

editorial opinion

Vote for Sanders, Wallace

A strong and vigorous curriculum should be the mainstay of any school district.

Unfortunately over the past decade in the Farmington School District, teaching children how to learn in school and survive in society has taken second place to the realities of financial stability.

While dealing with finances obviously is critical in guiding school affairs, we believe a more imaginative and intense interest should be taken in children's education.

Therefore, we endorse Peter Sanders for one of the two seats on the Farmington Board of Education. The Wayne State University professor is an outspoken critic of and expert on reading in the public school systems throughout the state.

To balance Sanders' educational expertise, we support Richard Wallace to fill the second seat. Wallace has 26 years experience in municipal financing and bonding.

As was demonstrated recently by the Chicago School District superintendent who held back stu-

dents because they were unable to read, students throughout the nation are graduating from school systems without having learned how to read and write.

While curriculum input from board members hasn't always been welcome by school administrators, we believe it is essential that an activist be elected who will mandate that something be done about the sorry situation existing in this district's classrooms.

We urge Sanders, when elected, to speak out. We will be sorely disappointed if he chooses to do otherwise.

Wallace has a realistic outlook on the future of school financing. He is familiar with the district's financial situation because of his many years of voluntary work within the district. We believe he will keep a strict eye on how the taxpayers' money is spent.

By electing these two candidates, the voters will greatly improve the lot of the school district.

2.5 mills best for schools

The 2.5-mill property tax increase proposal on Monday's Farmington School District ballot is fiscally sound and educationally forward-looking. Voters should cast their ballots in favor of this proposal.

Monday's voters have three options: Yes to a 2.5-mill increase for five years; yes to a 1.75-mill increase for two years; or no to any tax increase.

The board of education and school officials have presented a clear picture of the view ahead. The 2.5-mill increase will allow for improvements in the educational system along with much-needed funds for a five-year building and site improvement program; the 1.75-mill increase, while certainly allowing for educational improvements, fails to supply funds for some long-range planning; failure of both proposals will not threaten the current educational program immediately.

Critical cuts are not the issue. School officials are not posing an ax over programs or screaming about state cutbacks. They're very simply giving voters an opportunity to improve Farmington schools.

VOTERS have approved one millage increase since 1968—a four-mill increase in April 1975—and two four-mill renewals in the spring of 1976 and

1977. A 2.4-mill increase was turned down in June last year.

Currently, the district's budget is slightly less than neighboring Southfield's, although Farmington educates more students than Southfield with a considerably smaller commercial tax base. In the same way that inflation and recession affect our household budgets, the school system is confronted with spiraling fuel costs, more costly employee insurance premiums, and less aid from Lansing.

The 2.5-mill increase will give the school board and officials a long overdue opportunity to undertake seriously a long-range plan for maintenance of a \$60 million plant. Putting off repairs for lack of money now will only mean paying a higher price later. But the school board lacks the advantages of Master Charge and BankAmericard: By law, it cannot run in the red.

Vote yes on both proposals. If both proposals are approved, only the 2.5-mill increase will be levied. Figure out just how much a 2.5-mill increase will raise your tax bill and weigh that figure against an excellent educational system, the kind that draws people to a community like Farmington—where kids count.

Schoolcraft field good, but these 4 are standouts

Voters in the Schoolcraft College District will find themselves Monday in a no-lose situation. All nine candidates for three posts would bring at least minimal credentials if elected to six-year terms.

Four stand out.

Incumbent Rosina Raymond deserves re-election not so much because we agree with her positions but because we sometimes disagree. She has dragged her feet too long on necessary tuition increases and has often been too pro-faculty. Yet those points of view need expression.

There are other considerations. There is only one other woman on the eight-member board at a college where women students and women faculty members have presented nontraditional problems.

And if Mrs. Raymond will forgive our saying so, she is one of the few old-timers who remembers the promises made when the college was founded. Her historical perspective is valuable.

A board heavy with educators stands in need of industrial expertise, particularly as Schoolcraft College expands physically and enriches its vocational-technical offerings.

Richard Hayward, making his second bid for the board, would be the only person there with knowledge of construction. He has nearly a quarter-century of experience in the structural steel industry, and as Schoolcraft prepares to embark on a \$10 million construction program, Hayward could ask the kinds of questions no other board member and no other candidate could ask.

A nonpolitical sort, Hayward is a man of moderate views with no axes to grind. He earned his own degree late in life—like last month—and will have empathy with much of Schoolcraft's clientele.

Harry Greenleaf, who is in personnel on the Ford corporate staff, has a grasp of that world which would have to help the Schoolcraft board. He has a history of community involvement, serv-

ice to his out-of-state alma mater and an enthusiasm for the fine arts program one wouldn't expect to find in an engineer.

As leader of one of the most incredibly successful Republican organizations in the state, Greenleaf would add a set of political skills of the highest order. He, too, is making his second run for the Schoolcraft board.

For sheer depth of background, it's hard to beat G.J. (Jack) Bologna, who has impressed every person who has met him and every audience who has heard him.

Raised on Detroit's east side, he got his first post-college job in the IRS, where he was assigned Mafia tax cases because he speaks Sicilian. He is a lawyer; he has been on the U.S. Senate staff and in the Food and Drug Administration; he has been in business, and he is now an independent management consultant for medium-sized firms. Schoolcraft College would have to spend a tidy sum to hire someone of his managerial skills, yet he is offering to work as a trustee for free. We'd best take him up on the offer.

If it's necessary to be provincial, we would also point out that Bologna is the only Plymouth-Canton resident in the race, and that two Plymouth-Canton residents are leaving the Schoolcraft board.

