

Monday, January 19, 1981

Texas gas supplies plentiful

United Press International
Texans have no need to worry about shortages of natural gas during the coming cold months, a survey of gas companies shows.

Increased exploration and drilling by producers and a drop in consumption by users — both somewhat attributable to increased costs of natural gas — have combined to help assure satisfactory amounts.

"We have plenty of gas to take care of our customers' needs," said Kent Moritz, spokesman for Entex in Houston. Entex serves 800,000 customers in southern Texas. "We perceive no shortage of gas. Even back several years ago when there were shortages elsewhere in the country we had gas."

Pioneer Natural Gas, serving Amarillo, Midland, Lubbock and West Texas, has an 11-year supply of gas guaranteed through contracts, said spokeswoman Judith Kerr of the company's Amarillo office.

Conservation has had an impact on supplies, Kerr remarked.

"When gas was very, very cheap there was not the impetus to conserve it wisely. As prices have increased, the consumers have become aware of conserving," she said.

The increase in prices has also increased the incentive to drill. Pioneer Corporation includes a

drilling company and 98 percent of its rigs were used in 1980. Kerr said the high rig utilization is an "indication of increased activity and exploration."

"We have in this country an excellent supply of natural gas, but much of it still needs to be explored and produced," Kerr said.

And Texas seems to have a different attitude than other parts of the country, she noted.

"In Texas we don't mind putting that drilling rig right out in our wheat field or cattle field. In other areas there seems to be more hesitation," she said.

Figures showing a sufficient supply of gas this winter throughout the nation also apply to Texas, confirmed Billy Thompson, public information officer for the Texas Railroad Commission.

Supplies for the winter look better than they have in many years, an American Gas Association official told Energy News, a bi-weekly newsletter of the gas energy industry.

Energy News gave a third reason for increased supplies. "Since severe gas shortages of the mid-1970s, the industry has stepped up development of peak-shaving supplies and underground storage," the newsletter said.

Lone Star Gas, a Dallas-based company which supplies 579 towns from Longview to the Panhandle and south to Georgetown, and in southern

Oklahoma, has never had to cut back supplies to homes "in the history of anyone now at the company — and that's 25 or 30 years," spokeswoman Jenny Barker said.

However, the company does curtail supplies to industrial customers on high-use days caused by cold weather, she said.

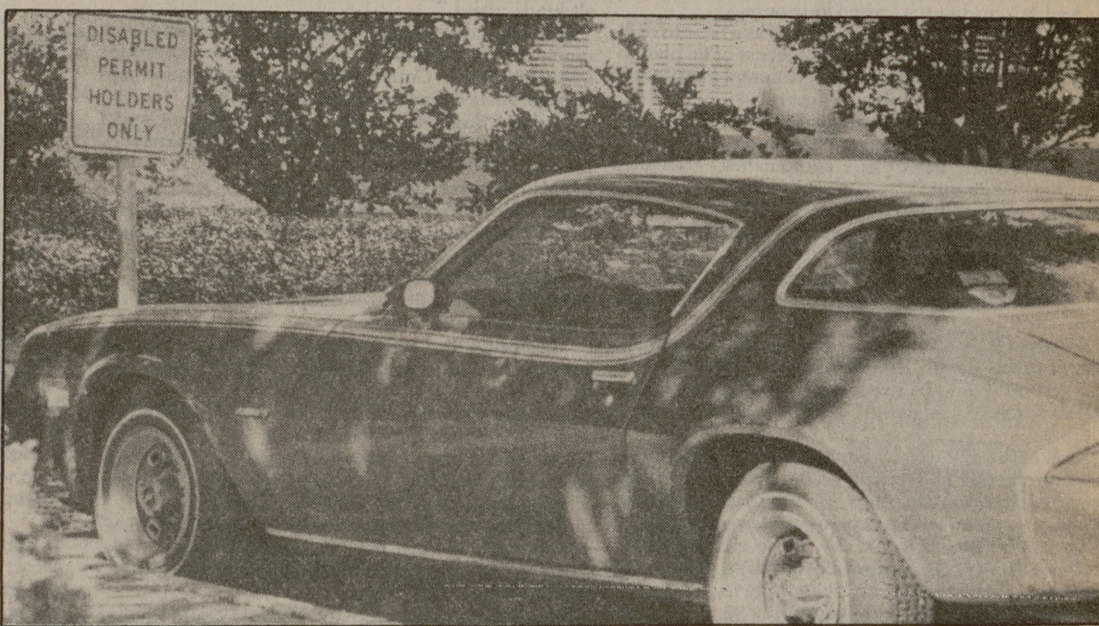
"The analogy we use is, 'you don't build a church to hold the Easter Sunday congregation.' You don't build pipelines that way either. It would be too expensive for the consumer," the spokeswoman said.

In the spring and fall when demand is down, Lone Star continues buying gas to stockpile for cold winter months and hot summers. About one-third of its gas supplies electric generation plants which have a high demand in summer.

