

HEW Chief Plays Down Medicaid Cheating

By ROSEMARY KENDRICK
Of The Capital Times Staff

F. David Mathews, secretary of the U.S. Department of Health, Education and Welfare, downplayed his department's attack on Medicaid cheaters at a news conference here Monday.



F. David Mathews

While he said there would be prosecutions where fraud and abuse are found — "No one should misunderstand that" — the main thrust would be a "constructive effort" to "develop in league with the states a method to monitor Medicaid programs."

No decision has yet been reached on whether Wisconsin will be one of five states to be probed intensively in the next 12 months, he said, although it is

one of several being considered. He noted that Wisconsin plays "a very large Medicaid role" and added that it

"has a history of good management in the welfare field," indicating that other states might learn from Wisconsin's experience.

Mathews was in Madison to speak to the annual meeting of the State Medical Society.

The national \$14.7-billion-a-year Medicaid program, which provides free medical care for those who cannot afford to pay, has been in the news lately because of skyrocketing costs and alleged widespread cheating. Several days ago Mathews announced in Washington that HEW was launching a campaign to end the abuses.

On President Ford's plan to have all Americans protected against the

dangerous swine flu by fall, Mathews commented, "I'm confident that we don't have any choice but to give it our best effort." He termed the program "without precedent."

Certain "fundamental changes" are needed in health care, said the secretary, citing the following:

- A shift in emphasis from "crisis medicine" to preventive medicine.
- More concern about "personal responsibility in the care of our bodies" — such as giving up smoking and getting proper exercise — rather than transferring all responsibility to the medical profession.
- "Major readjustments" in the methods of delivering health care.

Asked whether all welfare programs should be shifted to the federal government, Mathews replied that the letter "manages these programs with about the same skill, or lack of skill, as states do." He added, however, that there is some evidence that the smaller the program, "the less it tends to get ripped off."

He said some limited constraints must be put on medical costs, which "far exceed inflation in any other field." National health insurance, he

said, is "an open subject" but would be "enormously costly."

Mathews, 40, has been HEW secretary since last August.

Antique Show Is Set at Columbus

The Columbus Women's Civic Club will hold its sixth annual antique show and sale April 3 and 4 at St. Jerome's School gym, Columbus.

The show will be open from 11 a.m. to 10 p.m. Saturday, April 3, and from 11 a.m. to 5 p.m. Sunday, April 4. An admission price of \$1 will cover both days of the show.

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WANT ADS WORK WONDERS

Black Students' Problems Reported in Studies Here

By ROSEMARY KENDRICK
Of The Capital Times Staff

The problems of black students in Madison public schools occupied the school board's education committee Monday night.

Two progress reports were discussed: one from a committee studying why many minority group students have trouble graduating with their high school classes and the other from a committee studying black student underachievement in the lower grades.

In the Class of 1975, 18 of the 41 black seniors (44 per cent) did not graduate with their class. The committee reported that in the Class of 1976, 42 per cent of black seniors are currently having credit concerns.

"The level of non-graduating ethnic minority senior students in 1976 is anticipated to be about the same as in 1975," said the report.

A number of tentative recommendations were made, including one that suggests a "more structured environment" should be instituted within the school operation for certain students, particularly those having difficulty.

schools to correct their mistakes.

The report noted that calling for more guidance and control "may be considered regressive in present-day thinking."

"This should not be seen as punitive, but it is one way to assure that these students get the attention necessary for them to maintain progress toward graduation," the report continued.

Other tentative recommendations were that a "preventive program" be started no later than ninth grade to avoid 12th-grade difficulties, that an inservice effort be launched to train "a corps of understanding and sympathetic staff who will serve as advocates for these (minority) students in a large school setting," that alternatives to "day school" be developed, and that more parent support and home-school cooperation be sought.

The high schools were praised for providing information to student regarding their credit deficiencies "in a prompt and efficient manner," but it was suggested that perhaps even more steps might be taken with minority students.

made a thorough study of research already done in the field of black student underachievement. Hansen said he did not have the time nor the funds.

Of the committee's findings to date, that black students in grades 3, 5 and 8 here have "considerably poorer achievement scores" than other students, Hansen said. "Candidly and personally, I find the data disturbing."

