



Sheila
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One day, on an inspection tour of the township...

My home base of West Bloomfield, like other area townships, has "Annual Clean-Up Days."

Residents are encouraged to clean up their homes, garages and yards and place discarded items at their curbs on designated pickup days. It's a fascinating time to drive around and observe the differences in discards.

One year, during this period, I turned off Commerce Road onto a street with impressive lakefront homes. I spotted some interesting wrought iron screens leaning against a neat stack of items on the right of the road.

I parked my car near the unpurified pile in order to examine this discovery. Of course, I was only doing some comparison peering. I am aware West Bloomfield Township has printed on its spring clean-up promotional material that scavenging is not permitted.

BUT IN THE INTEREST of becoming a more knowledgeable citizen, I had decided to check out

what people were throwing out on different streets in the township.

I was sure I would be able to make some astute observations, not only about the diversity of individuals as reflected by their trash, but how this refuse is a reflection of our economy, and I hoped I would altruistically find a way to share this information.

Another car came down the street, and I walked to the driver's side of my vehicle. A brand new luxury model slowed down and was parked directly across the street from where I stood. An elegantly coiffed blonde woman got out, walked to the front gate and rang the bell. When no one answered, she turned around and started to walk toward me. Her trim figure was simply adorned in gray slacks and a gray silk blouse.

As she approached, I saw something glitter from the middle of the bowknot in front of her neck. It was a large diamond stickpin.

My initial reaction was to wonder if my tax money would allow for such impressive looking under-

cover surveillance to seek out scavengers.

THEN THE LADY started to speak. She said she had an appointment with a real estate agent to look at the house behind the gate, and she asked me if I had seen anybody around. I told her that I had just driven up and hadn't noticed anyone.

This friendly individual told me that during a recent cruise, she and her husband decided that they must live on a lake. Their present home was much larger and on much more land than this one, but now that the children were away at boarding schools, it seemed an appropriate time to cut down on living space and household help.

We talked about the area and I was able to provide some information. I remembered when the asking price for the house on the corner, the one with the tennis courts, had been less than \$100,000. (At that time I had called the agent out of curiosity.) But since then I noted the prices of prestigious lakefront property had nearly tripled.

We discussed the cost and the possibilities of the house that was presently for sale, and this stranger

seemed very interested in my opinions.

When she excused herself to use the telephone in her car in order to try and locate the elusive agent, she commented that if she bought the house, she hoped she might get to know me better. Then she asked me which house was mine. I told her I didn't live there.

So she asked if I was visiting. I replied that I wasn't.

Next came the question of what was I doing there. I told her the truth, that I was checking out the garbage.

Then her eyes began to glow more than her diamond, and without a word, she turned around and walked to her car.

The writer is a speech pathologist and has worked in public schools, hospitals and rehabilitation clinics and has had a private practice. She is the mother of three daughters and is married to a patent attorney. * 1980 by Sheila Seitzman.

Area reps split 3-3 on flood control bill

Here's how area Members of Congress were recorded on major roll call votes Jan. 31 through Feb. 6.

HOUSE

WATER PROJECTS: The House passed, 285 for and 127 against, a bill authorizing \$4 billion for some 175 flood-control, bridge-construction and navigation projects benefiting about 70 percent of the congressional districts. The bill (HR 4788) was sent to the Senate.

Rep. Dan Glickman, D-Kans., a supporter, said that while some criticize the bill "as an example of pork-barreling, I think . . . that this is a bill designed to deal with human problems."

Rep. Robert Edgar, D-Pa., an opponent, said the House "ought not support a bill that enables the construction of projects that are inefficient and waste-

roll call report

ful, or whose communities do not even want the project constructed."

Members voting "yea" favor the public works bill.

Reps. David Bonior, D-Mt. Clemens, William Ford, D-Taylor, and James Blanchard, D-Pleasant Ridge, voted "yea."

Reps. Carl Pursell, R-Plymouth, William Brodhead, D-Detroit, and William Broomfield, R-Birmingham, voted "nay."

