



By Philip H. Power  
Publisher

## OBSERVATION POINT

# Anti-Busing Forces Winning Legal Argument In The Courts

It's those pauses in the conversation — you know, the ones that open up between the price of beef and the troubles in the Tiger bullpen — that point it out. Especially when one or another Federal court decision is announced, which seems to happen about twice each week these days.

People in the suburbs aren't talking much about busing and maybe half of those "This Family Will Not Be Bused" signs have come down from the front windows.

But you sure didn't notice any of the candidates in the recent school board elections advocating cross district busing, and each and every candidate who filed for city council or mayor elections last week made it quite clear to this newspaper that a key part of the platform was opposition to busing.

Suburban opposition to the metropolitan busing plan ordered so long ago by Judge Stephen J. Roth is just as strong as ever. The reason people aren't marching in the streets is only partly that the cost of meat is a more real problem — for now.

What in fact seems to be happening is that bit by bit the suburbs and the anti-busing forces are winning, their case in the courts.

WHEN THE Sixth Circuit Court of Appeals two weeks ago upheld much of Judge Roth's finding that metropolitan schools were segregated and that cross-district busing was an appropriate remedy, it seemed superficially that those opposed to busing had lost an important round.

But when our reporters

checked with local school officials and lawyers on the case, they found a real mood of optimism.

First, the Sixth Circuit ruling was not unanimous; it was a split decision, and those who argued the minority side (i.e. anti-busing) introduced into the legal record strong arguments which the U.S. Supreme Court must now consider when it hears the case.

Second, when the Supreme Court ruled on the Richmond, Va., case — one very similar to the Detroit case — it voted by a 4-4 tie to let stand the Fourth Circuit Court of Appeals decision overturning the busing order.

THE KEY VOTE on the Supreme Court appears to be held by Justice Lewis F. Powell, who discharged himself from consideration of the Richmond case because of previous involvement be-

fore his appointment to the court. With the court voting 4-4 on Richmond, Powell holds the swing man when the Detroit case comes up.

Last week, when the court ruled on a Denver, Colorado, school segregation case, Powell made it quite clear that he opposes busing as a means of achieving integration of the schools.

"Any child, white or black, who is compelled to leave his neighborhood and spend signifi-

cant time each day being transported to a distant school, suffers an impairment of his liberty and his privacy," Powell wrote.

If Powell's sentiments regarding busing were not clear before, they certainly are now.

Local school officials and officeholders — including Livonia's Mayor Edward McNamara, who led a drive at the U.S. Conference of Mayors convention last week to push through a resolution opposing busing as a means of obtain-

ing integration of schools — had been hopeful that Powell would wind up on the anti-busing side.

Now, with their hopes apparently justified, they are eager to join with Gov. William Milliken and Atty. Gen. Frank Kelley in appealing immediately the Sixth Circuit's ruling on the Roth findings to the U.S. Supreme Court.

Their tactic is to strike while the judicial iron is hot, and the evidence seems to suggest they are right.

## Don't Become A Fourth Casualty

The holiday is still a week away but there's no time like now to issue the annual warning to motorists to drive with care, turn the wheel over to others if drinking and avoid travel at high speed enroute home or while going to a summer cottage or to visit friends at a resort.

Officials of the AAA warn this year's midweek Fourth of July holiday could well be the most dangerous of any in recent history. An estimated 3.2 million motorists are expected to drive 282.5 million miles over a 30-hour period.

The combination of drivers speeding near their homes and others rushing to resort spots could cause traffic fatalities to soar.

Traffic experts point out that the first danger, near home driving, is confirmed by State Police statistics which show roughly two of every three fatal accidents over the past five years have occurred within 25 miles of the victims' homes.

They expect the average motorists will drive only about 90 miles during the Fourth holiday. This creates a potentially lethal situation since many drivers tend to be more relaxed and less conscious of traffic safety when traveling in familiar surroundings.

In relatively short holidays, such as this one, many drivers will take their families to a camping area the weekend before the Fourth and return home to work Monday and Tuesday.

Tuesday night they'll set out to rejoin the family and possibly they will be less alert than normal due to work fatigue and eagerness to reach their destination.

It's this dangerous after-work situation that is considered responsible for the record death toll last year when 47 fatalities were recorded during the 102-hour holiday period.