A drop in residential use has been noticed, but Barker said she does not know if the conservation is caused by increased costs of gas or "the conservation wave of thinking."

San Antonio's Valero Energy Co. was involved with a "series of curtailments" to industries in the mid-1970s, but is now in "excellent shape," said Simon Barker Benfield.

However, should statewide weather cause everybody to need gas at the same time they might have to resort to some curtailment to industries, he said.



Illegal parking

With parking at a premium on campus, many students find it convenient to park illegally. This car is parked in a space reserved for handicapped persons, placing an additional

burden on those who need close access to buildings. Students who feel compelled to park illegally should also remember that parking tickets on campus are \$10 each.

Aliens cross over to life of slavery

United Press International
LUBBOCK — Border Patrol agent Billy Rowe has special feelings about "coyotes" — men who take advantage of Mexicans lured toward the glistening economic jewel north of the Rio Grande.

"These smugglers are the lowest form of humanity," Rowe spat out recently. "To me, it's just like slavery."

He may have been a slave, but that didn't stop Antonio Martinez DeLaHoya and three other men from seeking out a smuggler last July, as the hot Mexican sun bore down on Ignacio Ramirez in the state of Durango.

"I was in the plaza with some others and we were looking for a coyote," the 20-year-old Mexican national recalled recently during a bit of freedom from his Lubbock County Jail cell.

"He asked for \$200. As soon as I could get a job and earn the money, I was going to send it to him," Martinez said.

As new recruits, the four men were introduced to a guide and shown where to cross the Rio Grande near Del Rio. They were told where to find a house to hide themselves, once inside the U.S.

After depositing the men on the U.S. side of the river, the guide disappeared. The four illegals took refuge in a vacant house.

"We crossed about three in the afternoon, a little above a dam," Martinez said. "We stayed all night in that house. No one else was there."

Later, the men completed a rendezvous with the coyote. Squeezed into a red Ford, the five men set out for Levelland — a West Texas agribusiness and petroleum center of 13,000.

The coyote drove to San Antonio before heading north for the last leg of the 450-mile trip to Levelland.

"We stopped one time for gasoline, and (the coyote) bought us all some sodas," Martinez said through an interpreter. "We didn't have any money for food."

It was 9 a.m. Within 16 hours, Martinez would be headed for jail.

A Department of Public Safety trooper stopped the red Ford in Lubbock and a chain of events that ultimately will lead to deportation for Martinez had begun.

Martinez holds no enmity for the smuggler who brought him to West Texas, "because I didn't pay the coyote anything (up front)," he said.

Had the trip gone according to plans, the coyote might have sold his four workers for \$100 each to an employer seeking cheap labor, Rowe said.

Martinez and the others aliens caught in the ill-fated July trip have remained in the United States to testify against the smuggler, a 22-year-old resident alien, Victor Manuel Gloria.

Gloria, who gave a Del Rio address, pleaded guilty to four counts of transporting illegal aliens and was handed a five-year probated sentence Sept. 11.

Rowe said the defendant cannot be deported, however, because of the length of time he has lived in the United States.

In many instances, the agent said, the smuggler treats his quarry "just like animals. They haul them like cattle, just as tight as they can handle them."

Aliens may ride in relative comfort, with only one to four per car, or in claustrophobic misery among 100 packed in the trailer of a rented truck. They usually find employment at farms, cotton gins, feed lots, construction sites and restaurants, and many times the person hiring them knows they are illegal aliens.

But prosecuting an employer means proving he knew the men he hired were illegals — a difficult task.

Desegregation plan may reduce busing

United Press International
WASHINGTON — Broad school desegregation programs that cover entire metropolitan areas are proving much more effective than programs confined to city limits, a 14-city study says.

The two-year study found that broad school desegregation programs, which often force busing on surrounding suburbs, give white families "no place to run" and also add incentives to live in integrated areas where children can attend neighborhood schools.

The result is such a sharp increase in housing integration that some cities may be able to eliminate school busing sometime in the future, the study said.

Study author Diana Pearce, director of research at Catholic University's Center for National Policy Review, said white families are realizing they can avoid busing because integrated areas are exempt from desegregation programs.

Besides reduced busing, there are more fair housing opportunities for blacks.

The study, financed by the National Institute of Education, involved pairing seven cities that have had metropolitan-wide school desegregation programs for at least five years with seven other cities of similar size, geographic location and racial makeup.

The cities with metropolitan-wide desegregation "are experiencing residential integration at a faster rate" than the others, Pearce said in an interview.

For example, she said Charlotte, N.C., which began busing in 1970, is estimated today to be 32.7 percent more integrated, while Richmond, Va., is only 19.6 percent more integrated than 10 years ago.

Pearce said busing is necessary, "But not indefinitely. If we have metropolitan school desegregation, we will have housing integration — and we will see the end of busing."

Results of her research were disclosed days after the Senate passed anti-busing legislation and a conservative research group urged President-elect Ronald Reagan to end federal support of cross-district school busing.

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