NOISE NEAR AIRPORTS: The House approved, 285 for and 122

against, legislation relaxing Federal Aviation Administration (FAA) rules to tone down noisy aircraft. The vote adopted a conference report after approved by the Senate and sent to the White House.

The bill (HR 2440) extends compliance deadlines for most two-engine and three-engine jets, while essentially retaining FAA deadlines for four-engine craft. It is a compromise between airlines which said retrofitting to muffle noise is too expensive and spokesmen for the six million U.S. residents who live close to airports.

Rep. Glenn Anderson, D-Calif., said the bill "will make a strong contribution to our efforts to reduce aviation noise and improve aviation safety."

Rep. Majorie Holt, R-Md., an opponent, said it is "intolerable" for the bill "to allow noise pollution by two-engine planes serving metropolitan airports to continue until 1988."

Members voting "nay favor tougher FAA noise-control standards.

Blanchard, voted "yea." Bonior, Ford, Brodhead and Broomfield voted "nay."

Pursell did not vote.

CORPS OF ENGINEERS: By a vote of 133 for and 273 against, the House rejected an attempt to prevent construction of a monument to the U.S. Army Corps of Engineers on federal land in D.C. Private sources will pay for construction; public money would be spent for regular maintenance. The monument is authorized in the water projects bill (see first vote, above).

Rep. Robert Edgar, D-Pa., said the House should "use this particular amendment as our symbolic opportunity to speak out on what we find is a very objectionable bill."

Rep. William Harsha, R-Ohio, an opponent, said: "Let us put aside this small-minded amendment, whose only apparent purpose is to punish the Corps of Engineers for what the Congress tells it to do."

Members voting "nay" favor construction of the Corps of Engineers monument.

Pursell, Bonior, Brodhead and Blanchard voted "yea."

Ford and Broomfield, voted "nay."

SENATE

FTC RULES: The Senate rejected, 44 for and 53 against, a proposed "one-house veto" over regulations proposed by the Federal Trade Commission. Under the proposal, either the Senate or House could prevent the FTC from putting into effect one of its rules. The vote came during debate on an FTC bill (S 1991) headed for final passage.

Sen. Harrison Schmitt, R-N.M., a supporter, said the one-house veto would "insure responsible FTC rule making without hamstringing their basic purpose to referee the marketplace."

Sen. Edmund Muskie, D-Me., an opponent, said "the Constitution does not give the Congress the right to review and veto each and every regulation which the executive branch puts forward to implement a law."

Senators voting "yea" want either house to be able to kill a proposed FTC rule.

Sens. Donald Riegle, and Carl Levin,

both Democrats voted "nay."

AIRPORT MONEY: The Senate rejected, 31 for and 58 against, an amendment to keep the nation's 72 largest airports eligible for federal grants from the Aviation Trust Fund. In fiscal 1979, the 72 received about \$260 million from the fund, primarily for capital improvements.

Left standing by this vote was a provision to exclude the largest airports from the fund and, at the same time, lower the ticket tax that feeds the fund from 8 percent to 2 percent. The vote came during debate on S 1648, later passed and sent to the House.

Sen. Jim Sasser, D-Tenn., the sponsor, said the 72 airports need the federal payments because "our airports are not profit-making enterprises, and were never intended to be."

Sen. Howard Cannon, D-Nev., an opponent, said "federal aid should be restricted to those who are not capable of helping themselves."

Senators voting "nay" want to deny the nation's largest airports money from the Aviation Trust Fund.

Riegle and Levin voted "yea."

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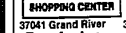
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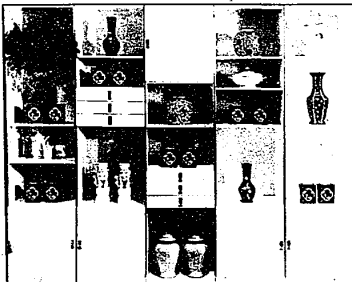
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