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Bush: Dukakis fights efforts to improve pollution problem

Associated Press

George Bush, venturing into Michael Dukakis's backyard, accused his opponent Thursday of fighting efforts to clean up dirty Boston harbor. Dukakis attacked his rival's claims on education and asked "Where was George?" when school programs were being cut.

"He was playing hooky," Dukakis said, answering his own question.

The presidential candidates campaigned at opposite ends of the country, each trying to take the offensive and demonstrate that their fall campaign is near full swing well before the traditional Labor Day kickoff.

A day after declaring himself to be a life-long environmentalist, the Republican nominee traveled to

Massachusetts and took a boat tour of the harbor — an event aimed at making its pollution problems an embarrassment for the governor.

The vice president was encouraged by a new poll showing his race with Dukakis deadlocked even in Dukakis' home state, where he has won three terms as governor.

"Two hundred years ago tea was spilled in the Boston harbor in the name of liberty," Bush said. "If tea were spilled in the Boston harbor today, it would dissolve in the residue of my opponent's neglect and delay."

Dukakis, ridiculing Bush's claims to be an environmentalist, said Bush was "one of the charter members of the environmental wrecking crew" of the Reagan administration.

He also charged Bush had told California voters he opposed offshore oil drilling while telling Texas audiences he supported it. Dukakis said his own "environmental policy doesn't change with the time zones."

Bush's running mate, Sen. Dan Quayle, was on a week-long trip through the South. In Little Rock, Ark., he said that despite his wealth, "I identify with people that need help."

Democratic vice presidential nominee Lloyd Bentsen was on vacation in Wyoming.

In Boston, Bush contended that as governor Dukakis opposed and delayed cleaning up the harbor and had sought permission from the Environmental Protection Agency to

delay a ban on dumping wastes the harbor.

Dukakis drafted papers seeking the delay in his first term, but his successor, Ed King, who actually filed the request in 1979.

Bush said that in 1978 and 1984, with Dukakis as governor, Massachusetts sought federal waivers for meeting secondary sewage treatment standards.

"He did not want to meet clean water requirements," Bush said.

Dukakis campaigned at an Oakland public school gathering and linked the vice president to education program cuts during the Reagan administration.

Rules of margarita drinking invented by Texas woman

SAN ANTONIO (AP) — A real Margarita is served on the rocks, not blended with ice to a slushy haze. It is rimmed with salt and made with a combination of tequila, lime juice and Cointreau (the Triple Sec used in many versions makes it too sweet).

It's served in a stemmed glass that's wider than a wine glass, but not as wide as a champagne saucer. Those are the rules of a true Margarita according to the drink's creator, Margarita Sames of San Antonio.

Although others in California and Mexico have laid claim to developing the drink, one of the most widely accepted versions of the origin of the tequila drink is that Sames created it for her parties about 40 years ago.

"I did create the drink in the 1940s when my husband and I lived in a home in Acapulco," says Sames, who to this day splits her residency between San Antonio and Mexico City.

Despite her penchant for avoiding publicity (she didn't want her picture taken), the story of her invention of the drink was spread through Teddy Stauffer, who's known as "Mr. Acapulco."

"To tell you the truth, I simply got bored with the regular, accepted daytime drinks, the Bloody Marys and screwdrivers, and I began playing around at the bar and came up with 'The Drink,' as it was called for a long time afterward."

— Margarita Sames

At the time she invented the Margarita, Sames and her husband were living in Acapulco, building a house that took three years to complete.

"We always had so many house guests, I even had to rent a large home to hold them before the house was finished," she remembers. "There, you are in the pool all the time; things are very tropical and warm. You have late lunches, and always there are drinks before lunch."

Sames says it was the before-lunch

cocktail tradition that prodded her to develop a different drink.

"To tell you the truth, I simply got bored with the regular, accepted daytime drinks, the Bloody Marys and screwdrivers, and I began playing around at the bar and came up with 'The Drink,' as it was called for a long time afterward," she says.

She said The Drink was a natural marriage of ingredients to her, since she grew up in Dallas where tequila with lime and salt were a way of life.

"I have always liked tequila, in drinks or in cooking, but right now, I have found a recipe in a magazine for chicken marinated in tequila, and I can't wait to try it," she says.

Eventually, as The Drink became her well-known trademark, Sames' husband dubbed it "The Margarita."

