georgia
Madison, Wisconsin
Manchester, New Hampshire
Memphis, Tennessee
Miami, Florida
Milwaukee, Wisconsin
Minneapolis, Minnesota
Mobile, Alabama
Montgomery, Alabama
Montpelier, Vermont
Nashville, Tennessee
National
Newark, New Jersey
New Haven, Connecticut
New Orleans, Louisiana
New York, New York
Norfolk, Virginia
Oakland, California
Oklahoma City, Oklahoma

Olympia, Washington
Omaha, Nebraska
Philadelphia, Pennsylvania
Phoenix, Arizona
Pierre, South Dakota
Pittsburgh, Pennsylvania
Portland, Maine
Portland, Oregon
Providence, Rhode Island
Pueblo, Colorado
Raleigh, North Carolina
Richmond, Virginia
Rochester, New York
Rockford, Illinois
Sacramento, California
St. Louis, Missouri
St. Paul, Minnesota
St. Petersburg, Florida
Salem, Oregon
Salt Lake City, Utah
San Antonio, Texas
San Diego, California
San Francisco, California
San Jose, California
San Quentin, California
Santa Fe, New Mexico
Savannah, Georgia
Seattle, Washington
Shreveport, Louisiana
Sioux Falls, South Dakota
South Bend, Indiana
Spokane, Washington
Springfield, Illinois
Springfield, Massachusetts
Springfield, Missouri
Stamford, Connecticut
Stockton, California
Syracuse, New York
Tacoma, Washington
Tallahassee, Florida
Tampa, Florida
Toledo, Ohio
Topeka, Kansas
Trenton, New Jersey
Tucson, Arizona
Tulsa, Oklahoma
Washington, D. C.
Wichita, Kansas
Wilmington, Delaware
Window Rock, Arizona
Winston Salem, North Carolina
Worcester, Massachusetts
Youngstown, Ohio

