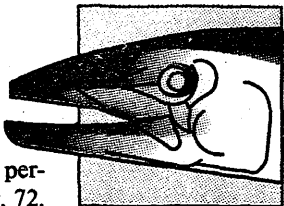


**SUNDAY**

JUNE 14, 1992

■ **WEATHER:** Mostly cloudy. 70 per cent rain chance. High, 86. Low, 72.



**SPORTS**

Almost Ready reels in Arthur Smith winner **1-C**



**ENTERTAINMENT**

Steve Martin and Goldie Hawn are 'Housesitters' **1-D**

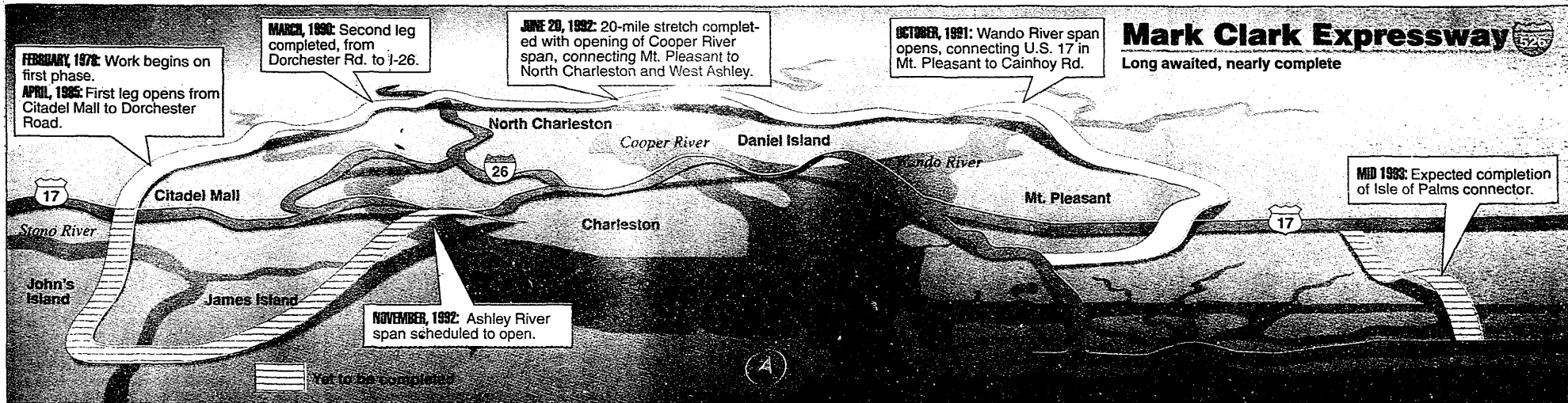
# The Post and Courier

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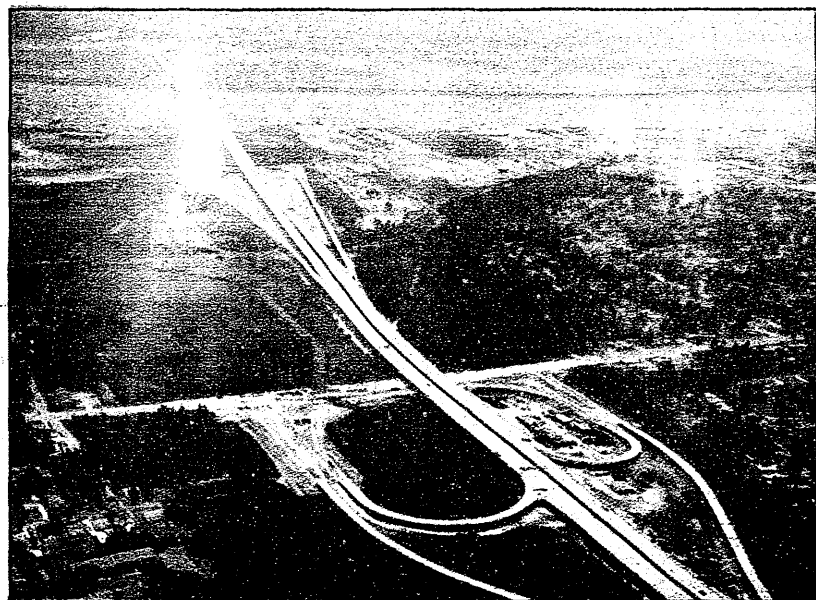
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## Future opens up with expressway



Post and Courier Graphic by Gill Guerry



This aerial photo, taken recently, shows the Mark Clark Expressway and bridge (in background) from the North Charleston side looking toward Daniel Island.