The report says that the achievement of black students seems to have declined at all three grade levels over the past three years with the exception of 8th grade reading.

The committee is planning in-depth interviews of a random sample of professional staff to seek their explanations for the situation.

When board member Karen Stein suggested federal funds might be available for this project, Hansen replied, "I don't even have the staff time to write a grant proposal."

The committee began its deliberations last August.

CORRECTION

Due to an Error, Our Phone Number Ran Incorrectly in the Sunday, March 28, Wisconsin State Journal. It should have read:

The Correct Phone Number is 274-4726

TUFF KOTE Rustproofing
4599 W. Beltline in Nakoma Plaza

Milwaukee Archbishop Backs School Desegregation Order

MILWAUKEE (AP) — The school desegregation order issued by U.S. District Judge John Reynolds for this city's public schools was supported Monday by the Milwaukee Roman Catholic Archdiocesan Priest Senate.

"We affirm that desegregation is a moral issue and demands the moral leadership of priests and religious people," the group said in a resolution. Archbishop William Cousins expressed support for the action.

"Saying 'no' to school desegregation is like saying 'no' to loving your mother. Wherever possible we must

give it the support it deserves," he said.

Cousins said guidelines had been sent to Milwaukee Catholic schools outlining the principle that they are not to be used as havens for those seeking to avoid going to school with members of another race. But he said each case would be treated separately.

"Generally speaking, I would say that someone who has no claim to a Catholic education, who has not been Catholic and shows that he is seeking to evade the order should not be accepted," he said.

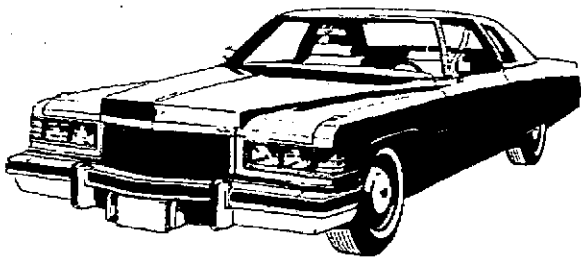
The resolution by the Priest Senate was amended before adoption to state that desegregation was "not necessarily identified with forced busing."

Class of '41 Reunion

The Central High School Class of 1941 will hold its 35th reunion at the Holiday Inn No. 2 on Aug. 7. Members of the class who know out-of-town members' addresses are asked to telephone 635-7291 or 256-0198.

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VOTE "NO" **APRIL 6 ON THE SOUTH BELTLINE REFERENDUM**

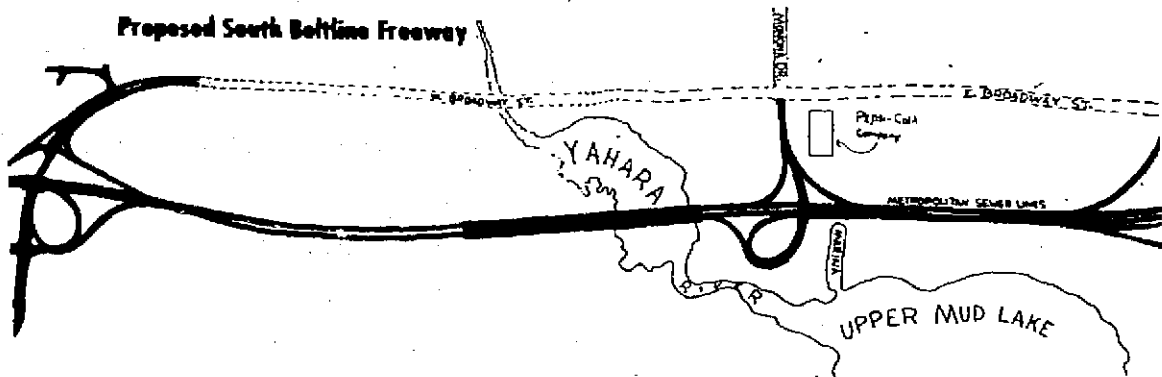
WHY BUILD THE FREEWAY?

