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**Harris County pupils give Clements advice on floods**

United Press International  
AUSTIN — Gov. Bill Clements received proposals Wednesday to alleviate flood problems in south Harris County from 13 students in two Friendswood schools.

The youngsters from Westwood Elementary School and C.W. Cline Primary School are among pupils who wrote 1,000 letters to Clements asking help with flooding problems in Friendswood-Clear Lake.

Todd Travaile, a fifth grader at Westwood, read a proclamation from Friendswood Mayor Ralph L. Lowe, and also read his thoughts concerning a Friendswood flood last July 25.

"The flood has almost completely changed some of our lives," he told Clements. "Every time it rains even a little, people are afraid that it will all happen again. One of the kids says her little sister is so afraid she can't go to sleep when it rains."

Travaile said the group recommended new construction in the area be limited. He said construction companies should study effects their projects will have on the area and insure it can handle water affected by the new construction.

Other proposals would require surrounding counties handle their own water "rather than dumping it all on Friendswood," and provide more money to work on clogged creeks.

"We know the solutions for our problems will have to come from many people, not just the governor," Travaile said. "But we feel it is important for you to serve as a leader in seeing that some of these ideas are carried out."

**state**

**Texas superport not getting support**

United Press International  
HOUSTON — Texas offshore superport promoters, unable so far to collect enough backing to build even part of the \$843 million project, called a special Thursday meeting of the Texas Deepwater Port Authority board.

Executive Director Gerald Jackson declined to preview details of his report to the board, but indications were it would be gloomy.

Board Chairman Bob Casey and his staff have sought last-ditch ways to build the floating supertanker terminal 26 miles south of Freeport since Jan. 10, when Jackson reported the original plan failed to attract enough users.

Among alternatives proposed at the Jan. 10 meeting was building the port in smaller, usable stages rather than all at once to reduce the initial building cost and minimize the need for startup financing.

"We did work out a different financial plan but they (potential users) rejected it," Jackson said. "I have no idea how the board's gonna react."

Jackson declined to elaborate.

"I'm not being evasive, I just don't want to make any prior comment. I'll make my report to the board tomorrow in the open meeting."

TDPA planned a floating terminal to serve supertankers too large for existing onshore ports. The terminal would pump crude oil from the tankers through a pipeline to onshore distribution facilities near Freeport.

The idea was to finance the project with bonds backed by binding use agreements signed by oil and chemical companies.

Experts figured TDPA needed promises to import a total of 1.4 million barrels of crude oil daily through the port to make it financially feasible. TDPA gathered promises totaling only 550,000 barrels a day.

Casey has said oil and chemical companies are hesitant to commit themselves to the project because both the federal petroleum regulatory climate and the international oil-trading atmosphere are unstable.

Meanwhile, the \$600 million Louisiana offshore oil port, or LOOP, was about 60 percent finished 18 miles south of Grand Isle, La. It will be capable of serving tankers as large as 600,000 tons.

LOOP spokesman Terry Tamm said LOOP and the Texas ports were not direct competitors because they would serve different markets, but Casey has warned that failure of TDPA could shut off the economic boom to Louisiana.

Onshore Texas ports to serve oil tankers — although not the minimum 500,000-ton supertankers — could use an offshore terminal have been proposed at Galveston and Galveston.

Deepport, a \$550 million project to deepen Corpus Christi Bay from 45 to 72 feet and build a port on Harbor Island, was also pushed by the Nueces County Navigation District, but it had no strong opposition.

The \$358 million Galveston Canal, to deepen the Galveston Channel from 40 to 56 feet and build tanker berths on Pelican Island, was also pushed by the Nueces County Navigation District, but it had no strong opposition.

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**Critics: Commission helps gouge Texans**

United Press International  
AUSTIN — The Texas Railroad Commission is too concerned with protecting oil and gas companies to worry about consumers being gouged, critics charged Wednesday.

Jim Hightower, a former Texas Observer editor running for a spot on the three-member panel that oversees the oil and gas industry, and representatives of the Texas Consumer Association, American Agriculture Movement, Citizens Organized for Reform Now (ACORN), labor unions, senior citizens and independent service station operators charged the Railroad Commission sided with the industry at consumers' expense.

"Texans know they are being gouged on energy prices, and they are wondering why their own government won't fight for them," Hightower said. "The answer is that the public's defender — the Texas Railroad Commission — is curled up in the lap of the very industries it is supposed to be protecting us from."

Hightower and the consumer groups staged a news conference outside the hotel where the commission met with officials of the nation's largest oil companies and some of the state's biggest utilities.

"The railroad commissioners are having a secret rendezvous with the oil companies and the big utilities," Hightower said. "What's going on here is an annual gathering that the commission calls The State of the Oil Industry Meeting. What it really is, is an exclusive club meeting of the national energy establishment."

Hightower and the consumer group spokesmen complained they were not invited to testify about problems Texans face in paying for gasoline, electricity and natural gas.

"The Railroad Commission is supposed to regulate the energy industry," said Conrad Fath, a senior citizen spokesman. "Today, however, the commission only represents the industry, and in effect, says to hell with the consumers."

Jack Jackson, ACORN spokesman, said low and moderate income families cannot understand why natural gas costs more in Texas than anywhere else.

Hightower said the Railroad Commission sent personal invitations for Wednesday's meeting to major oil companies such as Exxon, Gulf, Shell, Texaco and Mobil, and utilities such as Southern Union Gas and El Paso Natural Gas.

"Not surprisingly, most of the invites happen to be to the incumbents in the election campaigns," Hightower said.

Jim Nugent, the incumbent in the tower is challenging, denied the invitations were sent to oil companies and said the hearing was for anyone to testify.

"Even he could have appeared and testified had he wanted to with facts," Nugent said of the tower.

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Tuesday	Cultural Display Folklore Show	10:00 AM-3:00 PM 11:00 AM-1:00 PM	MSC Main Hall MSC Lounge
Wednesday	Reception for Consuls Food Fair Fashion Show Talent Show	2:00 PM-3:00 PM 6:00 PM 7:00 PM-8:30 PM 8:30 PM	701 Rudder Tower MSC, Room 201 MSC, Room 201 MSC, Room 201
Friday	All Night Party	8:00 PM	Lulac Hall, Bryan

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