## 'Profound event' to shape how the Lowcountry grows

By **THURSTON HATCHER**  
Of The Post and Courier staff

The Charleston area will never be the same after Saturday.

That's when the final northern link of the \$275 million Mark Clark Expressway is scheduled to open.

Stretching 20 miles from Mount Pleasant to West Ashley, the completed portion of the Mark Clark will immediately ease the commutes of thousands of Lowcountry residents who use the congested Silas N. Pearman and Grace Memorial bridges.

By altering traffic patterns and creating new opportunities for development, experts say, the perimeter highway will dramatically affect how the tri-county area grows.

"I think people will look back on the opening of the Mark Clark as one of the most profound events in the use of land in this region in the latter part of this cen-

### OPENING CEREMONY

A ceremony marking the completion of the Mark Clark Expressway begins at noon Saturday at the Rivers Avenue overpass in North Charleston. The event is scheduled to include an Air Force C-141 flyover, a water show by the Coast Guard and Navy and an antique car parade.

Sens. Fritz Hollings and Strom Thurmond, Gov. Carroll Campbell and Rep. Arthur Ravenel are among the officials expected to participate.

The highway should be open for traffic by 2 p.m., officials said.

On its way through pristine Daniel Island, a real estate consultant for the owners of Daniel Island.

land and the Cainhoy peninsula, the expressway already is converting once-remote land into real estate ripe for commercial, residential and industrial development.

And as Mount Pleasant becomes more accessible to the rest of the region — including the Charleston International Airport and the North Charleston Coliseum — the burgeoning community stands to experience even more residential and commercial growth.

Among other effects:

■ The coastal communities of Sullivan's Island and the Isle of Palms face an influx of more local visitors to their beaches.

"Those two islands will become the most accessible beaches in the Charleston area," Isle of Palms councilman Jeff Simon said.

■ Retailers from the Citadel Mall at the southern tip of the Mark Clark, to the new Wando Crossing shopping center at the

Please see **FUTURE**, Page 14-A

## 'Third-rate burglary' robbed America of political idealism

■ **IT OPENED THE GATE:**

Twenty years later, the Watergate scandal still affects us.

By **DONALD M. ROTHBERG**  
Associated Press

WASHINGTON — A bungled political burglary 20 years ago still echoes in the depths of America's troubled soul, in the nation's angry heartbeat.

Watergate. The word entered the language as a synonym for scandal. Koreagate, Iranagate, Iraqgate. Every sniff of governmental wrongdoing is linked to

that granddaddy of abuse. Overdrafts at the House bank? Call it Rubbergate.

But the June 17, 1972, break-in has a deeper legacy. It changed the course of American history and the nature of the relationship between the citizenry and its government.

The Watergate tapes made every American a fly on the wall of the Oval Office, privy to crude conversations that linked the president of the United States to the illegal cover-up of "a third-rate burglary attempt" at the Democratic National Committee headquarters.

### ANALYSIS

Americans never thought politics was a clean sport. But their cynicism never approached the Watergate disclosures of stacks of \$100 bills and of demands that defense contractors kick in huge illegal contributions to the Committee to Re-Elect the President, acronym: CREEP.

Watergate's impact also was magnified by the accident of its timing.

The scandal capped a period of national

Please see **BURGLARY**, Page 14-A



Nixon

## Japan works to take lead in global pollution solutions

By **JAMES BROOKE**  
N.Y. Times News Service

**RIO DE JANEIRO, Brazil** — Vowing that Japan will "play a leading role" in future world pollution control, Japan's prime minister promised on Saturday to increase foreign aid for environmental projects and embrace pollution control as a scientific challenge.

Over the next five years, Japan's environmental aid will average \$1.45 billion a year, well over the \$1 billion level of the last three years, Prime Minister Kiichi Miyazawa said in a speech circulated here. Miyazawa did not join the other 116 world leaders gathered here because of debates in Japan's Parliament.

Developing countries have said they want the Western industrialized nations to make good by the year 2000 on a promise they made more than 20 years ago to raise development aid to 0.7 percent of their economic output.

