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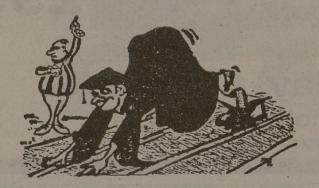
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GM to pick Funky Winkerbean car plant

Associated Press

site soon

ST. LOUIS - An "overwhelming" response from communities nationwide is largely responsible for the delay by General Motors Corp. in picking the site of its \$5-billion Saturn plant, GM President F. James McDonald said Tuesday.

However, he said the choice will

"We've received about 1,000 proposals," McDonald told a news con-ference following his address to the St. Louis Regional Commerce & Growth Association. "I didn't think so many places would respond.

"The response has been over-whelming. I'm not talking about someone picking up the telephone and saying, 'Please put it here.' I'm talking about legitimate proposals, some very professional and some not so professional," he said.

Several cities in Missouri, including St. Louis, Cape Girardeau and Mexico, have put in bids for the new plant, which will cost \$5 billion and employ some 6,000 people to start.

McDonald said he expected that

Saturn site selection group would make a recommendation to management in the next six weeks. "It will take about 30 days after that for us to make a decision," he said.

During his speech to several hundred business leaders, McDonald explained the difficulties in choosing a

The Saturn team is considering hundreds of factors, and that takes time to evaluate," he said. "To put it simply, we've got to start out right if we're going to end up right.

"The selection process is nearing conclusion," Mc Donald said. "I can tell you that. It'll be done soon, and

I'M GOING TO HAVE TO CITE YOU FOR FAILING TO MAINTAIN AN CLEAR DISTANCE!





by Tom Bath

FAA gives inspection

Continental Airlines safe Po

WASHINGTON — The Federal Aviation Administration declared Continental Airlines a safe airline Tuesday, although it said a detailed inspection of the carrier disclosed sloppy record-keeping and 20 safety

The agency said the findings should put to rest allegations of dozens of serious safety violations at Continental, many of them brought during the past year by the Air Line Pilots Association, whose members are on strike against the carrier.
"They're a safe airline and they're

equipped and staffed to continue to be a safe airline . . . It was sloppy record-keeping," said William J. Ayton, who supervised a 24-member team of FAA inspectors that examined Continental's operations.

The inspection covered six weeks beginning last March and included examination of Continental's records, pilot training, ground and maintenance facilities and dozens of

en route inspections.

But the FAA finding was challenged immediately by the pilots

found at went a si cials said.

union, whose members struck Continental in September 1983 after the airline reorganized under the bankruptcy laws and nullified its labor

Since then, the airline has rapidly rebuilt its operations, using other pi-

"We think it's a continued coverup on the part of the FAA," Capt. Harold Martinsen, ALPA's director of accident investigation, told re-porters. He accused the FAA of ignoring various training and procedural violations at Continental during the past 20 months.

But FAA officials, briefing reporters on their findings, called the air-line's safety record on par with that of other carriers and said Continental "continues to have an adequate

The 20 violations were in addition to nearly 100 "discrepancies" in which inspectors found fault but no violation of regulations, the FAA of-

"Continental probably the most inspected airlines in the dustry," said Homer McClure, of the FAA's Western Region, w has primary responsibility

Among the violations founded that some pilots worked toom hours in a row, training man were not always current, a equipment was not prop checked to assure it was fundo properly and some flights did Wedner

pr

have required equipment.
Inspectors said there also were least five incidents where flighten followed improper procedure though the only violation diel cifically was one in which a deal gan a flight checklist at the wa

Continental's biggest problem said the clarks of clarks of qualified and training records of pilots and nior pilots assigned to check out also to nior pilots also to nior pilots assigned to check out also to nior pilots assigned to check ou

They were doing the job but a properly recording it," Ayton said

Survey: some retailers cutting prices

NEW YORK — A survey of small-and medium-size businesses revealed a phenomenon that many people thought they'd never see again. Price cutting has become a marketplace way of life.

The survey showed that in the first quarter of the year more than one-third of retail establishments cut their prices. Twenty-four percent of wholesalers did the same.

The survey, among members of the National Association of Independent Business, showed that the January-March quarter was the 15th straight in which 10 percent or more of all companies actually reduced average selling prices.

The situation brings up a controversial question: Is inflation under control²

Can an inflation rate of 4 percent

qualify as under control?

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If so, you can find many economists and investment advisers who believe the economy has entered a period of price stability.

For some, the bigger fear is deflation, and it isn't uncommon today to find that concern prominently men-tioned in reports from independent investment advisers, market researchers and even some academics. For the most part, though, talk

that inflation will remain under control for at least another year. The Morgan Bank, for instance,

foresees a consumer price rise of just 3.3 percent in the July-September quarter, and a rate of only 3.7 per-cent for the entire year.

If so, 1985 will be the fourth

straight year of single-digit inflation

— 6.1 percent in 1981, 3.2 percent in 1983, 4.3 percent in 1984. You have to go back to the late 1960s or

strictions on foreign goods.

That situation also tends to hide what some consider to be the Achilles heel of the recovery and expan-

priced relatively lower because the dollar's high valuation in the national trade.

high interest rates are a conseque of the federal government's conued budget excesses.

situation will inevitably under

tive forces at work also.

Organized labor, for example, been far more cooperative management than it had been in decade of the 1970s.

Many companies have great used to creased their productivity, which orator lows them to exercise restraint



