

# Forget football, Tartar U. is above all that

Being a Tartar has its trying times.

A Tartar? That's correct. Tens of thousands of us are prowling the planet — especially around the metropolitan Detroit area.

Actually, Tartars (not to be confused with the fish sauce) are just like Spartans and Wolverines, except we have equally valid degrees from Wayne State University rather than Michigan or Michigan State.

Oh yes, another insignificant difference exists. We've never been in a Rose bowl or in the NCAA basketball championships. We never will be, either.

For the small-minded of the universe, that makes a difference. They feel that somehow WSU is inferior because it lacks a strong football program.

But true Tartars know better.

Recently, a lot of ink has flowed over the fate of the WSU football program. University President Thomas Bonner would like to see it go the way of Dodge Main. That upsets a lot of persons who have dreamed for years of Tartars rising out of the rub-

ble to beat the Wolverines on the gridiron.

I attended a Tartar football game — once. Jeez, what a way to spend an afternoon. Like thousands, I never went back.

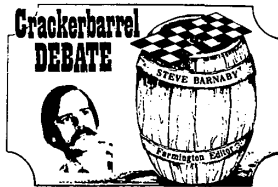
Sure, I know, the Tartars have had some good seasons, beating teams few persons have heard of and fewer care about.

**BUT IN TRUTH** Tartar football has been of little interest to the student body, and has made little impact on the world of sports.

Only one Tartar has ever played NFL football, and he's retired.

But Wayne State is a fine university, better than most everyone cares to realize — especially the Spartan and Wolverine alumni in the state Legislature who consistently vote more funds for their schools because they recall the glories of the gridiron.

For years Wayne State has taken an undeservedly



bad rap for having an inferior football program, and suffered financially because of it.

But look at what Wayne provides — a top rate law school (MSU hasn't even got one), a medical campus consisting of five private and public hospi-

tals plus a University Clinics Building, the largest of its kind in the nation, which serves as an educational center and outpatient clinic.

Wayne's medical school enrollment is the second largest in the nation.

WSU also is the home of the Walter Reuther Library of Labor and Urban Affairs, which contains 15 million labor union documents — one of a kind in the world.

**THOSE ARE ONLY A** few of the special features existing in the land of the Tartars. Naturally, we offer an entire program of business, nursing, social work and liberal arts.

A few other goodies: Ninety-six percent of those attending WSU are Michigan residents, and the university serves one of the largest populations of physically impaired students in the country.

Football? — who needs it? We've got a good team, anyhow.



Tim  
Richard

## Cleveland makes us a major offer

Nick Thomas' name is hardly a household word, but maybe you've heard of some of the jobs he has had: director of state planning and administrative assistant to Gov. George Romney; executive officer, Dearborn Economic Development Corp.; regional associate with Kramp & Associates, a Washington public affairs firm.

He commutes from his home in Birmingham to work on an urban affairs project at Cleveland State University, which is where his idea was spawned.

Within a couple of weeks, Dr. Thomas and some Cleveland business leaders will be making south-east Michigan an offer which should generate a lot of interest.

"Top corporate leaders in Michigan and other Great Lakes states should form a new private lobbying organization to realize economic objectives."

Thomas' study also recommends that "Gov. Milliken and other Great Lakes governors initiate a bottom-to-top review of all regional public agencies aimed at consolidations, streamlining, greater focus on Great Lakes urban centers and increased political accountability."

**IN THE SAME** way that southeast Michigan is the only region in America without a rapid transit program, so it seems the Great Lakes is the only bloc without a multi-state political arm.

And so the Cleveland group is endorsing and selling a Great Lakes Economic Policies Council "which can unify independent political actions into collective lobbying clout."

New England has a six-state New England Council which deals with the New England Governors' Conference and the New England Congressional Caucus.

The Western Regional Council, run by board chairpersons and CEOs of 50 major corporations, takes care of Rocky Mountain's economic interests.

The Southern Growth Policies Board brings together public and private sector leaders from 13 states.

In April, congressmen from 17 states formed a Sunbelt Congressional Caucus.

Anybody see a pattern?

**THE GREAT LAKES** states have suffered a number of major body blows.

Politically, the Midwest-Northeast bloc is about to lose 17 of its 213 seats in the U.S. House of Representatives because of population declines. The economic recession has hit heavy industry in the Great Lakes particularly hard. And when the recession ends, a lot of jobs will no longer be here because of permanent economic changes and new technology.

Most Great Lakes states rely on the outside for energy.

In Washington we have the Reagan Administration, with its strong western orientation, and the U.S. Senate, whose new chairmen are overwhelmingly westerners. Washington has something like \$780 billion to spend.

**THE CLEVELAND** proposal is two-pronged:

- Form a Great Lakes Economic Policies Council as a non-profit corporation and plan to engage in direct lobbying.

- Set up a companion Great Lakes Economic Research Institute which would also solicit foundation, private and public funding.

What you are getting here is a one-sided presentation. So far, the Cleveland proposal hasn't been discussed publicly or even, as far as I know, privately in southeast Michigan. There may be fishhooks — I don't know.

But I do know that this region's economic difficulties are the most serious problems we have faced since the Great Depression, and I for one am inclined to look favorably on any prospect for concerted economic action.