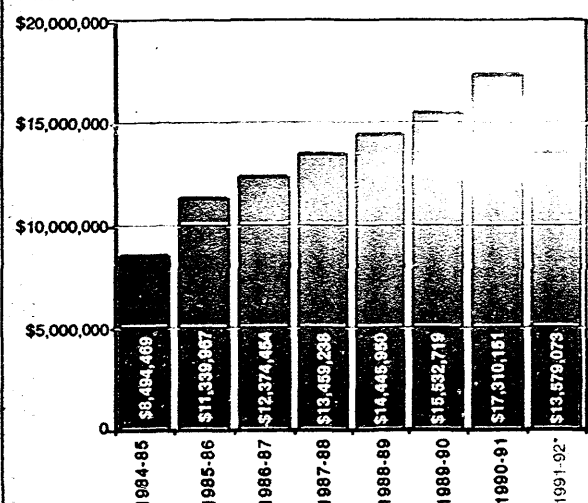
Japan now contributes 0.3 percent of its gross domestic product. It has committed itself to the 0.7 percent figure without agreeing to the target date.

Miyazawa promised to "continue to work for technological breakthroughs, the benefits of which we hope to share with the rest of the world."

Japan's plans, coupled with increased aid

Please see **JAPAN**, Page 14-A

### Accommodations tax collections



Post and Courier Graphic by Laura Jones

## Room tax revenue falters this year

■ **ECONOMIC CASUALTY:** The recession has caused room tax collections to drop 2.4 percent from last year.

By **BILL STEIGER**  
Of The Post and Courier staff

**COLUMBIA** — For the first time since South Carolina imposed an accommodations tax on hotel and motel rooms, collections of the tax are faltering and may fail to surpass last year's total.

Over the past seven years, revenue from the room tax jumped between 7 percent and 9 percent each year.

Last year, South Carolina saw its biggest rise: Collections increased more than 11 percent, from \$15.5 million to \$17.3 million.

But for fiscal 1991-92, which ends this month, the S.C. Tax Commission

reports that room tax collections are down 2.4 percent.

May and June collections, yet to be tallied, typically are high due to the large number of vacationers arriving in South Carolina, but some officials predict total collections barely will break even with last year or be up only slightly.

Several factors are blamed for the lag, including accounting errors and collection mistakes. But officials agree the major culprit is the recession.

"I'm not surprised by those figures given the flat economy we've had out there for last 18 months. We

Please see **ROOMS**, Page 17-A

## GOOD MORNING



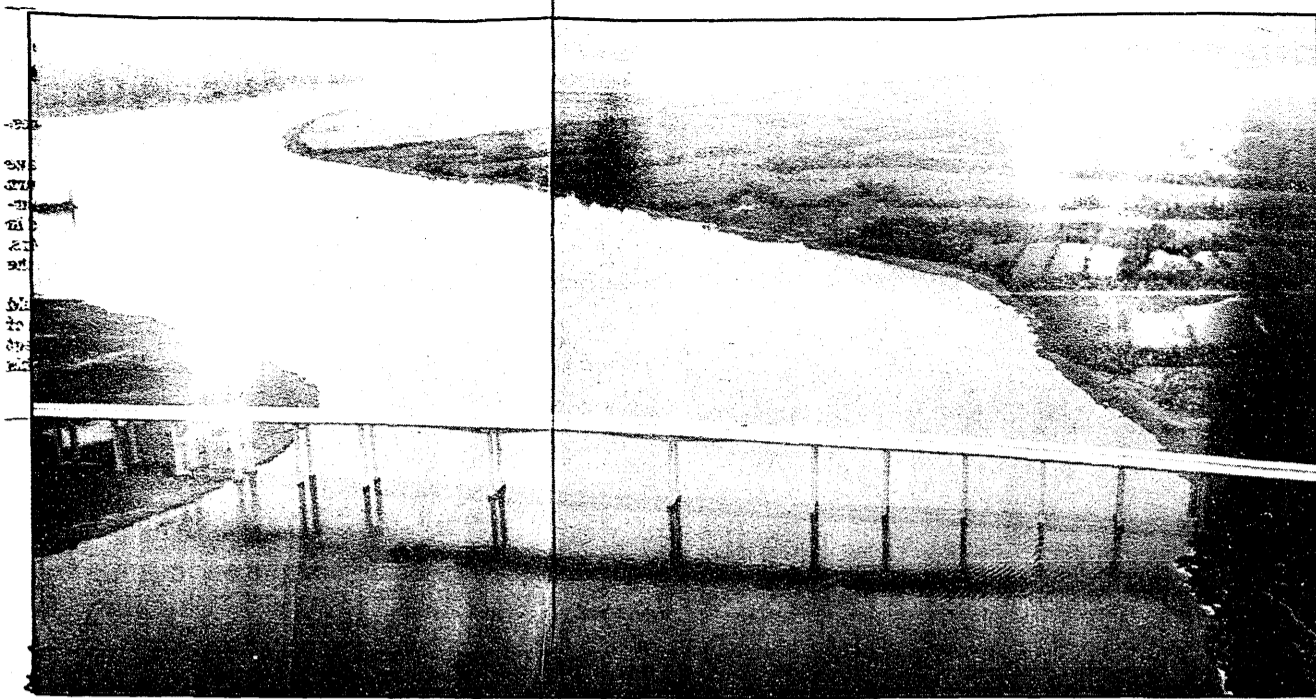
**BADGE IN THE SADDLE:** Mounted police are more than a novelty. They play a big role in crime control.

