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ator, the first national laboratory to face a shutdown since the postwar boom, has enough money to see it through the coming year. But if no alternate source of funds is found, it will have to close by 1972.

Dr. Milton G. White, the accelerator's director, is searching for such sources at the same time as he is trying to persuade the AEC to change its mind. His prospects include the states of New Jersey and Pennsylvania, various foundations and private donors. But persuading any of these to take a significant part in the support of particle physics would be a new departure in American science funding, and he is not overly hopeful.

The grim employment situation is bound to have some effect on physics students. Dr. Strassenburg says that all over the country professors are meeting to try to decide what to do. Restrictions on the input of physics students are likely to be the outcome, and Dr. Strassenburg is afraid there may be an overreaction. If too few new students are admitted and if the smaller graduate physics departments are dropped entirely, he fears, output of physicists could come down too drastically. In six years, the employment crisis could again be too few physicists for too many jobs.

NEWS BRIEFS

MHD; pollution standards

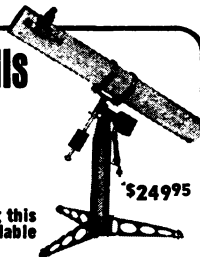
Magnetohydrodynamics, a method for producing electricity from the burning of coal, got a boost last year when an Office of Science and Technology panel recommended \$2 million in research and development funds for it (SN: 7/5, p. 8).

At least some of the message has rubbed off on the Nixon Administration, whose 1971 budget has requested some \$900,000. George Fumich Jr., director of the Office of Coal Research, describes it as "a foot in the door. We think it is significant progress," he says.

Backing up President Nixon's environmental message to Congress, the Department of Health, Education and Welfare this week issued stringent new auto-exhaust standards. The standards attack the big three of auto-exhaust emissions: nitrogen oxides, hydrocarbons and carbon monoxide. The new standards are respectively: 0.9 gram, 0.5 gram and 11 grams per vehicle mile.

The nitrogen oxide standard, the first of its kind, goes into effect in 1973; the hydrocarbon and carbon monoxide standards are for 1975. Present standards are 2.2 grams and 23 grams.

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