

Bill would legalize dog racing in Michigan

Testimony from legislators in states which have legalized dog racing is expected to highlight a public hearing sponsored by a special subcommittee of the Michigan Senate Appropriations Committee today in the Detroit City Council chambers, Room 1302 of the City Council Building.

The subcommittee is conducting this hearing, and another in Benton Harbor Tuesday Aug. 9, to hear response on a bill proposed by Michigan State Senator Earl Nelson (D-Lansing) that would legalize dog racing in Michigan.

"Greyhound racing holds great promise as a sport which could produce a tremendous amount of revenue

for the state and local units of government," said Nelson, chairman of the special subcommittee. "If dog racing were legalized in the state, it not only would be a revenue-producer for government, but it also would stimulate commerce in the private sector, particularly within the tourism industry."

"The track record of dog racing in other states indicates the sport is successful as a source of funding for government services and an economic stimulant," the senator said. Nelson said he hoped the subcommittee would be able to hear from legislators in states where dog racing is legal. Nelson had asked several lawmakers from states where the sport is legal to attend today's hearing. Legis-

lators from all over the country are in town to attend the National Conference of State Legislatures which runs through Friday.

"It is essential we hear all the views, pro and con, and gather as much factual information about the sport to help us determine what the economic and other effects in Michigan would be," Nelson said.

Nelson said estimates show that dog racing in Michigan would generate about \$300 million annually. That figure includes the economic impact of racing on communities near the tracks.

Under the bill, a portion of revenue from parimutual betting would be paid to the state with the provision that half be distributed to counties on a population basis and 15 be allocated to the local units of government in which tracks are located.

The remainder would be kept by the state.

Nelson stressed that more jobs are essential to the state's welfare.

"By legalizing parimutual dog racing, I believe the legislature would be acting responsibly in response to the governor's message—that an expanded economy and additional job opportunities be our highest priority in 1977," he said.

Counties concede; delay is OK on auto fumes

A member of the Wayne County Board of Commissioners was instrumental in forcing the National Association of Counties (NACo) to reverse its stand against delay of federal emission deadlines for 1978 model cars.

Richard E. Manning (D-Redford-Livonia), along with board chairman John Barr, succeeded in changing the minds of members of the NACo Environment and Energy Steering Committee at NACo's recent Detroit convention.

The pair urged the committee to accept a "realistic compromise" in order to avoid massive hardships for auto workers and their families and "economic distress (which) will affect every segment of the nation."

The auto industry has warned that production of 1978 cars will be delayed unless congress acts by Aug. 5 to delay the stringent emission standards. If production should stop, it would mean layoffs of up to a million auto workers. Two automakers, however, have said they plan to go ahead with 1978 car production regardless of congress' action.

The commissioners say NACo's change of heart will be noticed on Capitol Hill.

"Our success means that NACo, one of the major lobbying organizations in Washington, is now with us instead of against us in its contacts with the congress, and this could change a number of votes there," said Barr.

NACo changed its stand while the issue was before a House-Senate conference committee which is considering differing House and Senate bills which would postpone the 1978 model auto exhaust clean-up deadline.

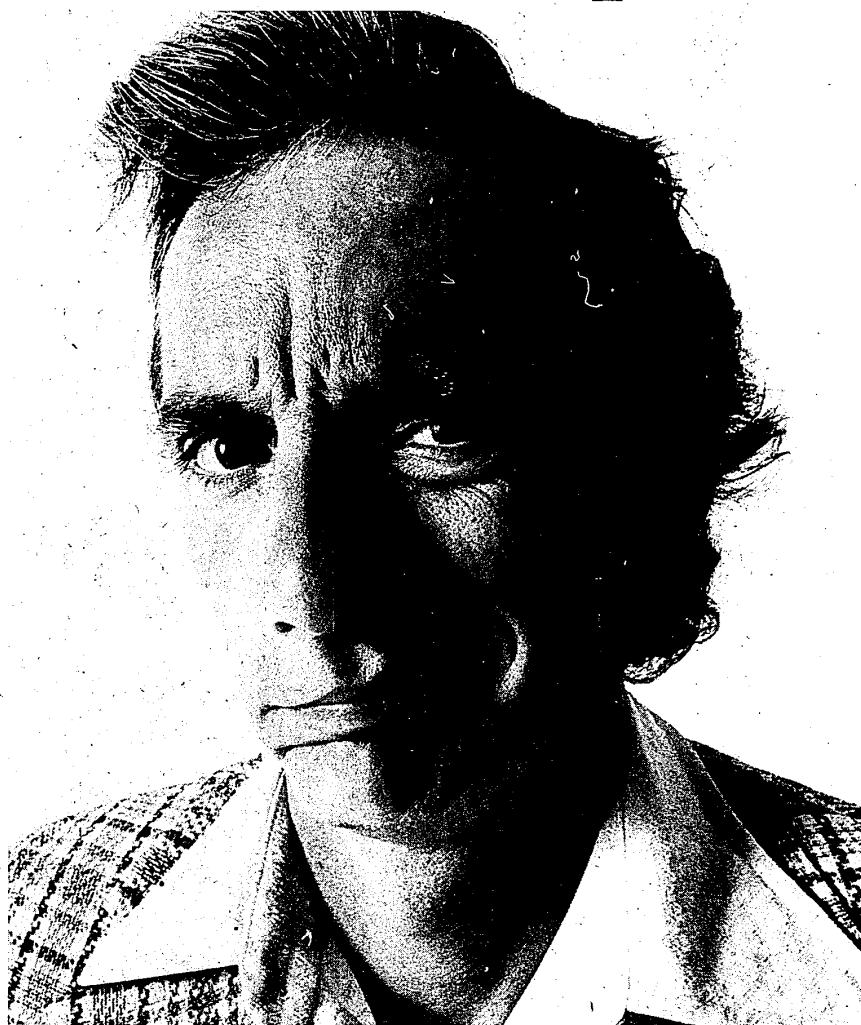
NACo previously supported the 1978 emissions standards set in the Clean Air Act of 1970—standards which the auto industry has said it could not achieve because the technology is not available at present.

The NACo steering committee, of which Manning is a member, voted to endorse the Senate bill, which, while more stringent than the House version, would delay the 1978 emissions deadline for two years. The committee's recommendation was adopted without a battle when the 2,136 registered delegates' met in general session.

Groundwork for this bid to change NACo's position was laid prior to the convention when Barr sent letters to county officials nationally, asking for their support on the issue.

Vice-president Walter Mondale, keynote speaker at the convention, indicated that the Carter administration supported easing of 1978 standards. He urged quick congressional action to avoid "a disastrous impact on our economy nationally," and added, "obviously, there has to be some give on all sides."

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You.			George.		
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Date	Deposit	Withdrawal Balance	Date	Deposit	Withdrawal Balance
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6/15/77	100.00		6/15/77	100.00	
6/27/77	75.00		6/27/77	75.00	
7/06/77		\$2350.00	7/06/77		\$2350.00
7/18/77	2200.00		7/18/77	2200.00	
7/28/77	50.00		7/28/77	50.00	
8/05/77	75.00		8/05/77	75.00	
8/15/77	150.00		8/15/77	150.00	
8/27/77		3700.00	8/27/77		3700.00
8/29/77	3700.00		8/29/77	3700.00	
9/01/77	\$5.04 (Int.)		9/01/77	\$4.70 (Int.)	
Interest Earned 6/01/77 to 9/01/77 \$5.04			Interest Earned 6/01/77 to 9/01/77 \$4.70		

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