Page 1-F

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The bridge over the Wando River from near Mount Pleasant to Daniel Island.

## Expressway provides option for commuters

By THURSTON HATCHER  
Of The Post and Courier staff

In his daily travels between home and work, Bob Schneider spends about two hours staring over his dashboard.

He heads down Interstate 26 from Goose Creek, across the Silas Pearman Bridge, and through Mount Pleasant to the Amoco Chemical Co. in Wando. At 4 p.m., Schneider retraces the long route home.

But when the new span of the Mark Clark Expressway opens next week, the Goose Creek resident expects to see his travel time cut nearly in half.

"I look at it like that's almost an-

other hour a day I get to be at home," he said.

Schneider is among thousands of Charleston-area residents counting on the Mark Clark to improve their commutes. Here's a look at a few others.

Donna Gress commutes from her Mount Pleasant subdivision to offices of the South Carolina Coastal Council in North Charleston. By taking the Mark Clark, Gress



Schneider

figures she will save 30 minutes off a round-trip commute. But more important, she no longer will have to endure unpredictable traffic on the congested Cooper River bridges.

"With a new baby at home, getting home early is a top priority," she said. "I don't like that uncertainty of 'I might get home at 5 o'clock or I might get home at 7 o'clock. I want to be able to count on my time, because it is so valuable.'"

Reed Geiger manages the Office Depot store in North Charleston. But he bought a house in Mount Pleasant.

The Mark Clark, he said, "is probably one of the reasons that I did, because I know that's going to be

there and is just going to be very convenient for me to get back and forth to work."

"The biggest torture in the morning or in the afternoon is when they say the traffic's tied up on the Cooper River Bridge," said Isle of Palms councilman Jeff Simon, who works for the Charleston County School District in North Charleston.

The Mark Clark gives him an option. "At least now I can do more than sit in traffic," he said.

George Bresnahan also works at the Amoco plant. He looks forward to an easier commute from his home in West Ashley.

"I'm telling everybody I can't wait until June 20," he said.

## E. Cooper residents fear influx of crime

By THURSTON HATCHER  
Of The Post and Courier staff

The Mark Clark Expressway opens a quick new route between Mount Pleasant and North Charleston. But East Cooper residents fear it also opens the door to more crime in their relatively quiet communities.

"I'd be lying if I didn't tell you that we're all a little apprehensive about it," Mount Pleasant Mayor Cheryl Woods-Flowers said.

Police Chief Thomas Sexton said the town plans to beef up patrols in areas around the expressway and continue to develop neighborhood crime-watch programs.

"Neighborhoods in and around expressways tend to have higher burglary rates," Sexton said. "We have planned for that, and are prepared to deal with it."

Sexton cited a study prepared for the Isle of Palms, which showed crime increased after once-remote communities elsewhere were connected by bridge to the mainland.

Isle of Palms will be linked directly to Mount Pleasant next year when the so-called connector is scheduled to open.

"The area is going to be more accessible, and that means people can get away quicker after committing a crime," said Ronald Sucu, who studied islands in Florida, North Carolina and Virginia. "It's one more route of access to the area for those people who don't want to use it for legitimate purposes."

In his study, Sucu predicted the combined effects of the Mark Clark and connector would bring a 30 to 100 percent increase in visitors to the island.