DON'T FORGET the millage proposal on the same ballot. Schoolcraft is asking a property tax limitation of 0.8 mills, and it deserves warm support.

In the past, residents of the five elementary through high school districts—Clarencville, Garden City, Livonia, Northville and Plymouth—Canton—have stood by their communities when the financial going was tough and when jobs needed to be done. But folks have forgotten they're part of the Schoolcraft community, too.

It's time to vote yes and remedy that neglect.

A LESSON IN DEMOCRACY... WILL YOU PASS THE TEST?



A modest, big proposal for spotting crooks' cars

The reasons we have seen such a big rise in metropolitan crime are many. Drugs. Deterioration of schools. Breakdown of families. Lessened moral and church sanctions. Ineffective courts. Understaffed police forces. The list can go on and on.

One set of reasons has largely escaped public notice—mobility.

Recent studies of crime rates in large cities concluded that, in the old days when people got around by foot or horse or even by trolley car, criminals largely stayed in their own neighborhoods and preyed on their neighbors. But with the coming of the automobile and the expressways, nearly anyone of a criminal twist of mind can get nearly anywhere quickly, easily and without being recognized.

The particular study I read suggested that crime rates in the slums in the old days were, if anything, worse than the overall crime rates of today. The authors wound up by suggesting that our newly mobile society had simply exported criminals away from their old haunts and into new neighborhoods—and the suburbs.

A LOT OF EVIDENCE in this area supports this theory.

Local police officials, such as Southfield's Police Chief Milton Sackett and Redford Township's Chief Edwin Gleza, have argued for many years that criminals were taking advantage of good roads to shoot back and forth in the suburbs.

Certainly, the pattern of crime in the suburbs—the series of bank robberies along Northwestern Highway in Southfield and Farmington Hills and the high rate of robberies along Eight Mile Road—gives justification for this theory.

And police officials in communities along the route of the I-275 and the new I-96 (Jeffries) Freeway in Westland, Plymouth, Canton, Northville, Redford Township and Livonia—should be plenty nervous about what's going to happen to the crime rate when the Big Ditches are fully opened in November.

THE KEY in this line of reasoning is the automobile. It's fast. It's reasonably cheap or easy to steal. And most important, it's anonymous; you can't tell, just by looking at a car, whether it's a strange one in the neighborhood or whether the people in it are strangers. And it's hard to trace who owns a strange or suspicious car.

Of course, there are license plates. But the prob-



lem with license plates is that they're hard to read, for me at least, except at fairly short range. Our plates are 12 inches wide, six inches deep; the letters and numbers are two and three-eighths inches high, and a little over an inch and a half for the widest ones. And the lines in the letters and numbers are only three-eighths of an inch wide.

I have average eyesight. I can read license plates fairly easily at 25 yards, provided the car is either standing still or going slowly and I'm not trying to pick it up in a hurry. I'm sure some people can do better, others worse.

IT MAY BE A simple suggestion, but if one of the reasons for increased crime is mobility created by the automobile, and if one advantage of the automobile for a criminal is that it's anonymous, why not make the license plates easier to read?

I'm not an eye doctor, but I'll bet that if they doubled the height and width of the letters and numbers on license plates, and especially if they doubled the thickness of the lines of the letters and numbers from three-eighths of an inch to three-quarters, people and police would be able to read license plates a heckuva lot more easily.

In Europe, the license plates are about double the width of ours, with much thicker letters and numbers. They're easier to read, too.

It might take a while for the automobile industry and the Michigan secretary of state's office to work their way through a transition period, but I have a hunch it wouldn't be very expensive. (And while they're at it, they might change the location of the plates on the bumpers to a position where they don't get all covered with mud when it rains.)

Don't count on it, but I wouldn't be at all surprised if making the plates easier to read wouldn't at least put a little crimp on the rising crime rate.

In C'ville election

Nicholson is impressive

Like most suburban school districts in the Detroit area, Clarencville faces a series of related problems: no new money to maintain existing programs, declining student enrollments and the prospect of more school closings.

These aren't easy times for school boards and administrators.

But Clarencville residents who will be voting in next Monday's school board election are blessed with three excellent candidates campaigning for a two-year term.

The opening was created by the announced resignation of Thomas C. Wilson, who will leave the board this month after 16 years of service.

The three candidates are J. Donald Nicholson, Berry Sherman, and Frank Lozano, who represent a variety of backgrounds and skills.

Nicholson is probably the most impressive and articulate.

Nicholson, 38, has a business background and has been involved in his civic association and has shown a concern for the quality of education local students are getting.

Although the current school board is well represented by professional or managerial persons, Nicholson would bring an added dimension to the board because of his relative youth and his having young children in elementary school.

Lozano, 32, is an elementary school assistant principal in Detroit, and has demonstrated that he, like the others, has an obvious commitment to

quality education and a dislike for cutting any programs.

If elected, Lozano would bring a viewpoint geared to students and for programs related to their needs.

Like Nicholson, Lozano would give the board another management view, which it may have too much of now.

If voters are looking for a new type of personality and possessor of a different set of skills, Sherman, 25, a Livonia police department youth officer, would make an excellent choice to fill Wilson's seat.

Sherman was a student council president in his senior year at Clarencville High School and has continued to live in the community since graduation.

His background as a youth officer who deals primarily with high school students would enable him to deal with discipline problems and program adjustments for students.

Sherman, like the others, possesses the required informational-gathering and problem-solving abilities to work well on the school board.

Voters must decide which type of viewpoint they want on the board.

Deciding between the three is like picking a senior class leader from three persons who have nearly identical honor point averages.

While Nicholson and Lozano have age and experience, Sherman, 25, has enthusiasm and a willingness to do a good job.

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