"He even had special glasses made for the drink so I think they were special ordered from Joske's," she said. "They are a little wider bowl than a wineglass and he had 'Margarita' embossed all along the rim."

The glass, Sames believes, is important when serving a Margarita.

"It doesn't seem to taste the same served in the wrong glass," she says.

Engine type on Flight 1141 has highly respected record

AUSTIN (AP) — Pratt & Whitney JT8D engines, which powered the Delta Air Lines jet that crashed Wednesday at Dallas-Fort Worth International Airport, dominate their field and are used as a yardstick for other aircraft powerplants, officials said.

Recordings of cockpit conversations on Delta Flight 1141 before the accident revealed discussions of engine problems and noises indicating a stall may have been imminent, National Transportation Safety Board member Lee Dickinson said in Dallas Thursday.

Despite the focus on the JT8D's as a possible cause of the crash — and two 1985 accidents blamed in part on them — the engines are highly respected.

"It's still one of the very best in the industry," Jay Pardee, manager of the Federal Aviation Administration's engine certification office in Burlington, Mass., said of the engines.

Witnesses who saw Flight 1141 plummet to the runway on Wednesday reported seeing flames stream-

ing from the engines just before the crash.

Pratt & Whitney spokesman David Long said his company has delivered nearly 12,000 of the engines since they were approved by the FAA in 1964. They are used by 350 airlines, governments and corporations around the world, and are more widely utilized than all other commercial jet engines combined, he said.

All Boeing 727s — Flight 1141 was a 727 — use three of the engines mounted on the rear of the aircraft. They are also used on many Boeing 737s and McDonnell Douglas DC-9s. Pratt & Whitney estimates they have flown more than 400 million hours in nearly a quarter century of service.

James P. McFadden, aerospace analyst for Merrill Lynch Capital Markets in New York, said, "For an engine to be around for 25 years says a lot about its acceptance."

Pardee said the engines are so reliable that the government uses the frequency rate with which they break down in flight as the benchmark against which new engines are measured.

Long said that so far this year, the JT8D's have shut down in flight 0.012 times per 1,000 hours of flight.

According to Pardee, some engines have been known to shut down one or two times per 1,000 hours of flight.

"It's a goal we require all new technologies to meet," Pardee said of the JT8D performance statistics.

Problems with the JT8D have been blamed by government officials as contributing to two major air accidents, both of which occurred in 1985.

In August 1985 at Manchester, England, the engine's combustion chamber cracked and burned through and was blamed for an accident involving a British AirTours aircraft. The takeoff was aborted, but 55 people died when the plane caught fire.

The accident sparked widespread inspections of combustion chambers of older, high-use JT8D engines as well as a requirement for more frequent inspections to check for cracks.

Arizona judge found guilty of possession

HOUSTON (AP) — An Arizona superior court judge was found guilty Thursday of marijuana possession charges stemming from his July 1 arrest in Houston Intercontinental Airport.

Maricopa County Superior Court Judge Philip Marquardt faced sentencing Thursday evening by state District Judge Ross Sherman.

Marquardt, 55, was arrested after U.S. Customs agents searched him and found a small amount of marijuana in his pocket as he was returning from a scuba-diving trip to Mexico.

Marquardt testified Thursday that someone handed him a small, plastic packet at a bar in Cozumel and that he stuck it in the watch pocket of his jeans and forgot about it.

Although the Class B misdemeanor conviction could result in a maximum of 180 days in the county jail and a \$1,000 fine, prosecutor said a probationary sentence is possible.

Joseph Oswby, an assistant district attorney, said Marquardt could get a conditional discharge under which the conviction would be removed from his record upon completing probation.

Rule change allows HL&P to file early

AUSTIN (AP) — The Texas Public Utility Commission has decided to change its rules, allowing Houston Lighting & Power Co. to speed up filing of its request for higher electric rates.

HL&P spokesman Graham Painter said the company would examine the technical language of the rule change before deciding when to file its request for higher rates to pay for the South Texas Nuclear Project.

The company has said it will ask for at least \$460 million in higher rates.

Because HL&P expects its rate case to take a year or more to be decided, it has asked to be allowed to file a preliminary case which it would update when it has more experience operating the STNP, near Bay City.

The accelerated schedule would hasten the day the company could collect higher rates.

"Our goal is to reduce regulatory lag time and limit costs. The company and the customer both benefit," Painter said.

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