This year's holiday officially begins at 6 p.m. Tuesday and ends at midnight, Wednesday, July 4. Traffic experts from the State Police aren't expecting heavy traffic volume over the holiday due to its short duration.

They expect peak travel times will be in the morning and from late afternoon to early evening on Wednesday.

Fears of possible gas shortages should not deter any motorists from traveling.

False alarm over gas shortages has been cited as a main cause behind an estimated 10 per cent drop in tourist trade in the Upper Peninsula. Those close to the situation are quick to point out that the Upper Peninsula is probably in the best shape fuel wise. Many UP stations are operating with an excess of gasoline due to the decline in tourism in early June.

Drivers are warned to stop for

gas when fuel tanks are half-empty and fill tanks during daylight hours to avoid searching for an open station at night.

Motorists are urged to concentrate on safe driving, especially by wearing seat belts at all times and by avoiding alcohol. If they do take these precautions, highway travelers could help cut down fatalities by more than 50 per cent, according to State Police.

The State Police will have 20 per cent more officers on duty than on a normal Tuesday and Wednesday. They will concentrate on patrolling high accident areas and easing traffic tie-ups.

But the State Police can't stop accidents and fatalities if motorists don't use caution and safety on the roads. All must cooperate to make the highways safe. Many won't and that's why officials know the road toll will be high again.

Don't be one of those who throw caution to the winds and wind up with their names on the casualty lists. Take care and return home alive.

## Maurie Walker writes

## It's Time People Realized Value Of Police Officers

How often do we truly realize the protection and the help given us by our police departments?

While we sit comfortably at home enjoying television, conversation, or whatever, dedicated

men are out on the streets guarding us.

Any person who has spent an evening listening to a police radio, begins to realize the extent to which the various units offer assistance and protection.

This is when one realizes the around-the-clock service our police officers afford.

Listening to radio calls, a growing hobby among many of us civilians, can make a person aware of the busy, dangerous life of a policeman.

The officers, who potentially risk their lives in any call they answer, still respond with a true sense of duty.

A call of family trouble, which to the layman might mean a simple spat among husband and wife, could, and has, meant the answering officer faces a gun when he reaches the scene.

The apparent simple job of stopping a motorist for a routine traffic violation, as many officers admit, can turn out to be the most dangerous job he faces. More than one officer has been injured or killed by some maniac sitting behind the stopped car holding a gun.

Calls to police cars range from searching for a missing child, hunting a sick animal, to investigating a robbery.

## Emory Daniels Writes

## If It's Legal, Then It's Alright

At least a dozen memories flashed through my mind the other week while listening to Sen. Howard Baker (R-Tenn.) grilling

Herbert Porter during the U.S. Senate Watergate hearings.

What stood out in the testimony was the distinction between doing

what was right and what was legal. Porter's response to Baker had been given to me by others in earlier situations.

There has developed an attitude among some governmental officials that actions are all right if they aren't illegal. That is, anything goes as long as you adhere to the letter of the law. Legality is the sole standard. Morality or propriety are given little thought.

In suburban communities, and in Lansing, the issue often resolves on an alleged conflict of interest. When put to an official, his response invariably will be "an unlawful conflict just doesn't exist" or "there is nothing illegal in my conduct."

A journalist seldom comes out and asks a politician "Are you a crook?" When asking about conflict of interest, for instance, the question is: "Do you think your decision was proper?" Often, however, the politician never sees the distinction and answers: "It is entirely legal."

Inability to discern this difference is also prevalent among citizens. How many have reacted to Watergate by saying: "That's just politics; they all do it." How many will pass over wire-tapping by arguing it's legal, or should be legal?

A return to morality isn't quite the answer. But a return to conscience is a beginning. Another important need, aptly observed by Sen. Baker, is to stand up and speak when something is wrong instead of waiting for the other guy to squawk. Too often, we merely squeak.

A glance back at the recently completed school campaigns provides a good example of an apathetic citizenry. Yes, let the other guy do it and let him do anything providing it's legal.

## Sense And Nonsense

In this age of sophisticated teaching methods and progressive educational theories, it seems strange that the Southfield School District would fall prey to an age-old superstition. But lo and behold, a survey of the numbering system of school district voting precincts reveal that it skips from precinct 12 to 14.

If there is such a national gas crisis threatening the country, why are the gas companies asking for rezonings to allow for new stations in the suburbs with so many other stations closed?

## Editorial & Opinion

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