

The controversy lies between control and eradication. The Oregon Department of Agriculture (ODA) continues to press for eradication with each outbreak (which questions the use of the term eradication). I attended the ODA informational meeting. The people planning the pesticide application are entomologists. It became clear that their eradication mission is to protect the plant nursery business (the largest, most profitable agriculture business in Oregon) from export quarantine laws. For anyone online, check the website Gypsy Moth in North America, a U.S. Forest Service site. The link to "life cycle" is most instructive in showing how easy it would be to find the egg masses and even the stages after hatching. Once the caterpillars begin eating tree leaves, it's almost impossible to miss them. After a caterpillar-infested tree has been identified, it could be sprayed at that point without subjecting the whole area to the pesticide. Better yet, ODA could use the \$250,000 planned for the helicopter applicators to pay some local unemployed people or biology students to collect them.

The helicopters plan to spray a product called Foray 48B. This consists of 12.65 percent bacillus thuringiensis var kurstaki (btk) strain ABTS-351, fermentation solids, spores and insecticidal toxins; and 87.35 percent undisclosed ingredients (Google No Spray Zone btk).

The ODA argues that this product is approved for organic agriculture. Not all organic growers agree with its use. Nevertheless, growers are allowed to helicopter spray crops, not people.

The hysteria being propagated over the gypsy moth is unnecessary. The pesticide is more of a cause for concern. Once it is sprayed, the ingredients or their degraded products will be in the environment and animals' (people's) bodies (see *National Geographic*, October 2006). It would be nice if the ODA were more honest about their reason for subjecting people to pesticide.

Jan Nelson
Eugene

FEAR OF SOLIDARITY?

Frank Stahl and Jette Foss argue that the creation of a faculty union at the UO is somehow a threat to faculty governance. From their point of view, the establishment of collective bargaining between the faculty and administration is a worrisome prospect because "Governance may then cease to be the joint responsibility of the professors and president. Instead, professors may become, simply, salaried employees."

Their position is a misrepresentation of the relationship between a faculty union and a faculty senate (or assembly). The establishment of a faculty union does not eliminate the faculty senate. Rather, the establishment of a faculty union enhances faculty governance by adding the legal right to engage in collective bargaining over conditions of employment.

Faculty at PSU, SOU, EOU and WOU are all represented by democratic labor unions, and all four universities continue to engage in shared governance through faculty senates and university assemblies.

My experience at Western Oregon University is that the faculty union amplifies the democratic voice of faculty. Our union, in

negotiation with the administration, has added legal protections on matters of workload, salary, benefits, evaluation and promotion. Our union, in negotiation with the administration, has also increased mandatory funding levels for professional travel, scholarship and release time. In sum, our union has expanded the role of faculty in university governance and it has done so by augmenting the mission of our faculty senate.

Peter Callero
Western Oregon University

TELL 'EM ALL

The federal and state governments as well as county and local governments are getting ready to waste hundreds of billions of dollars to widen and build new freeways with your taxpayer dollars to prop up the corporate paving industry.

Tell Congressmen Peter DeFazio and Senators Wyden and Merkley that you are opposed to spending hundreds of billions of taxpayer dollars on wider freeways and new freeways across the country.

Tell Governor Kulongoski and the Oregon Legislature that you are opposed to the governor's plans to spend 18 billion dollars of your money on expanding freeways, widening bridges and highways.

Tell the mayors of Eugene and Springfield as well as the city councils that you are opposed to their plans to waste nearly 800 million dollars of your tax dollars (actually your wages) on wider freeways and bigger off ramps.

Instead, urge them to spend these funds on new high-speed rail, light rail and heavy rail infrastructure as well as building new infrastructure for human powered transportation nationwide to prepare for the climate crisis and peak oil.

If they do not heed our requests, maybe we should seek to replace them during the next election cycle.

Shannon Wilson
Eugene

BAD BIKE IDEAS?

A few weeks ago I tried to have my letter posted in *EW* about the reasons why it is a bad idea to make bike helmets mandatory. Unfortunately, *EW* didn't find it interesting enough (but the Sunday *R-G* did), but last week *EW* did post a letter by Latasha Williams, who tried to push through a mandatory bike helmet law in Oregon after she was involved in a fatal car vs. bicycle accident. Australia started enforcing mandatory bike helmets and bicyclist ridership dropped by 50 percent. Is that what we are trying to achieve: 50 percent fewer bikes in Eugene, so that bikes can be even more marginalized?

Williams also calls the Oregon politicians stupid for even considering a possible new law for bicyclists not having to stop at stop signs. This is another bad idea of Williams making biking more unpopular. As far as I know, the statistics in Idaho, where rolling through a stop sign is allowed for bicyclists, do not show an increase in accidents, so why make bicycle riding more unpopular by enforcing unnecessary rules? Bicyclists are slow moving traffic, and they have plenty of time to look both ways when approaching an intersection, so they should be allowed to roll through stop signs.

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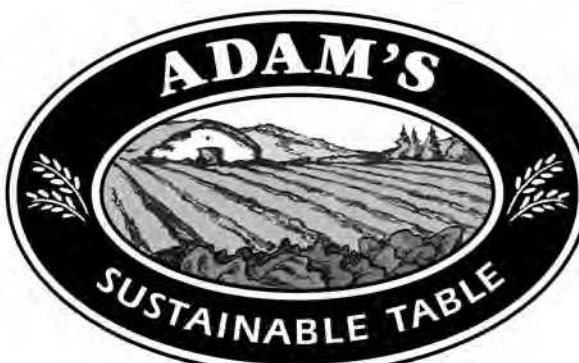
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