"The increase in use will bring, in its wake, a heightened demand for all public safety services and an increase in criminal activity," he wrote. Although Mount Pleasant has not been as isolated as the Isle of

**'Sullivan's Island knows that we will get a spillover of traffic and whatever crime that comes. We're sort of treading lightly.'**

Mayor Kathleen Cantwell

Palms, Sucu said, it could experience similar problems.

But one North Charleston official questioned how much impact the highway would have on criminal activity east of the Cooper.

"I don't know how they would get any more than come across the Cooper River bridge," councilman George Epps said.

Sexton admits the effects could be reciprocal.

"The assumption is that the criminal element from North Charleston is going to come into Mount Pleasant," he said. "The other side of the coin is we've got a criminal element in Mount Pleasant, and they're subject to go into North Charleston. We ought to not overlook that."

Mount Pleasant plans to add five new police officers this year to its 62-member force. But Isle of Palms Mayor Carmen Bunch said his financially strapped city will have to get by with its 15-officer force to cope with the influx.

The city has hired a traffic consultant to determine how traffic and parking problems can best be addressed.

Sullivan's Island residents also are concerned about changes the Mark Clark and the connector may bring.

"Sullivan's Island knows that we will get a spillover of traffic and whatever crime that comes," Mayor Kathleen Cantwell said. "We're sort of treading lightly."

## FUTURE

from Page 1-A

other end, can expect the Mark Clark to considerably broaden their customer base.

"We think it's certainly going to help us and add to our business," said Reed Geiger, manager of Office Depot on Rivers Avenue in North Charleston. "It's going to give a lot of people an opportunity to shop with us."

### How much growth?

"How would you like to have the serenity of a pristine East Cooper neighborhood, nestled against trees, lakes, creeks, and marsh, and still be only 15 minutes from downtown, the airport, North Charleston and the beach?"

Developers of Brickyard Plantation near Mount Pleasant have raised the question for months in prominent newspaper advertisements, hoping the 513-acre development on U.S. Highway 17 will attract new home buyers with its sudden accessibility.

"I think they're going to come, and I think it's going to be an explosion in the next 36 months," said Brickyard developer Bob Miller.

Other developments along U.S. 17, such as Charleston National and Dunes West, also may be poised to benefit from the Mark Clark.

Much growth in Mount Pleasant already can be attributed to the expressway, including Miller's 260-lot Hobcaw Creek Plantation development and other projects surrounding the Mark Clark.

But just how much more it will

spawn is a subject of debate.

"I don't think that the Mark Clark, from a residential point of view, is the end all," Mount Pleasant town planner Joel Ford said. "There are so many viable options in the greater Charleston area. I just don't see that as being the one thing that's going to create a growth explosion."

The Mark Clark enters Mount Pleasant at the Belle Hall Plantation site off Long Point Road, another area destined for more development.

Although as many as 3,000 new housing units originally were planned for the area, a scaled-back proposal calls for about 700 units, Ford said. Also planned is a business office park and expansion of the State Ports Authority's Wando Terminal over about 100 more acres.

But Ford predicts the Mark Clark will dramatically affect the corridor along U.S. 17 between the expressway entrance and the Isle of Palms connector. Traffic counts may be higher there than anywhere east of the Cooper, he said, meaning more commercial development is likely to put additional strain on the four-lane road.

### Opening Daniel Island

Nowhere is massive growth more likely than on Daniel Island, an undeveloped, 4,000-acre tract between the Cooper and Wando rivers.

Once the island was accessible only by a long, circuitous route down Cainhoy Road. Now the Mark Clark cuts through Daniel Island — annexed last year by the city of

Charleston — placing it right in the heart of the tri-county area.

"We believe the opening of the Mark Clark will fundamentally reorient the path of development in the greater Charleston region," Alschuler said.

Alschuler works for the Harry F. Guggenheim Foundation, which owns the land and has gathered a team of noted planners and architects to build a model city there. The project is expected to add nearly \$2 billion to the tax base in Charleston and Berkeley counties during the next 20 to 30 years.

Although development plans are yet to be announced, one thing is clear. There will be a port terminal on the island. After initially opposing it, the foundation agreed recently to sell 827 acres to the State Ports Authority for a \$700 million shipping terminal on the Cooper River.

Tri-county officials also have chosen a 100-acre site on Daniel Island as the best location for a proposed military accounting center, which would employ 4,000 workers.

The new Cooper River span of the Mark Clark also could promote more commercial development in North Charleston around the airport and coliseum. But its impact on residential development is less certain.