## Let's cut legislators

Ever since the big black headlines appeared in the daily prints sounding the warning that the Social Security program was in danger of going broke, there has been a lot of wonderment among the elderly.

They all agree that they will do if such a thing happens. They are wondering, too, why the government has allowed the program to slip and what can be done to save it.

They all agree that there has been something wrong somewhere along the line. Maybe too many programs were inserted that caused heavy expenditures. But in the main, the elderly folks are wondering why our so-called big government isn't reduced to help bring about some relief to public spending.

One of the most outspoken of the group is Perry Richwine, well-known Plymouth attorney, who has come up with an idea that could cause a lot of commotion on Capitol Hill.

At luncheon the other day Richwine, in his usual serious manner, suggested that a good start could be made by cutting the membership of Congress in half.

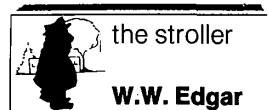
"That would be a great saving as a starter," he said, "and it wouldn't hurt our law making bodies at all."

This opinion came as a shock, but Richwine, who never backs away from a debate, pointed out that Michigan could get along with one senator — the same as any other state — and that would leave each district represented by the same percentage as it is now.

"Just think of the salaries such a move would make. It not only would save the salaries of 50 senators, but their large staffs as well."

While Richwine was voicing his plan The Stroller did a bit of figuring on the table cloth. He thought of the savings such a move would make in the House of Representatives where there are 435 members.

Not only would more than 200 salaries be saved, but the large staffs that each congressman employs would be cut in half.



When he mentioned that, Richwine, who had been listening attentively, asked, "Do you realize how big some of the staffs are?"

It was pointed out that Congressman Carl Pursell, R-Plymouth, has a staff of 23. He is entitled to 26, but hasn't filled his quota.

It revealed, too, that Senator Riegle has a staff of 60 in Michigan working out of seven offices. What a savings that would be if one of Michigan's senators was removed, along with his staff.

"It is just a case of having too much government," Richwine commented. "We can get along with half the number of staff members and commissions."

Then it was called to mind that the Michigan Legislature some years ago met for only three weeks in each calendar year and received the magnificent sum of \$3 a day. Suppose that was the case today. Think of the money that could be saved.

For instance, it has been revealed that more than 4,000 bills were presented this year. The printing alone was a small fortune.

And don't spare President Reagan, one of the listeners said. While he is cutting everything else, he might set an example by cutting his own staff.

Well, it was a thought and perhaps Perry Richwine has hit upon an idea that could bring about some real benefits.

Elderly people across the land should not be the target of scare tactics. They are entitled to be happy along the trail as they enter the autumn of their lives.



Nick  
Sharkey

## Business can chip in for mass transit

On a hot Wednesday morning last week a group of Detroit-area politicians and media representatives gathered at Northland Center in Southfield. It was a "media event," that is, it was staged for television radio and newspaper reporters.

Officially it was the ground breaking for Northland Station, a 2,000-square-foot passenger bus terminal to be constructed on the south side of the shopping center. The terminal will be the final stage in a joint investment in transit facilities at the shopping center, involving the owner of Northland, The Equitable Life Assurance Society, and the Southeastern Michigan Transportation Authority (SEMATA).

Approximately 10,000 persons travel to Northland every day on 260 buses. The new passenger terminal will service them with information kiosks; public telephones and direct telephone lines to SEMATA for customer information.

Mass transportation is fast becoming a political battleground. As more areas and agencies begin to compete for scarce tax revenue, fights frequently erupt over how to spend money on public transportation. But everyone agrees that expanded use of buses is an efficient use of tax dollars. That's why the politicians were falling all over themselves last week to praise the new bus terminal.

But after everyone pays lip service to more buses, then the debate begins. The major area of dispute in the Detroit area is a proposed subway system that would begin downtown and stretch out into the suburbs. Tension was in the air a few minutes after the ground-breaking ceremonies were over last week.

Larry Salci, general manager of SEMATA, was telling a reporter, "Don't hold me to this, but we hope to hear within 30 days if the federal government will provide money for a subway system. The Urban Mass Transportation Administration should know by then what its budget will be for the next year."

A few feet away Oakland County Executive Daniel Murphy was telling another reporter, "A subway would be too restricted. Most people would not get much help from a subway." Oakland County officials have periodically threatened to withdraw from SEMATA over the subway dispute.

**WHAT WILL HAPPEN** to the future of mass transportation in the Detroit area? Frankly, many knowledgeable leaders are worried. Larry Salci has resigned from SEMATA, although he will continue in his post until Oct. 2. The sheer force of his personality has stabilized SEMATA and given leadership to many progressive plans for mass transportation.

Salci is leaving at a time when federal money for transportation is drying up fast. A new conservative administration in Washington, D.C., is reducing grants given to large cities.

Although he denies it, many believe Salci's resignation is tied to the increasing frustration in obtaining federal money.

The passenger bus terminal in Southfield may be the wave of the future. It represents the first investment of private capital in transit facilities in this region. While SEMATA provided \$120,000 for the terminal itself, the owner of Northland paid \$280,000 for sidewalks, landscaping and lanes for the buses.

The United States may well go the way of Europe where private business often works with government to provide public transportation. It makes sense when you consider that Northland merchants are making a tidy profit off those 10,000 persons delivered on buses every day.

Public transportation doesn't have to rely only on the government.