

## Correction

One paragraph in Tuesday's article on page 3 concerning the Texas A&M Legislative Study Group should have read: "During the 68th Legislative Session, in Jan. 1983, Texas A&M lobbied for the drinking age to remain at 19." The Battalion regrets the error.

## Murders spur Ohio FBI search

United Press International

DAYTON, Ohio — A college professor and an elderly couple apparently became the latest victims in the Midwest crime spree of suspected killer Alton Coleman and his girlfriend, the FBI and local police said Tuesday.

Law enforcement officials scoured western Ohio after discovering Cumberland College, Ky., history professor Oline Carmical Jr. in the trunk of his car in a park on the west side of Dayton.

Nearby, police found Millard Gay, 79, and his wife, Kathryn, beaten and robbed in their home. Gay, a minister, was in good condition at St. Elizabeth's Medical Center. Neither Carmical, 39, nor Mrs. Gay were harmed seriously.

Coleman and his girlfriend, Debra Brown, are wanted in six states in connection with a string of violent crimes, including six deaths.

His blind grandmother, Alma Housea, who raised him after he was left by his prostitute mother, begged him Tuesday to surrender and get help because as he kills his victims, "You're killing me."

The FBI said it believes Coleman and Brown fled to Lexington, Ky., after stealing a car July 13 belonging to Harry and Marlene Walters of Cincinnati. Walters was found bludgeoned to death, and her husband was beaten badly.

Dayton Police Chief Tyree Broomfield said Coleman apparently kidnapped Carmical and drove his car to Dayton Tuesday.

Coleman has been the object of a police search since late May. Last week he was added to the FBI's "10 Most Wanted" list.

## Product ads misleading

By SUZANNA YBARRA  
Reporter

"Seven-Up, never had it, never will," says the 7-UP advertisement in an effort to persuade consumers that their product has always been caffeine free.

That ad campaign was a reaction to the development of several caffeine-free colas on the market, so 7-UP had to stay competitive.

Since consumers are becoming more conscious about what they are eating and drinking, manufacturers are taking advantage of consumers' lack of knowledge about nutrition and capitalizing on it.

For instance, to gain an edge on the peanut butter market, Skippy peanut butter began advertising that its product has no cholesterol. The manufacturers probably knew most shoppers weren't aware that peanut butter doesn't contain cholesterol because it's a vegetable product.

With that in mind, shoppers

might be more inclined to reach for Skippy rather than Peter Pan peanut butter, because Skippy doesn't contain cholesterol. They assume that Peter Pan does.

Dr. Alice Hunt, a Texas A&M Agricultural Extension Service nutritionist, says Federal Trade Commission bans the use of misleading information in ads.

So, rather than print erroneous information about a product, advertiser simply say things about competing products in order to make theirs seem special.

Maybe a shopper would rather buy Price's Original Homestyle Pimento Spread because its label says it uses "real cheese," as opposed to Skaggs Alpha Beta's Special Recipe Pimento Spread. Skaggs' brand doesn't claim to use "real cheese" on its label, although the two are virtually the same.

Hunt says many products are la-

beled "light" or "lite" to capitalize on consumers' interest in lower calorie foods.

For example, Hunt says, "First they'll take some cereal, reduce the sugar, which probably had too much in it in the first place, and it will make that cereal sound like they've really lowered the sugar."

She said cooking oils like Crisco, Sunlite, Wesson and Puritan began printing on their labels "no cholesterol" out of self defense. She said once one product advertises something like that, competing products have no choice but to advertise in the same way. Pure vegetable cooking oils, like peanut butters, are made from vegetable products which don't contain cholesterol anyway.

Hunt says consumers must become informed about nutrition and take time to carefully read the labels on food products.

## Park and Ride begins in fall

By KARI FLUEGEL  
Staff Writer

In an effort to relieve some of the parking and traffic congestion on campus, a new Park and Ride system will be introduced this fall.

Students, faculty and staff will be able to park in the Olsen Field parking lot and ride an intracampus shuttle to the main campus free of charge. About 1,200 parking spaces are available near Olsen field.

Those parking at Olsen Field will be required to have a remote lot parking permit on their cars which costs \$15 a year.

"It's a good buy for the consumer," Bill Conaway, staff assistant for the bus operations said. Conaway will oversee the operation of the Park and Ride program.

Students parking stickers, based on the nine-month school year, will cost \$63 for dorm students with 60 hours or more and all female dorm students and \$45 for Day students with 60 hours or more and all other students except female dorm students compared to \$15 for a remote lot sticker.

Faculty parking stickers cost \$150 for basement garage parking, \$114 for reserved numbered spaces, \$78 for reserved lot parking and \$60 for random street parking compared to the \$15 remote sticker.

Remote parking stickers will be

sold only to students who live off-campus. On-campus students will not be able to use the remote lots.

"I think the University is heading in the right direction," Conaway said.

Conaway said he would like to see the Park and Ride program expanded to eventually result in a closed campus.

Bus operations will run the bus service. Enforcing the parking and traffic regulations will be under the jurisdiction of the University Police.

Shuttle runs will begin Aug. 27, but a few practice runs on a limited basis will be run Aug. 20 to time the routes.

The shuttle buses will be run on three different routes — the Express Run, the Academic Run and the Rudder Run — each taking passengers to different areas of the campus.

The Express Run will only have two stops. Shuttles will leave Olsen Field and travel down Beef Cattle Road to Agronomy Road to University Drive. It will stop at the Blocker Building and the Engineering Research Center. The shuttle will return the same way.

The Express Run is designed to carry large numbers of students quickly to the Blocker Building and the Engineering Research Center.

Express Run buses will run from 7 to 9:30 a.m. and from 3 to 6 p.m. All

other shuttles will run from 7 a.m. to 6 p.m.

The Academic Run will leave Olsen Field and travel to the campus via Old Main and Houston. The shuttle will cross to Jones Street at the fountain and run east on Ross Street to Bizzell. It will return to Olsen Field via University Drive and Agronomy Road.

The Rudder Run will leave Olsen Field and go to Joe Routt. Buses will run east on Joe Routt to Coke Street. North on Coke via the Lamar Street extension to Throckmorton. Then South on Joe Routt and back to Olsen Field.

The shuttles will operate at 10 to 12 minute intervals. Passengers on the Academic and Rudder Runs will be able to board and disembark at stops along the routes.

"We want to make it an efficient people mover," John Lake, bus operations manager, said.

Twelve additional buses will be added to the fleet to service the Park and Ride program. Ten buses will be the smaller 26-passenger shuttles and two will be 46-passenger buses to run on the Express Run.

The Park and Ride program will double the number of students employed by bus operations. It will create about 40 additional student positions. Those students interested can apply at the bus operations office.

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