World

Kidnap victim murdered — Hans-Martin Schleyer, the kidnapped German industrialist was found by the French police in the trunk of a car abandoned in the city of Mulhouse with his throat cut. The police had earlier received a phone call stating that Schleyer had been killed because of the death of the terrorists hijackers during the German Army's commando raid and the suicide of the three German terrorists whose release from jail was demanded by both the hijackers and by Schleyer's kidnappers. The caller also told police where to find the body.

Nation

Senate votes retirement age hike — By a vote of 87 to 6 the Senate passed the Age Discrimination in Employment Act which would raise the mandatory retirement age from 65 to 70. In contrast to the House bill, however, the Senate measure exempts Senate passed the Age Discrimination in Employment Act which

Thomas Hannon took over the plane in Nebraska, landed in passengers, the pilot and the co-pilot hostage in the Atlanta airport. The act would combine the two bills.

The Middlesex County Grand Jury, which handed down the indictments, is expected when the House and Senate go into conference to try to

income of more than 520,000 a year, and does not eliminate all tenured college teachers, executives, and those with a retirement

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The Middlesex County Grand Jury, which handed down the indictment for Winter and Sperlinger, has already subpoenaed the

Parking solution sought

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Control Plan. The regulation is intended, according to Barbara Haskel of the EPA's Air Programs Office, to reduce parking for commuters in Boston and Cambridge. The reduction in available urban parking space would discourage commuters from using their automobiles, turning them to mass transit or carpooling.

Boston and Cambridge began to comply with the regulation by the fall of 1975, completely enacting the 7:00 am - 9:00 am restrictions on parking for non-residents well over a year ago. The Metropolitan District Commission (MDC), Haskel said, has been slower in complying because it alone was required to enforce the ban on 100 percent of its streets.

According to Reynolds Thompson '68 of the Planning Office, MIT is now "trying to work out something with the MDC which will allow students to continue parking on Memorial Drive. He noted that it will probably be some sort of sticker that would be issued by the Campus Patrol and recognized by the MDC, which has sole jurisdiction over the Drive.

Thompson said that while he could not be sure of having a solution by Oct. 31, he is "pretty confident" that the MDC would be willing to let him run an enforcing ban "for the first week or so" until such a solution is found.

Should the ban actually affect students, those with MIT parking stickers generally for Westgate Lot would be forced to crowd into what spaces are available. However, the Institute gives out 1.4 permits for each space that it actually has, according to a 1974 estimate. Moreover, not all students with automobiles on campus are given parking permits. Even in A. K. A. House, whose graduate students receive high priority for stickers, only 54 of 65 students who applied in September got permits. In undergraduate dormitories, only upperclassmen have even a chance of obtaining permits. The situation has been worsening since 1975 when, as an aide to the City Street Parking Ban, MIT was told by the EPA to reduce its total number of parking spaces by 25 percent.

According to the Cambridge Traffic Office, some 30,000 resident stickers have been issued, in contrast to the 75 permits that were issued in 1975 and about "five to ten percent" have been given to students who live in Cambridge.

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