

State

'Mass of metal' found may be part of Titanic

United Press International
ABOARD THE GYRE, North Atlantic — A 500-ton mass of metal discovered on the ocean floor may be a part of the Titanic, and this "significant find" may help researchers know if they are scanning the right area for the sunken liner.

"The big piece of metal weighs 500 tons or more," said Abilene oilman Jack Grimm, who is heading the expedition. "It's conceivable the metal was torn from the ship when it went down. This could be a very significant find."

Grimm said the search team may know by Wednesday if the expedition is searching in the right area for the sunken White Star liner.

On board the research vessel Gyre, Grimm said the hunk of metal was the "first significant development" since the search began last week about 95 miles off the coast of Newfoundland.

Grimm said electronic transponders detected the huge chunk of metal on four different passes over the site. Special television cameras will now be dropped in an attempt to photograph the metal, he said.

The Titanic rammed an iceberg a few minutes before midnight April 14, 1912, and sank a few hours later with 1,513 people still aboard. Seconds before it sank, experts believe several of the steamers huge boilers may have broken from their moorings and plunged down through the bulkheads and eventually

fell free of the 45,000 ton vessel.

Witnesses said before it sank, one of the ship's four funnels broke loose and experts believe the other three may have been ripped from the ship as it dropped 2½ miles to the ocean floor.

The search for the Titanic began last year but had to be curtailed because of bad weather. This year, the Gyre left port at Woods Hole, Mass., on June 28 and arrived over "Titanic Canyon" last Wednesday.

The research ship is scheduled to stay over the area until Saturday, when it will return to port.

Grimm said weather in the area remains clear and calm.

Grimm also reported that a mishap with one of the drag cables Monday would cause a brief delay in the round-the-clock search. He said a coupling on one of the 18,000-foot cables broke and the repair part had to be airlifted from the mainland. The delay was expected to be brief.

If Grimm can locate the Titanic, he hopes to recover a fortune in gold and jewels in the purser's cabin. The deep-sea submersible Aluminant, with a two-man crew, will be dropped to the ship's deck to make the search.

Grimm said the Aluminant already had been tested at depths of up to 15,000 feet and has operated successfully. The Titanic sunk in the range of 12,000 to 14,000 feet.

Summer causes problems for Houston bus system

United Press International
HOUSTON — Three years after approving an enormous department to solve transit problems, most residents of a city that takes partial credit for putting man on the moon still would never rely on a bus to go across town.

The bus might be as much as an hour late. It might not show at all. Limited routes available might make the trip a crazy-quit, or the bus's air-conditioning might be broken, leaving the traveler at the mercy of steamy summer heat.

Metro's bus fleet is now beginning its annual battle with scorching summer heat, subtropical rains and pothole-filled streets in attempting to maintain even sub-standard transit service to parts of three counties and 17 cities.

"I've been all over the country and I've never seen anything like it," said Butch King, a dockworker who depends on public buses for transportation. "The buses are never on time. When they do come, there's no guarantee you'll get any farther than the end of the block."

But Walter Addison — director of the new Metropolitan Transit Authority — claims "the bus problem is a temporary problem and it's going to be resolved" probably by this time next year. He said "brand new maintenance facilities with the correct tools and decent working conditions" will give Metro a chance to upgrade and expand its bus fleet.

Voters who created Metro in 1978 by approving a 1 percent sales tax to finance the operation, however, have heard the promise of improved service before.

MTA was supposed to overcome the problems of the old city bus system, historically ignored in an affluent, oil-based city where most people use personal cars to get around, and find new ways to get people around en masse.

But MTA, which took over the ailing city-owned bus company — HouTran, Inc. — has made headlines mostly for management, labor and mechanical problems.

Residents still see little improvement, despite new maintenance facilities, steady efforts to keep buses running on schedule or revise schedules to conform to the number of buses available.

Bus-short MTA, trying to keep even 355 of its 760 buses running in a 1,700 square mile area with 2 million people, has rented 70 buses from San Antonio at \$40 a day. So far, MTA has managed to use only 35 of the rented buses

because of storage and maintenance problems.

Even with the buses from San Antonio, Metro is having difficulty making all its runs. MTA spokeswoman Janet Redeker said 10 peak-hour runs are soon to be cut because they were regularly being missed.

Despite its chronic problem with local bus service, MTA Chairman Daniel C. Arnold recently won board approval for a 15-month, \$30 million engineering study of the Southwest Freeway-Westpark Boulevard traffic corridor.

Spending \$30 million for a project at least 10 years off at a time when normal service is being cut has customers grumbling.

"It is a lot of money, but we're talking about a region that is experiencing tremendous growth," Addison said, adding plans should be made for the future.

A Southwest Freeway-Westpark Boulevard heavy rail system would run 11 miles from downtown to the city's affluent southwest side. Downtown portions of the city would be a sub-way. The rest would be above ground.

Frank Hearne, Metro's director of transit system development, said the study will determine if the planned rail system will work and if it is affordable.

Hearne said even though the federal government is "deferring capital assistance for new rail starts," other options for funding the \$1 billion project include bond issues and long- and short-term loans.

