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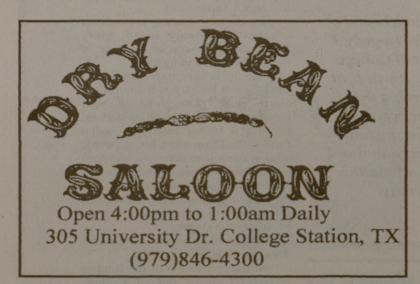
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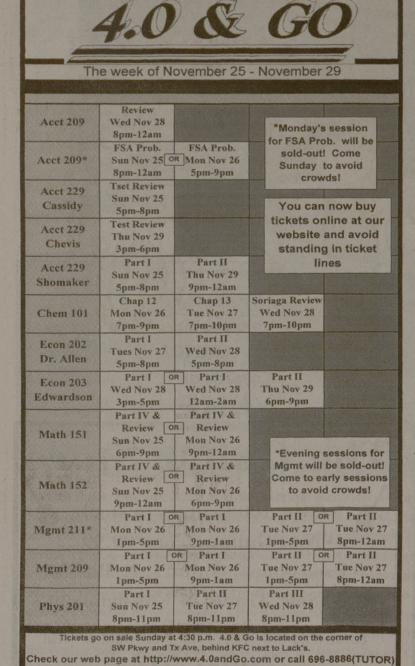
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World

Bodies of four slain journalis recovered by Afghan rebels

JALALABAD, Afghanistan (AP) -Anti-Taliban militiamen recovered the bodies Tuesday of four international journalists who were ambushed in a narrow mountain pass as they headed for the Afghan capital.

The journalists were attacked Monday as they traveled in a convoy of about eight cars from the eastern city of Jalalabad to Kabul. An anti-Taliban leader in the area said the attackers were bandits, but witnesses said they shouted pro-Taliban slogans.

Militiamen loyal to the new administration in Jalalabad set out early Tuesday to search for the missing journalists, and they reached the spot of the ambush around 8 a.m., encountering no resistance as they retrieved the bodies. They brought the bodies to a Jalalabad hospital, where colleagues

The journalists were Australian television cameraman Harry Burton and Azizullah Haidari, an Afghan photographer, both of the Reuters news agency; Maria Grazia Cutuli of Italian newspaper Corriere della Sera; and Julio Fuentes of the Spanish

Cutuli and Fuentes filed reports Monday about finding what they believed were capsules of deadly sarin nerve gas at an abandoned al-Qaida camp in the Jalalabad region.

Fuentes's story said he discovered a cardboard box with Russian labeling that said SARIN/V-Gas. His report said the box contained 300 vials of a yellowish liquid.

A Japanese terrorist organization used sarin in March 1995 in the Tokyo subway killing 12 people.

A Pentagon duty officer said the U.S. military had no information on the reports.

Colleagues and the Red Cross were working to take the bodies to Pakistan on Wednesday.

The area of the ambush recently came under the control of anti-Taliban forces. However, some Taliban stragglers and Arab fighters loyal to Osama bin Laden are still believed to be in the area, and there had been earlier reports of armed robberies on the

The convoy set out Monday morning. Because the road was dusty, the cars in the convoy spread out, and their occupants often lost sight of one another.

Near the town of Serobi, 35 miles east of Kabul, six gunmen on the roadside waved the first three cars in the convoy to stop. One car sped ahead, while two stopped, said Ashiquallah, who was driving the car carrying the Reuters journalists. He uses only one

He said the gunmen, wearing long robes, beards and turbans; warned them not to go any farther because there was fighting ahead with the Taliban. At that moment, a bus from Kabul came by and said the road was safe. The cars' drivers thought the gunmen were thieves and tried to speed away, but the gunmen stopped them.

The gunmen then ordered all the ists out of the cars and tried to for climb the mountain. When they refer gunmen beat them and threw stone Ashiquallah said.

They said, 'What, you think! are finished? We are still in po

will have our revenge," Ashiq The gunmen then shot the lta and one of the men, he said. The men also had been shot.

The drivers fled back toward he said, leaving behind the Afg tor, a man named Homuir whereabouts were unknown Tue

Ashiquallah's account was by another translator and d escaped in the other car.

Haji Shershah, an anti-Talih mander in Jalalabad, said villa area reported numerous other atta ing gunfire on vehicles on the

during the day. A French journalist was robb area the day before, and hou Jonday's assault on the journ Afghan car arrived in Jalalabad

bullet holes after being attacked. Shershah said the attackers wer not Taliban or his own fighters.

"They're not Taliban, they are Shershah said. "They just want to blame on the Taliban. ... They were lots of people.'

Tight security on high seas in wake terrorist attacks, strikes on Taliba

SAN JUAN, Puerto Rico (AP) —Beneath the blackjack tables and bulging all-you-caneat buffets, divers search cruise ship hulls for explosives. At the docks, workers screen passengers for weapons and contraband.

In the wake of the Sept. 11 suicide hijackings, security has been tightened aboard the giant vessels that can stretch nearly a quarter of a mile long and carry thousands of passengers.

In the United States, Coast Guard boats have been escorting cruise ships into port since the attacks on the World Trade Center and the Pentagon, and cruise companies have been submitting crew and passengers' names to the FBI and immigration officials for checks.

"We have always had security measures in place," said Tim Gallagher, spokesman for Carnival Crui But since th we've gone to level three security, the highest security level there is."

Still, security experts say that with attention focused on air safety, cruise ships could be enticing targets for terrorists.

When you protect air, land and other targets, terrorists are going to look for soft targets," said Rohan Gunaratna, a research fellow at the Center for Study of Terrorism and Political Violence at Scotland's University of St. Andrews. "Cruise ships are considered prestigious because there is a perception that

they are filled with wealthy Americans." Gunaratna, who has been asked by various governments to work as a consultant and question terrorists from the Middle East, Latin America and Asia, said groups such as Hamas, Hezbollah and al-Qaida are being trained for maritime attacks.

In Sri Lanka, divers have planted explosives on commercial ships and suicide bombers have sunk navy vessels. In the South China Sea, pirates have attacked commercial vessels. And in Yemen, suicide bombers attacked the destroyer USS Cole in October 2000, killing 17 U.S. sailors.

Cruise ship officials say that since Sept. II they have added security p increased staff, making their ships far less vulnerable than planes. They also point to the industry's safety record — only one large cruise ship has been hijacked since 1985 and say modern construction with watertight compartments makes ships difficult to sink.

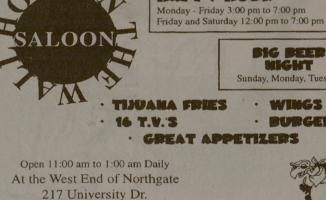
Kim Petersen, chief executive officer of SeaSecure LLC, a maritime security consultant in Fort Lauderdale, Fla., said armed passengers would be hard-pressed aboard a ship, and if terrorist to hull, casualties would be low.

"The cruise industry has, for ye active anti-terrorism programs i prevent an array of potential at Petersen. "Those programs, co. stringent security, make taking of the safest options Americant

Governments forced the indu implement minimum security in after terrorists, hoping to smugh into Israel, hijacked the Italian Achille Lauro in 1985 and li American passenger.

Gunaratna said that attack hads ramifications. "Only one America aboard the Achille Lauro yet it tooky be unlikely that terrorists would inflict damage on a cruise ship but even managed to kill 10 to 15 people, it have a huge impact and people, a Americans, would stop taking cruse

Already, fewer passengers are taking high seas. Shortly after Sept. 11, Flood Renaissance Cruises filed for bankru ing it was a victim of tourism fallout.



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