

## Topics

# Arrivals and Departures

## Terminology

New York expects delivery of two new Staten Island ferryboats, complete but for names. Suggestions have been called for.

Many names attached by the city to its roads and tunnels honor forgotten people. For example, some may wonder why a highway in the Bronx was named for Anton Bruckner, the Viennese composer. It wasn't. It is a tribute to the more relevant if less grand reputation of Henry Bruckner, borough president of the Bronx from 1918 to 1933. The Holland Tunnel was not so named because it connected Manhattan's streets to Hoboken's, where the Holland America line long had its piers. That explanation, however, lasted longer than the fame of Clifford Milburn Holland, the engineer who designed the tunnel. Eugenius Outerbridge, first chairman of the Port Authority, gave his name to the bridge between Staten Island and New Jersey. No one remembers Mr. Outerbridge, but many people believe that the bridge they are crossing is the outer bridge—farther from New York than the Goethals Bridge, which also crosses the Arthur Kill.

Against this background, we suggest that one Staten Island ferry be named for an experimental Staten Island farmer, Frederick Law Olmsted. Later, in collaboration with Calvert Vaux, he helped to create Central Park and went on to design many other similarly famous urban spaces. He was a social

philosopher, a writer of magnificent travel books and a practical government administrator to boot. Such a christening would be a deserved honor, even though future commuters will undoubtedly think themselves passengers on the Homestead Ferry.

## Leadership at Logan

It's a sad sight: Harlem's Logan Hospital struggling valiantly to stay open despite threats of bankruptcy and allegations of mismanagement and fraud. This century-old institution, which serves a community with the worst health record in New York City, appears to have fallen victim to the neglect of its ostensible benefactors—its own board of directors, entrusted with protecting the welfare of the institution and its patients.

The first black-run voluntary hospital in the city, Logan has fulfilled a mission others shunned: caring for the desperately poor. Rapidly escalating health-care costs undoubtedly contributed to its economic woes, but the fact remains that Logan's prestigious board of trustees and accounting firm failed to protect the hospital's financial integrity. The next move in this unfortunate chapter in its history should be clear. The trustees who presided over the hospital's fiscal failure should step aside and permit a new board to try to rescue it. The new H.E.W. task force being sent into Harlem by Secretary Califano may even-

tually come up with ways of improving health care there, but the needs of Harlem's poor demand fresh leadership at Logan Hospital now.

## Times Fly

If nothing has yet made you feel old today, try this: Dulles International Airport, completed in 1962 as the airport of the future, is about to be nominated to the National Register of Historic Places. An antiquity at sweet sixteen. In response to considerable pushing and shoving by architects and preservationists, Secretary of Transportation Brock Adams has recommended that the dramatic structure designed by the late Eero Saarinen be designated a national landmark.

The terminal's soaring catenary curves overlooking the Maryland countryside were hailed as the last word in air travel when Dulles was built for the new jet age. It was the very image of flight. But superjets soon made clear the need for more space. And what futurist could have envisioned terrorism as a way of airborne life? We can make planes that go faster than sound, but can we make airports immune to acts of political or emotional desperation? So Saarinen's masterpiece will have to be revised as much for security as for space—a curious twist to flight and art. But at least the renovation of Dulles will now be reviewed by those who guard the integrity of a national monument.