A new freeway style road is essential to handling present and future loads of traffic. In 1950, 4500 vehicles per day travelled the South Beltline. Currently, over 44,000 vehicles travel this same road daily. By the year 2000, this number will nearly double. The present South Beltline has the highest accident rate in the state outside of Milwaukee County. Twice as many accidents occur on this road compared to the statewide average and three times as many as on urban freeways. In 1975, there were 241 accidents on the South Beltline. Statistics indicate a dramatic drop in accidents after freeway construction compared to before construction. For example, the accident rate on the West Beltline between Fish Hatchery Rd. and Nakoma Rd. before the freeway was constructed was seven times greater than during the first year after construction while the number of accidents on the South Beltline during this same period actually increased.

Number of Accidents

	Nakoma Rd. to Fish Hatchery Rd.	Rimrock Rd. to U.S. H. 51
1971	143	216
1973	19	226

The South Beltline is an important through-route for Madison. It is the only highway in the narrow corridor between lakes Monona and Waubesa. Sixty percent of the travellers currently using the South Beltline have destinations to the west-side of Madison and not in the central city itself. These travellers have two alternatives to the South Beltline. The first is to travel on streets through the central city; the second is to use the John Nelson Drive over the already crowded, two-lane highway between Monona Bay and Lake Monona. As such, the South Beltline remains a major artery not only to Madison, but around it.



WOULD THE PROPOSED FREEWAY DESTROY THE MUD LAKE WETLANDS?

A large portion of the wetlands areas in question are zoned for industry and commerce and would eventually be heavily developed without the presence of a freeway. Approximately 40 acres adjacent to Upper Mud Lake are zoned for industry. The total area along the proposed freeway corridor contains 541 acres zoned for commerce and 210 acres zoned for industry.

While much of this land has been undeveloped until now, without a freeway it would not remain so for long. According to a Division of Highways report: "Private and public development has been rapidly filling in the area and much existing wetlands has already been affected. Although passage of the proposed freeway would require a certain portion of wetlands, the project would segregate the Upper Mud Lake shoreline from the developing lands to the north."

Under the current plan, all wetlands to the south of the freeway would be kept in their natural state, and would actually be protected by the freeway from development from the north.

Because of WDOT land acquisitions for the freeway, development of land has already been curtailed south of the metropolitan sewer line.

A RELOCATED FREEWAY WOULD SAVE THOUSANDS OF GALLONS OF GASOLINE EACH YEAR.

Stop-and-go traffic typical of the current Beltline wastes valuable gasoline. Tests conducted by the State Department of Transportation compared freeway vs. arterial gasoline consumption. It was estimated that approximately 900,000 gallons of gasoline could be saved by cars and trucks using a freeway.

HOW ABOUT IMPROVING THE EXISTING SOUTH BELTLINE?

Upgrading of the existing beltline would cost an additional \$12 million. It would also require the relocation of far more families, businesses and mobile home sites than the proposed route.

WHAT WILL THE FREEWAY COST AND WHO PAYS FOR IT?

The proposed freeway will cost \$23.2 million. Of this, \$16.2 million will come from Federal Highway Aids such as the Highway Trust Fund, and the balance will come from State Highway Funds. All these funds are raised from highway user (gasoline) taxes. Not one penny would come from Madison property owner taxes.

APRIL 6 REFERENDUM: READ IT CAREFULLY

"Shall a resolution that the City of Madison opposes the construction of a six to twelve lane Highway parallel to the South Beltline Highway through Upper Mud Lake and the surrounding wetlands and that the City of Madison urge its city, county, state and federal representatives to oppose the expenditure of the \$30 million necessary to construct such highway be adopted?"

Note the inaccuracies!

The proposed freeway is for a six lane road only! The proposed freeway would go 700 ft. north of Mud Lake, not through it! The proposed freeway would cost \$23 million, not \$30 million! Many compromises have been made from the original plans in the effort that gained support from all government agencies, including the Madison City Council. Their advice and guidance deserves the voters' support.

WE URGE A "NO" VOTE ON THIS REFERENDUM ON APRIL 6.

Authorized and paid for by CITIZENS FOR SOUTH BELTLINE FREEWAY, Richard J. Pire, 45 S. Eau Claire St., Madison, Chairman.