
Behavior

Females try harder

It's hardly a surprise, in a society where women are often rated second, that if a man succeeds, it is usually attributed to his ability, but if a woman succeeds, it is usually attributed to her being highly motivated. Two human relations investigators at the University of Kansas, Shirley Feldman-Summers and Sara B. Kiesler, report this finding in the December *JOURNAL OF PERSONALITY AND SOCIAL PSYCHOLOGY*.

They conducted two experiments to ascertain the causes attributed by male and female subjects for identical performance of males and females. In both experiments, subjects made attributions along four dimensions: ability, motivation, task difficulty and luck. In evaluating undergraduates on an intellectual task, both male and female subjects attributed the female students' success to motivation, and the male students' success to innate ability. In evaluating successful physicians, both male and female subjects attributed the female physicians' success to motivation. The male subjects attributed the male physicians' success to ability. But the female subjects thought the male physicians were successful not because they were more able than female physicians but because they had easier tasks.

What separates boys from girls

Boys and girls may not be as different as many people believe, two Stanford University psychologists, Eleanor Maccoby and Carol Nagy Jacklin, declare in their new book, *The Psychology of Sex Differences* (Stanford University Press). Some of the shibboleths they challenge:

Girls are more social than boys. There is no evidence that girls are more likely than boys to be concerned with people, as opposed to impersonal objects or abstract ideas.

Girls have lower self-esteem than boys. Boys and girls are similar in overall self-satisfaction. Girls, however, rate themselves higher in social competence, while boys more often see themselves as strong and dominant.

Girls lack motivation to achieve. Although boys appear to be more responsive to competitive arousal, that doesn't imply that they have a higher level of achievement motivation in general.

Boys are more analytic than girls. The sexes do not differ on tests that measure one's ability to analyze.

The authors, however, admit to these sex differences: Boys are more aggressive physically and verbally than girls are. Girls have greater verbal ability than boys do. Boys excel over girls in visual perception of figures.

When others' freedom is threatened

If you see someone else's freedom being threatened, it will probably upset you, especially if you can see yourself in a similar situation, report Virginia A. Andreoli and her colleagues at the University of North Carolina in the December *JOURNAL OF PERSONALITY AND SOCIAL PSYCHOLOGY*.

Subjects were asked to rank five topics in the order in which they wanted to discuss them. Then they overheard a conversation involving the topics they had ranked first where the discussant's freedom was threatened, no longer threatened or not threatened at all. The subjects rated the topics again. The initially preferred topics declined in desirability in the threat condition more than in the restored and no-threat conditions. The reason may be that the subjects saw themselves in a situation similar to that of the threatened discussants.

Environment

Impact of environmental restraints

Expenditures for pollution abatement equipment should not significantly affect industry's ability to expand and modernize over the next decade, concludes a report from the Council on Environmental Quality. The report contradicts industry advertisements that suggest environmental restraints will slow expansion and lead to loss of jobs. Maximum investment for environmental purposes is unlikely to exceed six percent of total plant and equipment expenditures in any one year, the report states, and over a 10-year period, the environmental portion of investment should average no more than three percent.

When firms were questioned on how much pollution control spending had actually displaced planned investments, only two percent responded that any displacement had occurred. The CEQ report did note that a few industries—including electric utilities, petroleum refineries, and companies engaged in making iron, paper and chemicals—might have to bear a heavier burden, but concluded that even these costs "should not have a substantial impact upon prices or output."

In many areas, the financial impact of adding pollution abatement equipment will have only temporary effect because of the need to catch up with new standards. Environmental expenditures are thus expected to rise from one percent of Federal spending in fiscal 1974 to 1.3 percent in 1975, but to decline thereafter.

Technology and emission standards

Present technology is capable of producing cars that meet the 1977 pollution emission standards, concludes a report by the National Research Council, but several problems remain unsolved for introducing stricter nitrogen oxide standards in 1978. Though the new equipment in 1977 model cars will cause slightly lower mileage performance than comparable 1975 models, they still represent "substantial fuel economy improvements" over 1973-74.

The problems with tightening NO_x standards include unproven durability, cost of replacement, a 10 percent fuel penalty and lack of assurance that voluntary maintenance will suffice to keep the equipment effective. Worst of all, the report concludes that the NO_x standards may be inhibiting development of promising alternative technologies, including stratified-charge engines, diesel engines and lean-burn systems—each of which would additionally provide improved fuel economy. Present Federal law requires hydrocarbon emissions to reach a final standard of 0.41 grams per mile by 1977, with carbon monoxide emissions reaching 3.4 grams per mile by then. During the next year, however, NO_x emissions are supposed to drop from 2.0 grams per mile to 0.4—a level industry says cannot be met.

How bike accidents happen

As more people switch from cars to bikes, accidents involving the two vehicles have also risen—resulting in injury to the biker in 99 percent of the cases. The Insurance Institute for Highway Safety has just completed a study on such accidents and finds age a determining factor: Bikers under 12 were "at fault" 92 percent of the time, compared with 34 percent for adults. Two-thirds of the accidents occurred at intersections and most in residential areas. Researchers found children were less likely to perceive dangerous situations and many were riding bikes of improper size.