

editorial opinion

Hooray for moms who give junk food a kick

**Junk food—blast!**  
Kids today know the commercial theme songs for fast food restaurants better than they know how to spell vitamins or protein.  
Nutrition to them means, pop, french fries or hamburgers with more in food than meat.  
We've become a society of sugar, salt and starch. Whatever happened to good old milk, fresh fruits and vegetables.  
We line up 20 deep at the local fast food chains for burgers, fries and soft drinks.  
At night, we put away deep fried and greasy dinners by the score.

**ON THE AVERAGE**, Americans consume about 150 pounds of sugar each year.  
It has no food value and offers empty calories. It needs vitamins and minerals in order to be assimilated by the body.  
And it's a terrible substitute for the seven essential food groups.  
It's found everywhere in places you don't suspect like our hot dogs and bologna as well as our canned and frozen vegetables.  
Junk food and sugar even occupy our school text books.  
When two local moms, Elaine Miller of West Bloomfield and Janice Holubek of Farmington Hills,

found their children counting Juytralls and Twinkies instead of gemmas and marbles, they were tuning.  
So they set out to eliminate advertising and promotion of junk food from textbooks, educational materials and instructional systems.  
**THEIR CAMPAIGN** worked.  
It ended with a major textbook publisher declaring that junk food will be eliminated from future texts.  
"These graphics in the textbooks effectively teach children dietary patterns that are harmful and hazardous to their health," the pair claimed.

Textbooks help mold the minds of our kids. There's no reason to reinforce bad eating habits even in making a subject more palatable to a child.  
Working through the state superintendent of schools, the Committee Against Textbook Commercialization successfully has eliminated illustrations and brand names in textbooks.  
So, farewell Hostess Twinkies, Hershey chocolate bars, Shaps Ice-cream and Coca-Cola at least from textbooks.  
So long brand names at least from textbooks. Let's start measuring yogurt and counting calories in our ponds if apples and oranges are out of style.

Eccentricities

by HENRY M. HOGAN, JR.



How much can you drink?

Approx. 100,000 per year die as a result of drinking too much alcohol. The average American consumes 1.5 to 2.0 ounces of alcohol per day.  
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**ENFORCE MICHIGAN LAW**, if you are stopped by a police officer, he can ask you to take a breathalyzer test. If you refuse, you can lose your license for 90 days.

The breathalyzer is a little metal box into which you breathe through a long plastic tube. The box then calculates your blood alcohol concentration.

From experience, experts tell us that a 160-pound person would have to have consumed five ounces of 40 proof liquor within a one-hour period to reach 0.10 percent blood alcohol level.

One beer is equivalent to one ounce of 40 proof liquor. A 200-pound person can drink seven ounces of 40 proof liquor in an hour before he will hit 0.10 percent.

Drinks served in restaurants are usually one ounce. Drinks served in a private home normally are in the 1 1/2 ounce category.

There is a delay of about 20 minutes between the time a drink is finished and the time it reaches the bloodstream. The body will use up approximately 0.015 percent for each hour that elapses from the last drink.

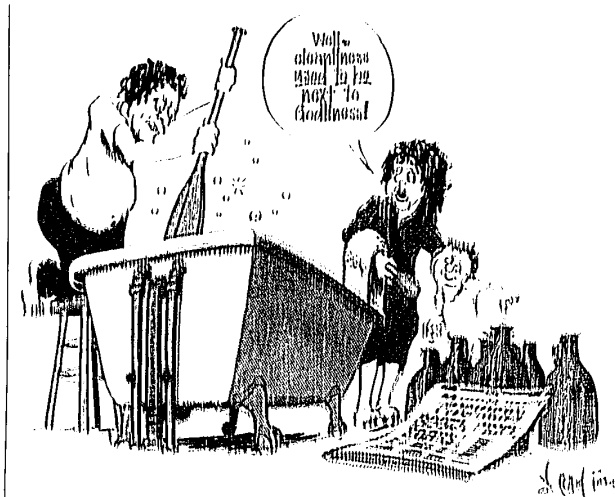
Thus, to be safe, a 160-pound person must drink no more than three ounces of 40 proof liquor in an hour, which will put him or her at 0.06 percent.

**AFTER THIS INITIAL** drinking, you cannot consume more than one ounce per hour if you want to avoid being an impaired driver.

Only time — not coffee — will work the alcohol out of your system. Coffee will only make you a more wide-awake drunk.

I tested the system in an experiment with the Michigan State Police. I drank three highballs, each containing one ounce of liquor, in a one-hour period and registered 0.05 percent on the breathalyzer, and I weigh slightly more than 160 pounds.

It is very important to know your own limit before you get behind the wheel of a car. The life you save may be your own.



Changes are slight Michigan of 1928 revisited

"The famous road-building of the Marquette has nothing on the spectacle of Detroit's industrial arteries motorizing to work... Commuting by your own car, whether from the innercity to the beautiful suburbs of Grosse Pointe, Inland Village, Bloomfield Hills, and Oakwood Hills, is no big ride for Wayne County's automotive registrations total, machine, and twice daily comes the big traffic jam."

