



**CLEAN-UP SQUAD** — Michigan's annual Tuliptime Festival opens with the traditional street-scrubbing to make sure all is tidy before the other festivities. The city of Holland has designated the dates of May 15-18 for Tuliptime this year and is preparing to host thousands of visitors. MICHIGAN TOURIST COUNCIL PHOTO.

## Drinking, Driving Study Should Be Put Together

Further lowering of the U.S. automobile accident rate will require "more discriminating and more sophisticated analysis of causal factors and selection of targets for attack," said Dr. Selden D. Bacon, director of the Center for Alcohol Studies at Rutgers University.

"Very few single causes will be found to provide by themselves sufficient numbers of accidents to make attack on such single causes particularly worthwhile," Dr. Bacon said. "More and more it will be combinations of multi-cause factors which will allow effective attack."

STUDIES of driving are almost unknown in the social sciences, but studies of drinking have increased greatly in the past 25 years. Studies of the two in combination are limited to "three or four papers," Dr. Bacon said.

Alcohol-affected accidents provide a promising area for analysts and for control prevention programs because the subject is "one of the most backward of all categories of highway accidents in terms of program effectiveness," such studies would be highly significant for the most severe types of accident; of all the psychosocial factors in highway accident, alcohol is the most completely measurable and because the climate for attacking alcohol-affected problems of any sort has in the past three to four years changed in a positive fashion.

The research team asserted that to the social scientist, the problems presented by alcohol and highway safety are "two quite independent sets of custom." They suggest that within a community or social region there be a study of drinking, a study of driving, and a study of the combination or overlap. These studies would disclose normal behavior and then be followed by studies of the deviations from normal.

This week's symposium is sponsored by the Insurance Institute for Highway Safety; hosts are the Allstate and Travelers insurance companies. It has brought together 300 traffic safety and behavioral science researchers, traffic officials, insurance personnel, and national safety leaders in a three-day session.

Members of Dr. Bacon's research team were Dr. John A. Carpenter of Rutgers' Center for Alcohol Studies, Dr. Ira H. Cisin of George Washington University, Ronald L. Cooper of Rutgers, Wolfgang Schmidt, associate research director of the Alcoholism and Drug Addiction Research Foundation at Toronto, and Richard Zylman, field research supervisor in police administration at Indiana University.

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# Fruehauf Drops \$4 Million

Fruehauf Corporation reported today that sales for the first three months of 1968 were \$89,554,360 as compared to \$84,395,819 for the same period of 1967.

Earnings for the first quarter of 1968 were \$4,075,517, equal to \$0.51 per share, down from \$4,813,310, equal to \$0.61 per share in the first quarter of 1967.

William E. Grace, president and chief executive officer, and Walker L. Ciesler, chairman of the board of the company, said sales are the highest since the first quarter of 1967 and planned production levels and operations will generate sales and profits for the first half of 1968 which will exceed results for the like period of 1967.

"ORDERS RECEIVED during the first quarter this year are up 20 per cent over the same period of 1967. The backlog is at a record high level and deliveries can meet customer requirements only because of increased production capabilities resulting from the expansion program of 1966 and 1967," said Grace.

"Company earnings continue to be influenced by substantial sales to the government and the trend toward leasing of equipment by customers. We intend to continue to offer the government the results of our technology and production to meet its needs for transportation equipment. We believe the leasing of equipment by customers will continue to grow. Seventeen per cent of the units produced in the first quarter of 1968 will be used in our lease activities. Sales and earnings resulting from leases are reported over the lease term which normally runs from five to ten years. Leasing is desirable business for Fruehauf and we shall continue to seek customers who qualify for this type of financing."

GRACE SAID THAT acquisition of nearly 90 per cent of the shares of Maryland Shipbuilding and Drydock Company on April 15 presents the opportunity for Fruehauf and

Maryland, by their joint efforts, to make significant advances in the integration of container and ship design and production. The accompanying results of operations for the first quarter of 1968 do not include sales and earnings of Maryland Shipbuilding and Drydock Company. However, the second quarter report will include Maryland

Shipbuilding and Drydock Company operations commencing in April, 1968.

Grace and Ciesler expressed the opinion that the general economy of the U.S. and the world indicate that this should be a year of stable and prosperous business. "Under these circumstances," said Grace, "transportation, whether by road, rail, sea or air, plays a big part and we are ready to serve by supplying transportation equipment needs."

## Car Tax Revenues Take Dip

LANSING -- Revenue from motor vehicle registrations and tax collections by the Department of State in 1967 tumbled even though Michigan recorded its second \$200-million year.

A full report on vehicle transactions shows Michigan dropping about \$2.5-million under 1966 revenue. In motor vehicle collections (license plate sales) alone, revenue dipped more than \$1.2-million.

Total vehicle registrations were up just by the smallest number in 10 years. They were only 40,000 higher than 1966. Passenger car registrations, says Hare, rose nearly 70,000. But commercial vehicles, farm vehicles, and municipals all declined, accounting for the overall drop.

A \$4-MILLION dip to \$93.4-million was experienced in sales and use tax on motor vehicle transactions. These are collected by the more than 250 local branch offices of the Secretary of State.

"Even more surprising," said Secretary of State James M. Hare, "was that motorcycles, after doubling registrations from 1964 to 1966, were able to gain only 8,000 last year."

Hare said he did not know what "might have caused a slowdown in cycle sales and registrations, but that many predicted upward of 100,000 in Michigan."

Municipal registrations plummeted from \$3,500 registered in 1966 to mere 8,200 last year, due to permanent plates now being issued for these vehicles.

Last year was the sixth in a row that licensed vehicles in Michigan topped 4-million. But it was only the second time that the 4.5-million mark was exceeded. This slight increase

was a far cry from recent banner vehicle sales years where gains were as high as 250,000. It was the smallest increase since 1958.

WHILE VEHICLE receipts dropped, revenue on driver licenses rose, due principally to increased fees. Driver license revenue in 1967 was more than \$1.6-million, higher than \$1.6-million in 1966, an all-time record high.

A total of 1,617,835 driver licenses were issued last year along with 149,714 chauffeur licenses. Both were down somewhat from the previous year.

Receipts from the registration of motorboats and the sale of boat license plates also declined from \$602,000 to \$599,500, due mainly to the second year of registration being less productive than the first year. Registrations are handled on three-year cycles.

### Spice CABINET

CLAM-STUFFED MUSHROOMS

- 2 pounds fresh mushrooms
- 2 pkgs. (3-oz. each) cream cheese
- 2 tablespoons minced canned clams
- 2 teaspoons lemon juice
- 1/2 teaspoon salt
- 1/2 teaspoon ground black pepper
- Paprika or fresh parsley for garnish

Wash mushrooms; dry and remove stems. Blend cream cheese with clams, lemon juice, salt and black pepper. Stuff into mushroom caps. Chill. Garnish with paprika or fresh parsley and serve as an appetizer.

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