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Warped by Scott McCulloch

C'MON, CAROLINE, YOU'LL LOVE THIS CAFE...
 LOOKS KINDA LIKE A DUMP.
 NO, NO, I FOUND A REALLY CLASSY PLACE THIS TIME, YOU'LL BE PROUD OF ME.
 I'LL BET THE DRINKS IN THIS PLACE COME WITH LITTLE UMBRELLAS, RIGHT?
 NO, THEY HAVE LITTLE RAINCOATS, AND WHEN YOU UNSNAP..... WHAT?

Waldo by Kevin Thomas

WALDO!
 TRY OUT THIS NEW ELECTRIC RAZOR I INVENTED!
 I'M USING ADVANCED TECHNOLOGY TO DEVELOP THE CLOSEST SHAVE POSSIBLE!
 BZZZ!

Busey crash calls attention to helmet issue

AUSTIN (AP) — Saying the crash of actor Gary Busey has helped call attention to the issue, a Texas group Tuesday said it will urge the 1989 Legislature to require motorcyclists to wear helmets.

Dean Desoto, chairman of the Governor's Motorcycle Operator Training and Safety Advisory Committee, said the crash, in which Busey, an actor, suffered severe head injuries, has raised awareness of the danger of riding without a helmet.

Desoto said the accident also may change the attitudes of some lawmakers who have rejected changing the state's helmet law in the past.

"I think there's a better chance such legislation will pass," Desoto said. "It (the Busey crash) might very well have helped."

Busey, 44, was in serious condition Tuesday in a California hospital after surgery for head injuries suffered when he was thrown from his motorcycle and hit headfirst, without a helmet, into a curb.

Desoto noted that lawmakers in recent years have passed a number of automotive safety laws, including requirements for wearing safety belts and for use of safety seats for infants and young children.

The motorcycle committee issued legislative recommendations at a news conference. It called for:

- Changing the current law that requires helmets for riders under age 18 to include all riders, regardless of age.
- Designating motorcycle parking areas.
- Allocating money for motorcycle training and education, with a \$1 per year surcharge on the motorcycle license fees.

"Yes, helmet laws are important," Desoto said. "But so are training and other factors."

Desoto said that in 1987, there were 8,382 motorcycle accidents reported in Texas, with 9,039 people injured and 297 killed.

Of those killed, 81 percent weren't wearing helmets, and 63 percent of those injured were helmetless.

He noted that there was a 69 percent increase in fatalities in 1977-78, the first year the law allowed riders over 18 to ride without helmets.

Texas has the fifth-largest number of motorcycles registered in the United States, with 226,008 registered last year. Currently, 678,081 Texans are licensed to operate the machines.

Scrambled Eggs

IF IT'S NOT TOO MUCH TROUBLE, I'D LIKE TO BE LOCATED IN A NON-SMOKING AREA.

Ship channel widening could help create jobs

HOUSTON (AP) — About 47,000 area jobs during the next 30 years could depend on whether the Houston Ship Channel is widened and deepened, a Rice Center study indicates.

Port Commission Chairman Ned Holmes said the study shows the channel is at its capacity.

"If we're going to continue to grow and be competitive, we've got to improve the channel," he said.

The project would cost about \$350 million and take about six years to complete.

Holmes said the work must be done in an environmentally sensitive manner, but that the potential environmental impact of not widening and deepening the channel must be considered.

There has been considerable opposition to the proposal to deepen the channel to 50 feet and widen it to 600 feet. It is now 40 feet deep by 400 feet wide.

Environmental concerns focus on salt water intrusion into the bay and disposal of dredged material. More salt water in the larger channel could reduce oyster yields by as much as 50 percent and affect shrimp and fish catches, the U.S. Fish and Wildlife Service has predicted.

The two-month, \$19,500 study commissioned by the Port of Houston Authority looked at cumulative effects of various scenarios between now and the year 2020. It compared four possibilities to a "baseline case."

The baseline case assumed channel improvements would be made and total Galveston Bay tonnage would be restricted to 1983 peak levels.

The "worst-case" scenario assumed no improvements would be made, Galveston Bay ports would become less competitive and tonnage would fall to the 1983 level.

A "most achievable" case assumed channel improvements are completed by 2000 and that Galveston Bay's share of major Gulf port tonnage increases by 4 percent by 2020.

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