Except for the word "motorizing," rarely used that way today, you probably guessed the lurching paragraph was lifted from a regional planning report of last week.

Actually, that was the way Melville Under saw this region in March 1928, more than a half-century ago, in an article that took up fully half of that month's National Geographic Magazine.

A friend moving from his empty nest home to smaller quarters discovered it cleaning out his basement and passed it on to me with all the reverence due a keg of 50-year-old brandy. I'm treating it with the same reverence.

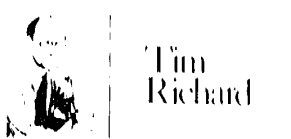
It's a humbling lesson for those of us who think the post-World War II era has changed the face of society. For reading that familiar magazine on the eve of Michigan Week 1979, you are struck by two things.

First, two-thirds of what Chaler wrote then can serve as a guide to the "Mistress of the Lakes" today; second, the changes are mainly marginal.

**THE CITIES** which dominated the map then are predominant today. Detroit, Birmingham, Royal Oak, Plymouth and River Rouge are there — but not today's lusty young giants of Troy, Southfield, Livonia, Westland.

And those lines between the towns have funny cross marks. Good grief, they're railroads. Today's map is dominated by freeways, though the corridors are still the same as the Indian trails.

It is, of course, (Detroit's) automotive industry, which predominates in this mass employment," said the ancient publication. "Yet, notwithstanding, so large an industrial population, Detroit may fairly be described as a slumless city... Moreover, the scores of superintendents' motorcars which were parked around automobile factories ten or fifteen



years ago have since swelled into the thousands upon thousands owned by the factory hands themselves."

Did you get a double chuckle out of that paragraph, too?

Two photos show the start Detroit was getting in airplane manufacturing, and lumbering was more prominent than it is today, although the heyday of the timber camps are over.

Kalamazoo's celery fields are now subdivisions in sprawling Portage. Plymouth no longer manufactures nine-tenths of the world's air rifles, now that Daisy has headed for the Sun Belt. And Grand Rapids' furniture factories use more metal and Formica today than wood.

**YET IF YOU** think the riverfront ethnic festivals are a product of Detroit Renaissance, think again as you look at the photo of the Hungarian dancers doing a csardas with factory smokestacks in the background.

I love this line: "Ann Arbor will always mean a university, as Oxford and Heidelberg connote universities." The University of Michigan has imitators but few challengers and no peers, then or now. The photos of Angell Hall and Michigan Stadium could have been taken last week, and only a few sportswriters would detect that today's press box is bigger.

The Lake Michigan shore was described as "400 miles of highly diversified playgrounds. These range from sand-dune parks and cove-commanding camps in pine groves to cottage and hotel life on the innumerable inner and outer waters which fringe this wonderfully variegated shore."

The Charlevoix dock photo of 1928 shows lake trout displayed by commercial fishermen on a wooden cabin cruiser. Today's photo would add salmon, the boats would be fiberglass, and the anglers would be sportfishermen.

**THE MARQUETTE** iron loading docks, the locks of the Sault Ste. Marie, the freighters, Presque Isle Park west of Marquette — all look practically identical to the way I remember them from the last two summer vacations.

Nothing was said about pollution of the Great Lakes, but the 1928 Geographic writer was stunned by wastage of another resource: "... the scabrous, fire-scarred earth. Nine million acres of desolation! Men call them 'the cut-over lands' — this haunt of Nature's specter, where through empty eye sockets she stares reproach at man's abuse of her."

We have made quite a comeback with our timber resources since then. It's enough to make you confident that we can also preserve our water, wetlands and air.



An idealist who failed to stick to his guns

It's not the first time that a political idealist has failed to stick to his guns. But it is a good example of how a political idealist can fail to stick to his guns.

Take the case of John P. Pierce, D-Ann Arbor, chairman of the Health and Social Services Committee.

Back in March, Pierce put up on the senate floor and proclaimed that even though he was against a bill which would ban most state-funded abortions, he would vote for it if that is what the committee wanted.

Good guy, that Pierce. He said a lot of noble, hand-typing kind of things. But liberal Ann Arbor supporters turned blue and let Pierce know that they weren't at all happy with him.

So Pierce, the breaking vote on the five-man committee, he now will vote against letting the bill out of committee.

**ANTI ABORTION** senators are fit to be tied. They claim Pierce has broken a pledge — an act tantamount to breaking one of the Ten Commandments in the legislative world.

The freshman senator has been known for years as a liberal political good guy, except in Pierce's case the trademark is white hair, rather than white hat.

But through two misadventures attempts at a U.S. Congressional seat and his short tenure in the state senate, Pierce has come up short when dealing in political realities.

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Baseball season begins too early and is much, much too long

First in inflation

It has been nice to see General Motors Corp. buying ads to tell people how to fight inflation. But our curmudgeon of a neighbor, who keeps track of these things, notes that GM is always first in line whenever a general round of auto price increases occurs.

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