But one management study said two of Metro's persistent problems were passing up the present for the future and beginning major transit programs it cannot maintain.

Louis Alexander, a member of Metro's Citizens Advisory Board, says an obsession with "bigness"

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The Deep and Hidden Things of God

But even as it is written, Things which eye has not seen and ear has not heard, and which have not come up in man's heart, how much God has prepared for those who love Him. (I Cor. 2:9)

To realize and participate in the deep and hidden things God has ordained and prepared for us requires us not only to believe in Him, but also to love Him. To fear God, to worship God, and to believe in God, that is, to receive God, are all inadequate; to love Him is the indispensable requirement. To love God means to set our entire being — spirit, soul, and body, with the heart, soul, mind, and strength (Mark 12:30) — absolutely on Him, that is, to let our entire being be occupied by Him and lost in Him, so that He becomes everything to us and we are one with Him practically in our daily life. In this way we have the closest and most intimate fellowship with God. It is thus that we are able to enter into His heart and apprehend all its secrets (Psa. 73:25; 25:14). Thus, we not only realize, but also experience, enjoy, and fully participate in these deep and hidden things of God.

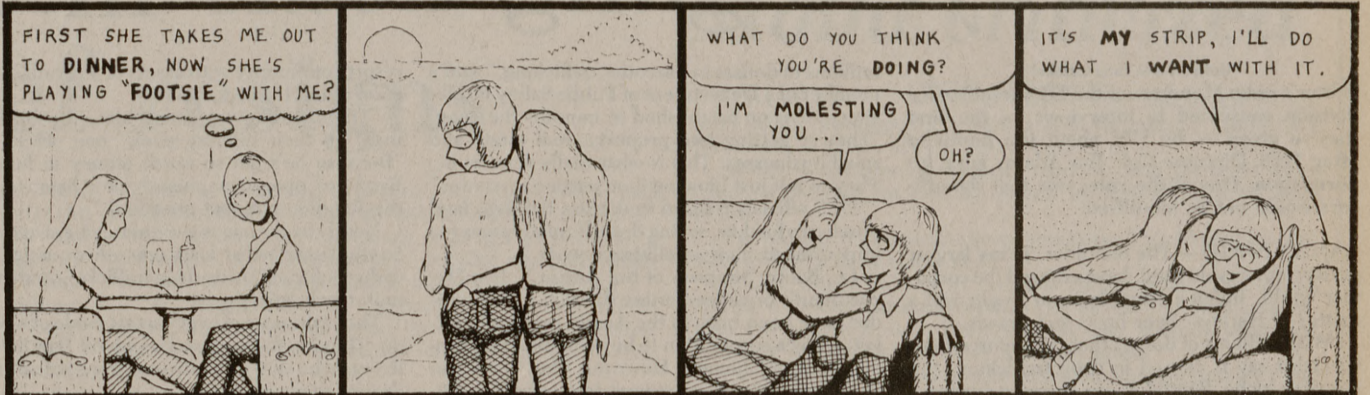
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By Scott McCullar

Blacks want own district

Legislators oppose redistricting

United Press International
AUSTIN — Black Texas legislators, angry at what they feel is a redistricting plan that ignores 12 percent of the population, say they will not be the victims of back room politics, nor will they go away.

Charles R. Rose, a former legislative candidate and a member of the Coalition for Minority Representation in Dallas County, told the Senate Monday that blacks wanted an exclusively black district in Dallas.

"The black leadership has come before you in the past and you have been able to buy them off," Rose said. "We will not be bought off."

"We're saying let us have our just representation. It doesn't make sense for you to sit back and relax and think you can pass a bill and not pay attention to 12 percent of the population."

The Legislature is considering a congressional redistricting plan that would give Dallas at least one overwhelmingly black district.

That plan, which also has the support of Gov. Bill Clements and the Republican party of Texas, would have the side effect of giving Republicans an opportunity to

unseat two white Democrats — Reps. Jim Mattox and Martin Frost, both of Dallas.

The 19 Democratic congressmen from Texas have agreed to an alternative redistricting plan, but John Wiley Price of Dallas, head of the coalition, said that plan also is unacceptable because it does not establish an overwhelmingly black district in the Dallas inner city.

"It is incredible how some ruthless, scheming congressmen who have political cronies in Austin can put bumper stickers on your car, signs in your yard and even have the cold-blooded gall to ask you for money and still trample on your rights for a correct and proper redistricting plan," said Al Lipscomb, a Democratic precinct chairman and member of the Coalition.

"It is ironic that Democrats, white men and women who have taken an oath to uphold the Constitution, continue to violate that very law by denying Afro-Americans full participation in a

fair redistricting plan."

He warned the Senate, "If you continue to play good old buddy politics, you will rue the day."

Sen. Tati Santiesteban, D-El Paso, said the Senate would hear more public testimony and consider amendments and attempt to

approve a bill for full Senate debate on Wednesday.

The issue of creating a black district in Dallas was one of the primary reasons for the deadlock on congressional redistricting during the regular legislative session six weeks ago.



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