"The area we have yet to develop is way north of (the expressway)," said North Charleston councilman George Epps. "To my knowledge, I just don't know of anyone that would build a house in our northern end of the city that would use the Mark

Clark to go to work."

### Containing the sprawl

Most people see the Mark Clark as a grand opportunity for the Lowcountry, shortening commutes and making once-distant places accessible.

But without proper planning, some say, the highway could actually exacerbate the traffic problem it was designed to help solve.

"By not controlling sprawl around the Mark Clark," said Dana Beach, executive director of the South Carolina Coastal Conservation League, "we will be wasting hundreds of millions of dollars in public funds and gaining nothing in terms of mobility."

Communities such as Mount Pleasant and Charleston have master land use plans in place to control growth. Beach, however, said a regionwide planning effort is essential.

"The kind of mentality that goes into the construction of the Mark Clark without a containment of sprawl is precisely what's driving this destructive pattern of growth," he said. "We're a long way from being a basket case like Washington, D.C., or Los Angeles. But there is no mechanism in place right now."

The Mark Clark could begin to pull residents farther out of North Charleston and, particularly, the Charleston peninsula, which it bypasses.

"What you're doing is you're drawing people out to the edges,"

Beach said.

Alschuler agrees that uncontrolled development over a wide area could impose serious burdens on the Charleston region, from transportation to sanitation to water distribution.

Despite the prospect of extensive development on Daniel Island, he suggests the project may actually help address the larger problem.

"By opening up a large land mass at the heart of the region," he said, "the effects of the Mark Clark will be the reverse of many new highways. Instead of leading to more sprawl, our hope is the opening will lead to a very healthy, focused development in this very large, available land mass."

But that kind of argument doesn't appease everyone.

"Our area is being invaded by a lot of people who never knew the area existed," said Laverne Skipper, who lives off Cainhoy Road in the Wando community near Daniel Island. "Most of the time, when you see an area is being developed, the little people get pushed aside."

### People by the zillions

Although there's a limit to how much more development might occur on the Isle of Palms and Sullivan's Island, residents and analysts are certain the Mark Clark Expressway's effects won't go unnoticed.

Even without the Isle of Palms connector, which is scheduled to open next year, the two islands will be easier to reach for many tri-

county residents.

"They're going to be readily accessible to a whole lot of people who would not have used their facilities before," said Ron Sucu, a Charleston Southern University instructor who recently studied the impact of new highways on the Isle of Palms.

Councilman Simon worries his island could become the equivalent of New York's Jones Beach.

"People came by the zillions," he said. "I fully believe that interstate highway access breeds visitation. I mean, they go together."

Any new influx likely will prompt residents to intensify their efforts to get Charleston County to help foot the bill for some services.

"We are absolutely at our maximum ability, infrastructure wise and property tax wise, to support services to day visitors," Simon said. "We cannot continue to turn to the Isle of Palms taxpayer to pay for beach clean-up, rescue services, police and all those things people need when they come to the beach."

Simon expresses hope that the highways could turn the area further into a year-round residential community, as people who work in North Charleston realize they can commute there while living at the beach.

But Simon also worries the potential for excessive development of the island.

"The danger side is we are not built out," he said. "And zoning is only as solid as five votes on city council."

## JAPAN

from Page 1-A

offered by President Francois Mitterrand of France and Chancellor Helmut Kohl of Germany, seemed to heighten the isolation of President Bush from environmental policies advocated by the other six major industrialized nations. Bush left Rio on Saturday without making any major financial initiatives, but reaffirming his defense for his environmental policies and practices.

On Saturday, as planned, Japan and the European Community reaffirmed a target to stabilize carbon dioxide emissions by the year 2000 at levels registered in 1990. Bush had objected to any targets or timetables in the treaty intended to reduce the threat of global warming and would only agree to sign it after the specifics were removed and the treaty diluted.

After being overshadowed by leaders of such nations as Great Britain, Germany, and the United States, Saturday's sessions were dominated by voices from smaller nations.

Prime Minister Gro Harlem Brundtland of Norway raised an environmental issue that has been largely invisible during the 10-day Earth Summit: population growth rates.

"We must curb population growth by more effective means than we were able to agree upon here and

which recognize and reinforce the links to poverty and the rights of women," Mrs. Brundtland said.

Unexpected support came from Pakistan, this year's chairman of the Group of 77, through which Third World countries work collectively at U.N. forums.

