

Barely done

Benefits not raised

Associated Press
WASHINGTON — School desegregation in Corpus Christi, Tex., led to a "grueling legal battle" that resulted in virtually no violence or disruption, according to the U.S. Civil Rights Commission.
In a report issued Tuesday, the commission concluded that in the coastal city "a recalcitrant school administration and lack of strong leadership at the community level severely restricted the benefits of desegregated education."
The report, whose general findings were critical of President Ford's members of Congress for attempting to curb court-ordered busing out of a 10-month study of desegregation throughout the region.
Legal efforts to desegregate public schools in Corpus Christi date back to 1965 and the school system has been under federal court desegregation orders since 1971. Up to now with desegregation measures have been only partially implemented.
Throughout the entire legal process up to the present, the school administration has opposed desegregation," the civil rights

commission report said.
It noted that this opposition extended to efforts to block the commission from obtaining information about desegregation progress in the school system.
"The superintendent refused to permit commission staff to interview administrators or teachers," the report said, adding that the superintendent also refused to testify or allow his staff to testify at an open meeting of the commission's Texas advisory committee.
However, the report said that "despite the negative quality of Corpus Christi's educational leadership, there has been almost total absence of violence or disorder during the district's limited desegregation efforts."
It said this was "due, in large part, to the efforts of the business and religious community in Corpus Christi. The media also played an important role in keeping the community informed. The local newspaper, the Corpus Christi Caller-Times, provided excellent coverage."
According to the report, the school system's current partial de-

segregation plan involves busing about 5,000 students, with more than 2,300 being bused specifically for desegregation purposes. By contrast, a 1971 court order had estimated that effective desegregation of the Corpus Christi schools would require busing about 15,000 students.
As of December 1975, the report said, the district's student enrollment was 57 per cent Mexican-American, 6 per cent black and 37 per cent white.
The breakdown for the city's over-all population of some 25,000 is 41 per cent Mexican-American, 5 per cent black and 53 per cent white.
The commission said the Corpus Christi schools face a "critical shortage" of minority faculty members. While two-thirds of the district's enrollment is of minority background, minorities comprise less than one-third of its teachers, the report said.
Also, the commission found that the system lacks adequate programs for bilingual and bicultural instruction to handle the needs of its large number of Spanish-speaking students.

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More school funding by penny on dollar

Associated Press
AUSTIN — A penny per dollar increase in the sales tax is most often suggested as the way to finance bigger state spending on public schools, the chairman of a House committee said Tuesday.
Rep. Tom Massey, D-San Angelo, said such an increase — unacceptable under Gov. Dolph Briscoe's no new taxes edict — would raise \$945 million over the next two state fiscal years.
Massey told his House Committee on Alternatives to Public School Financing that the next most frequently suggested tax possibility is a penny increase in the four per cent motor vehicle sales tax, good for \$145 million per biennium.
The committee is seeking alternatives to the present school finance

system that relies heavily on local property taxes plus state aid.
Massey and other committee members have indicated they favor full state financing, with mandatory reductions in local property taxes. Prospects for a major increase in state funding, however, would dim if the legislature adopts Briscoe's plan to increase highway spending by \$825 million.
Public schools, Massey said, "have just as much claim on those funds in the treasury as anyone else. It is the bill that gets passed first that will get the funds. I'm not saying there will be a big contest for the funds, but all the leadership is concerned with more funds for public education, and that's as high a priority as we have in state government."

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Aggie scooter gets second

Texas A&M students as a design team won second place honors in a national competition sponsored by the American Society for Engineering Education.
The competition was a summer event at the University of Tennessee.

On the A&M team were Dawn Wakefield, William B. Ledbetter and Prasart Hothamrat of College Station; Robert G. Campos, El Paso; Dan C. Sicking, Muenster; David C. Thomas, Brenham, and George A. Turk Jr., Lufkin.
Wakefield and Ledbetter captained the team on design of an astronaut mobility unit. They call it the "Aggie scooter."

Each member of the design team will receive second-place certificates from the ASEE contest committee.
Faculty sponsor of the team was Dr. Robert A. Wilke of the Engineering Design Graphics Department.
Two other Texas A&M student teams received honorable mentions in the competition.

Pipelining coal may aid rail labor

Associated Press
HOUSTON — U.S. Rep. Bob Eckhardt said Tuesday he believes railroad labor has been misinformed about coal slurry pipelines.
The Houston Democrat said railroads oppose granting eminent domain powers to such pipelines because railroads hold a near monopoly in transporting coal.
"Actually, the pipelines would intensify railroad labor for the short run to and from the slurry lines," Eckhardt said. "And they boost employment in steel manufacturing and in all construction crafts."

Eckhardt was the keynote speaker at the first annual meeting of the Slurry Transport Association and told the group he believes an eminent domain bill he is sponsoring will be approved by the end of the first half of the next Congress.
"The bill was tabled by a 19-21 committee vote this year but I believe we will get it through next time," he said.
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"But railroads crisscross the country like cobwebs," Eckhardt said. "Slurry lines must cross the railroads but can't do so without the power of eminent domain."
Eckhardt said the use of natural gas to fuel utility plant boilers must be phased out because gas supplies are dwindling. He said there will be less gas in the future for intrastate consumption and that top priority for such supplies will go to residences and petrochemical plants.
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