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Michigan Mirror
(Continued from Page Two)

graph again. Who's taking advantage of whom? Republican Nominee Stigler has declared repeatedly that legislators should get more money; that legislators, as well as school teachers, are "underpaid". Democratic nominee Van Wagener has his own proposals calling for more state financing, one of them being for veterans' homes at low interest rate and at a nominal down payment of around \$500.00 each.

With the veterans' bonus added to the state expenditures, it seems unlikely that the state government will reduce its spending in the next administration. In fact, the chances are that new taxes will be imposed — especially if the sales tax amendment is added to the bonus as additional drains on public funds.

The above facts do not take into consideration other interesting factors. The University of Michigan and Michigan State college, by legislative authorization, have already run up overdrafts (deficiencies, if you please) of around \$5,400,000 to cover cost of veteran educational demands. The state welfare department has a deficiency at present of around \$3,500,000, due to higher living costs. On top of this there are other operating deficiencies in sight.

The much talked about surplus at Lansing is largely an illusion. If prudent citizens take into consideration an impending veterans' bonus and existing deficiencies in state funds. The discouraging thing about the entire problem is the indifference of many people. "Lansing has too much money," they say. "Here's a chance to get some of it back home!" We wonder.

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BIDS REQUESTED ON ROAD WORK IN COUNTY

The State Highway Department will take bids October 3, 9 and 10 on some \$3,000,000 worth of construction projects in the biggest letting the Department has held in many years, Highway Commissioner Charles M. Ziegler has revealed. This work consists of projects to be put under contract for construction in 1947.

Following are the projects in Oakland County on which low bids will be determined October 3-10:

\$182 miles of concrete widening and reinforced concrete capping on Maple Road (16-Mile) road from Cranbrook road west to Orchard Lake road.

Grade separation on Long Lake road crossing Grand Trunk Western Railroad in the village of Orchard Lake.

By taking the bids now for work next year, the Department is giving contractors several months, but which to get materials and equipment on order so they may be in position to get an early start on this work in 1947. Because of the almost complete lack of road construction since 1941, there is a great amount of vitally needed work to be done and therefore the Department is anxious to speed as fast as possible bidding on next year's work to take advantage of the maximum possible construction season in 1947.

The projects cover bridges, grade separations, grading and drainage structures, pavement widening and paving widely distributed about the state.

Because of the large amount of detail involved in a letting as large as that to be held next month, three days will be required to open and check all the bids and determine the low bidders. By spreading the letting over three days, the Department at the same time will be giving contractors, who are unsuccessful with bids submitted the first day, an opportunity to bid on jobs to be let the second and third days.

The October 3-10 letting will raise to some \$2,000,000 the amount of construction work on which bids have been taken this year. Additional lettings for 1947 work are to be held before the end of 1946 on projects to be bid, but, however, are only a small part of the important work needed on the state trunkline and county road system.

About \$5,500,000 of the work to be bid at the next letting will be on the trunkline system. The other \$500,000 will be on the county road program. Under the Federal Highway Act of 1941, which set up the federal aid postwar funds which are to pay approximately half of the state and county postwar construction program, the State Highway Department is required to take bids for the county work and in general to act as the federal government's agent in processing applications and supervision of this county work.

AUTO CLUB SEEKS TO RAISE MINIMUM DRIVER'S AGE

Legislation to reduce the slaughter on Michigan highways by raising the minimum driver's license age from 14 to 16 years old is not aimed at curbing capable and qualified rural youths, Automobile Club of Michigan asserted today.

According to Richard Harfat, Auto Club general manager, the statewide motoring organization will spearhead the campaign to raise the minimum age to 16 in the 1947 legislative session, but will recommend that any amendment to the operator and chauffeur license law provide for conditional licensing of farm youths who must drive to school or to market.

Conditional licensing of farm youths if applicants possessed the basic qualifications of a good driver and that necessity or public interest would be served, Harfat said.

"There are two very sound reasons for differentiating between the city youth and the farm youth," Harfat asserted. "First, the farm boy's driving of farm cars and other vehicles is highly important in these days of manpower shortage and the necessity for maximum farm production. Second, the farm boy, in the very nature of his rearing and everyday life is older than the city boy of corresponding age."

Although they represent a minority group — 10 per cent — an average only one-fifth the annual average mileage of more mature motorists, the driver under 18 years old is potentially 110 per cent more dangerous on the highways than motorists 45-50 years old, Auto Club statistics show.

Principal arguments for banning many of the teen-agers are:

1. There are 1,995,915 drivers in Michigan licensed by the Secretary of State. Of this number, almost 800,000 or 10 per cent are 14-18. (Only three other states permit 14 year-olds to drive.)
2. In 1941, the last representative year of unimpaired mileage, this 10 per cent accounted for 311 out of 2,543 fatalities or 12.2 per cent of all traffic deaths in the state. Auto Club admits, however, that state police accident figures reveal a lower rate of fatalities for rural youths in the 14-18 age group than for urban youths.
3. Since this ratio of fatalities to teen age drivers is 22 per cent above the average, and AAA surveys show teen-agers drive only one-fifth as many miles per fatal accident as the 45-50 group, Auto Club experts conclude the youngsters are potentially 110 per cent more dangerous than the seasoned driver.
4. Most youngsters between 14-16 years old are too young to possess basic good driving qualities such as experience, acceptance of responsibility, advanced social attitudes, caution and mature judgment.
5. In a series of tests conducted with 2,600 drivers by AAA, the 14-15 group rated lower in emotional stability, strength of grip, muscular coordination, excitability and observation than any other group. Best scores were recorded between the ages of 20-40 due to more experience and complete physical and sensory development, AAA experts said.

While campaigning to eliminate

some of the 14-16 year olds from the road, Auto Club also is pioneering the movement toward safety education in schools throughout the state, and also "behind-the-wheel" training for senior high school students.

FREE LECTURE SPONSORED BY LOCAL SOCIETY

"Christian Science Reveals the Ideal Man" is the title of the free lecture to be given at Farmington High School Auditorium Sunday afternoon, October 6, at 8 o'clock. Evelyn F. Heywood, C.S.B., the lecturer, comes from London, England and is a member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

In arranging for the lecture the members of the Christian Science Society of Farmington, believe they are providing a means for reaching many people with answers to frequent questions about Christian Science — what it teaches, how it heals, why thousands have become its adherents. A cordial welcome is extended to the public to attend. The lecture is free.

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