

Aggies to study overseas for credits and adventure

By TERRY DURAN
Campus Reporter

Sunny Spain, colorful and historic

The Black Forest of Germany and the Bavarian Alps, clean and cool and colossal ...

The towering Ural mountains, where Europe becomes Asia, as seen from a moving car on the Trans-Siberian Railroad ...

Three groups of Texas Aggies will leave the familiarity of the United States this summer and experience life for over a month in either Spain, Germany or Russia.

Dr. Luis Costa will lead a group of about 15 students when they leave June 18 for a six-week stay in Spain.

After arriving in the south of Spain, the group will go on a 10-day bus tour, gradually working northward until they arrive in Santiago de Compostela, a university town of about 50,000.

When the tour part of the trip ends in Santiago, the students will begin a four-week Spanish language course at the University of Santiago while living with a family there.

The students will attend formal classes six hours a day," Costa said, "but, unofficially, they'll be in class all the time."

Students will receive six hours of language credit at Texas A&M for completing the four-week course, taught entirely in Spanish by native

professors.

On May 28, another group of about 15 students will board a flight in Houston bound for Frankfurt, Germany. The six-week tour and study session in Germany will be led by Richard Critchfield. Before the group returns July 9, they will have spent two weeks touring Germany and Austria and completed a four-week language course at the Goethe Institute in Prien, near Salzburg.

On May 14, Dr. Michal Barszap will leave New York City with about 31 students on the longest American student tour ever taken of Russia.

"This will let the students make their own judgments about what Russia is like, rather than letting

Walter Cronkite make it for them," Barszap said.

Barszap added that a surprising thing was the unusually helpful attitude of the Soviet government this year. "Under normal circumstances," he said, "we have to almost beg, 'Can we see this, can we see one of those?'"

"This year, though, we're getting telegrams from Moscow asking us to name what we'd like to see and they'll try to work it out. They're definitely trying to accommodate us more than before; it seems that the less friendly the international situation, the nicer the people are to make up for the governments," he said.

Congressman blasts Carter for self-serving energy plan

By SCOT K. MEYER
Campus Reporter

President Carter's oil import tax is a piece of "beautiful gimmickry" which is designed more to protect him politically than to help solve the energy crisis, Rep. Tob Moffett, D-Conn., said Monday.

Carter's plan to impose a 10 cents-a-gallon tax on imported oil is inflationary, Moffett said, and it is dangerous non-specific in that it will effect heating oil as well as gasoline.

Furthermore, Moffett said, the import tax will not aid the conservation effort because "all the easy cuts have been made" in fuel use, and Americans will not make significant changes in their life style because of a 10 cents-a-gallon increase.

Although he is characterized as a liberal, Moffett said he also opposed the windfall tax on oil company profits because it "is a sham."

Moffett said that he wanted to keep controls. Decontrol, even by oil company standards, will produce only 200,000 extra barrels of oil a day, he said, which is insignificant compared to U.S. daily consumption.

"That little bit of extra oil will end

up being very expensive by the time we pay for it through deregulation. And eventually you reach a point where it is cheaper to conserve a barrel of oil than to produce a new one," Moffett said.

Moffett suggested that effective solutions toward solving the energy crisis might include:

— Letting the oil companies keep the money they make from decontrolled prices, but setting up percentages for them to spend in developing other sources of energy, so there will be "some sort of atmos-

phere in which the public interest is considered."

— Initiating a conservation effort "that hurts," including a confrontation of problems like the utilities system which requires waste in order to make a profit;

— Reworking the systems of incentive so that companies are not rewarded for pumping oil that they were going to pump anyway.

Moffett said he is not for the nationalization of the oil companies, nor does he want to see a large bureaucracy set up to smother the

industry in rules and regulations. Still, Moffett said that when the private market and the public interest clash, some effort should be made to insure consideration of the public's needs.

Moffett's speech was sponsored by MSC Political Forum.

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RR given short reprieve

United Press International
CHICAGO — Rock Island Lines trains were operating Monday thanks to an Interstate Commerce Commission reprieve, but the demise is imminent for the once "mighty fine line" that fell into hard financial times.

The ICC had planned to order the shutdown of the bankrupt railroad at 11:59 p.m. Sunday. But in an 11th hour move Friday, the federal agency delayed the date until April 1.

Barring another brief extension, which apparently is not out of the question, April Fools Day

is the date set for the end of the Rock Island Lines — the nation's ninth largest railroad. It will be the largest liquidation in American railroad history.

On that date, the Kansas City Terminal Railway Co., which has been assigned to operate the railroad during its bankruptcy proceedings with the help of millions of dollars in federal subsidies, will pull up the final stakes.

Meanwhile, 14,000 Monday morning Rock Island commuters in Chicago saw little change in their service. The Regional Transportation Authority Board

took formal action Sunday night clearing the way for the Chicago & Northwestern Transportation Co. to operate the line for commuters on the Southwest Side and south suburbs.

The RTA board Sunday night passed an ordinance giving the C&NW formal permission to sign an agreement with the Rock's labor unions.

During its heyday, the Rock Island was a member of the Fortune 500 list of the nation's largest corporations, operating over more than 7,000 miles of routes in 13 states and employing 8,000 workers.

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