James Schlesinger is making but-scrubbed plan by Standard o. of Ohio to pipe Alaskan oil to Midwest via Texas a major test of epartment's ability to get things

chlesinger, who has drawn some congressional criticism relaid down the gauntlet Tuesannouncing efforts to revive s plan for a major terminal in Beach, Calif., and a 1,000 mile ine from Long Beach to Mid-

hio had announced last week it abandoning the \$1 billion ect, first proposed in 1975, be-se of "endless" governmental mit procedures and pending and atened litigation against it.

ut at a 21/2-hour meeting in singer's office with California officials, several congressmen xecutives of Sohio, it was de that attempts would be made iminate all of the pipeline's atory and legal barriers within ext six months. nis project has been in the na-

interest," Schlesinger said. "It sents somewhat of a test to see procedures can work. we are unable to make existing dures work, we face an instituimpasse in this country," he

obio had proposed a major ter-nal in Long Beach to handle Alas-crude, which would then be asported through 1,000 miles of ne to Midland, Texas. From and, it would move through ng pipelines that already carry s crude to Sohio's refineries in

Schlesinger emphasized that if all barriers are overcome, has not promised to go ahead the project. nio has obtained most of the

nits it needs, but is apparently erned about pending litagation sing the project in California

bout 850 miles of the proposed line already exists; it was built to sport natural gas from Texas to rnia, but now is little used for

Alaska pipeline currently s 1.2 million barrels of oil daily California, but California re-eries cannot handle it all. The eline could handle 2 million bardaily, but oil firms are reluctant crease production because of expense of transporting the oil igh the Panama Canal to re-

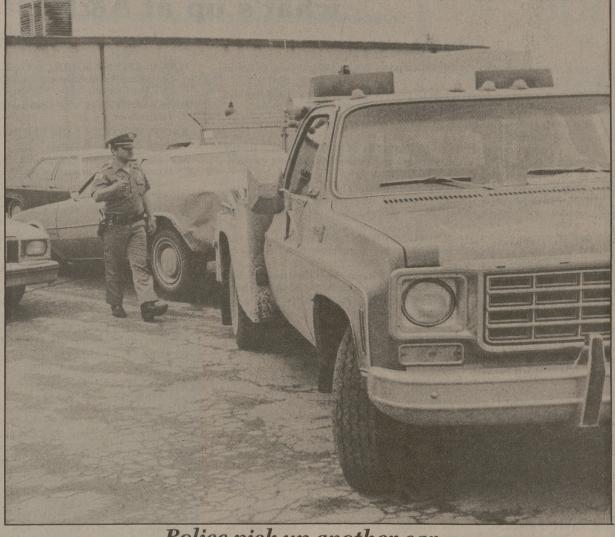
bhio, which already has sunk \$50 n into the pipeline project, esated it would save 75 cents to \$1 a rel by transporting the oil ough the proposed pipeline. chlesinger noted the project has

n tied up for five years, and each it becomes less profitable to because the amount of its th Slope oil will decline by 1983, earliest possible year the line could be in operation.

n answer to a question, however, er said the chances of the al government building the ne are "miniscule it California Air Resources

d chief Tom Quinn, who asked he meeting with Schlesinger, it was his opinion that it was e likely to be built through fedaction. The company doesn't to continue it.

inn contended Sohio actually all the major permits it needs e promise of them — to begin roject immediately, "but they ously didn't want to go forward.



Police pick up another car

received space in Lot 7 behind the Reed Car door and secure the steering wheel.

McDonald Building. The unlucky owner

Battalion photo by Robin

Campus Police are continuing the policy of will have to pay A-I Wrecker \$20 to get the towing away cars parked illegally and have car back. Police picked the lock to open the

Bill to reduce penalty for usurious lenders

AUSTIN — The House Wednesday tentatively approved a bill that

would reduce the amount borrowers can recover when lenders charge excessive interest rates

The bill, sponsored by Rep. Bob McFarland, R-Arlington, permits borrowers to recover three times the amount of usurious interest (interest in excess of the state's legal limit) stated in the contract. McFarland amended his bill to provide that the amount paid by the lending institution could not be less than \$2,000.

Current law allows borrowers to collect twice the amount of total interest, not just the usurious amount, contracted for in the loan if the interest is higher than the legal limit.

Opponents of the bill, led by Rep. John Bryant, D-Dallas, tried unsuccesfully to amend the bill which they said favors savings and loans associations and other financial institutions at the expense of borrowers. The bill would apply to any errors in current loans, so that borrowers who are now paying excessive interest could not recover as much penalty payments as they can under the current lending laws.

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Beall 693-5176 or Debbie Pistone 822-7761. Sponsored by: Texas A&M Sports Officials Association.

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