"Developing countries must assume their full share of responsibility in limiting population growth to manageable levels," Prime Minister Nawaz Sharif of Pakistan said. "Although overpopulation is a symptom and not the root cause of poverty, a meaningful effort must be made to control it."

A similar plea for universal access to family planning was raised by one voice with particular resonance in Latin America, that of Felipe Gonzalez, prime minister of Spain.

"The reduction of demographic growth is a key element to make environmental protection compatible with development," Gonzalez said. "On the contrary, problems of food, health, water, and urban planning will dramatically sharpen."

Clauses in documents concerning population growth were watered down after closed-door lobbying by delegates from the Vatican and Saudi Arabia, both for religious reasons.

## BURGLARY

from Page 1-A

agony. Starting in November 1963 with the assassination of John F. Kennedy, the nation entered a deadly decade.

A horrified America saw leaders gunned down, fire and violence engulf cities, the Vietnam War defy the nation's military power.

The war drove Democrat Lyndon B. Johnson from the White House. But his Republican successor, Richard M. Nixon, was headed for a 49-state re-election landslide when Watergate happened.

Democrats did their best to make the break-in an issue in the 1972 presidential campaign. Party chairman Lawrence F. O'Brien called it "political espionage" and suggested it was part of a wider plot to undermine the electoral process.

White House spokesman Ronald Ziegler tried to brush it aside as "a third-rate burglary attempt." But one of the five men arrested inside Democratic Party headquarters in the Watergate office building was James W. McCord, security director for CREP.

Three months later seven men, including former low-level White House aides G. Gordon Liddy and E. Howard Hunt, were indicted on charges of conspiring to commit burglary. They also were charged with possession of wiretapping equipment. The indictment charged

Liddy, Hunt and McCord with eavesdropping on Democratic Party phone conversations during the three weeks before June 17.

But it was an operation so pointless on the face of it, that who could believe it involved anyone of substance in the administration?

Watergate was hardly a footnote on Election Day. Democrat George S. McGovern carried only Massachusetts and the District of Columbia.

The following January, Nixon was sworn in for a second term. The shouts of anti-war demonstrators provided a faint counterpoint to a presidential speech declaring the nation was "on the threshold of a new era of peace in the world." There was hope U.S. involvement in Vietnam was ending.

The newly elected Senate controlled by Democrats established a special committee headed by Sen. Sam Ervin, D-N.C. to investigate the Watergate break-in and allegations the Republicans had sponsored widespread political dirty tricks. The day before Nixon's inauguration, George Bush was elected Republican Party chairman.

With The Washington Post taking the lead, an aggressive press began unearthing evidence of greater White House involvement in Watergate.

Suddenly the president who'd been re-elected by one of the largest landslides in American history was on the defensive.

The Watergate committee opened its hearings in May. The Senate Caucus Room was packed. Americans were transfixed by the televised spectacle, the patient unfolding of a crime gone awry and a clumsy attempt to conceal its purpose and planners.

If people shook their heads at the strange tales they were hearing about the Nixon re-election committee, their hearts stopped in mid-June when a slight, sandy-haired young man wearing horn-rimmed glasses spent a full week before the committee. John W. Dean III had been White House counsel, the president's in-house lawyer.

In flat, unemotional tones, Dean directly implicated the president and top White House aides and his friend and former law partner, Attorney General John Mitchell, in the effort to cover up the Watergate burglary.

In an extraordinary statement on May 22, Nixon had denied any knowledge of the cover-up and said, "The truth about Watergate should be brought out in an orderly way." That statement, testified Dean, contained "less than accurate statements."

It was John Dean's word against that of the president and his top aides.

But Watergate had become a tale with the tragic inevitability of ancient Greek drama.

The tapes robbed Americans of an idealized 20th century view that presidents were somehow different, that the office made its occupants better, that they grew in office.

That view had endowed presidents with a nobility that persisted even when the public disagreed with administration policies. In 1972, Americans still wanted to respect and re-elect the president.

Watergate and Vietnam left the nation feeling betrayed. A yearning to respect the president was replaced by a haste to suspect him of the worst.

Cynicism dies hard. Twenty years later, Americans haven't kicked their inclination to believe the worst.

In the heady hours after proclaiming victory in the Persian Gulf War, President Bush proclaimed: "By God, we've kicked the Vietnam syndrome once and for all."

A year later, Bush's re-election is in doubt.

The victory parades are long forgotten, the marching bands silent. America is not yet in a mood to celebrate.