

Editorial **OPINION**

Support center fund drive

"The Farmington Community Center gives the area a focal point," Robert Amori, chairman of the center's board, said at the kickoff of its 1974 fund drive, on Monday afternoon.

That expresses what the center means to the community.

In its six-year history, the services the center provides have become an integral part of the social fabric of the community.

Farmington residents meet there, are married there and find the center an ever-changing source of recreation.

The classes and activities added up to very heavy traffic through the doors of the center last year.

THE SUCCESS of the center has led indirectly to its financial problems.

It finished slightly in the red last year, despite two major fund-raising activities and a variety of smaller benefits.

This year, the center is aiming at a new concept of fund-raising.

A single, major, once-a-year fund drive is aiming at raising approximately \$75,000 this year.

About half the money will be used for the general operating budget, the other half is slated for expansion of the center facilities.

The center is financed by income from classes, room rentals, special events and contributions.

There are no tax monies or public subsidies involved.

Center officials hope the single fund drive, if successful, will allow the staff and volunteers associated with the center to spend their time at long range planning, rather than worrying constantly about the next benefit.

This fund drive is following closely on the heels of the last center fund-raising effort, but the needs are still there.

The new concept is good and the center certainly deserves support.

Cheaper way to ride

Some people scorn the notion they ought to help ease the energy crisis by using their cars less. New figures on what it costs to get to and from work in a private car may convert them on the basis of pure self-interest.

A study by the Highway Users Federation shows that driving alone is the most expensive way to commute. Though focused on transportation conditions in large cities, the findings are relatively significant to people in smaller communities as well.

It was found that with only the driver in the car such a trip costs him \$2.64. Rapid rail transit is the next most expensive way

to commute—but, it must be noted, this does cut both gas consumption and automotive air pollution. When six people form a car pool, the study said the cost per trip drops to 44 cents, an amount only slightly increased by extra mileage for passenger pickups.

Cost of automobile operation is not the only significant factor involved. According to the Federation, if the number of persons per car were increased even slightly, more than 10 percent of all vehicles could be removed from rush hour traffic. Americans must educate themselves to the fact that the single-passenger automobile will soon be a luxury few of us can afford.

Farmington Observer & Eccentric

DIVISION OF SUBURBAN COMMUNICATIONS CORPORATION

HENRY M. HOGAN, JR., Co-Publisher
PHILIP H. POWER, Co-Publisher

DYANE F. ROSENTHAL, General Manager
R. T. THOMPSON, Executive Editor
NICK SHARKEY, Managing Editor
ARTHUR SHAFFER, Sales and Marketing Manager

Member of
MICHIGAN PRESS ASSOCIATION
SUBURBAN NEWSPAPERS OF AMERICA
NATIONAL NEWSPAPER ASSOCIATION

Eccentricities

by HENRY M. HOGAN, JR.

Somehow, the specter of Watergate doesn't seem to want to vanish from the scene.

The indictments handed down by the grand jury last week do not answer the main concern of the American people. That is, was the president of the United States involved?

The election of Richard, Vander Veen in Gerry Ford's old district indicates quite concretely that there is some disillusionment in the actions of Richard M. Nixon.

Many will say the impeachment proceedings in the House of Representatives will be the last word on whether Nixon is or is not guilty. But there is also suspicion in the minds of many that such proceedings will end up in being a partisan wrangle.



THE ELECTION in Grand Rapids and cocktail party talk seem to indicate there are three schools of thought in the United States.

There is the hard-core Republican who says a man is innocent until proven guilty and that we owe respect to Richard Nixon because he is our President.

Then there are the hard-core Democrats who didn't support Nixon in the first place and are willing to take any opportunity to criticize the man because they never felt he was worthy of support.

THE THIRD AND larger group includes

not only the independents, but many Republicans and Democrats who say we owe allegiance to the office of the President, not to the individual who holds that office, and the individual holding the office must be above reproach, like Caesar's wife.

By releasing the tapes to the court, where they could be scrutinized by an impartial observer, Richard Nixon had an opportunity to prove he was not involved in Watergate or its cover-up.

He refused, under the banner of executive privilege. He said he didn't want to diminish the office of the President for future officeholders by setting precedents as to executive privilege.

HOWEVER, it is obvious today from all of the polls that his actions had the opposite effect and brought respect for the office of the President to one of its all-time lows.

To use a tennis term, the ball is clearly in the President's court. His supporters keep hoping he is going to pull a rabbit out of the hat and enter the controversy.

But the hour is getting late. If the President doesn't start squaring with the people instead of sparring with them and reveal all, then he cannot measure up to what the American people expect of him and he should step down from his position.

Observation Point

by PHILIP H. POWER



Last week saw two important local developments in the continuing saga of the energy crisis: 1) The gas shortage hit our suburbs; 2) The state legislature, after fussing for weeks, finally passed a reduced speed limit law—a 55 mph.

The gas crunch came to the suburbs with the end of the month wipe-out of local dealer's gas allocations. Many stations closed for lack of gas to sell; some closed to wait for the federally-approved price increase to take effect. A very few were open, especially over the weekend. For the guy with only a few gallons left and lots of miles to travel, the situation became grim.

The long lines extended throughout the suburbs. They were seven and eight deep at the Standard station in downtown Rochester, and the 20-car line ran clear across the street at the Texaco station at Plymouth and Livonia. Roads in Livonia. Some stations that were open called this newspaper to come out and take pictures of the lines; at Boe's Total Service in Southfield, by the time our photographer got there, the station had pumped its last and was shut down.

Most local dealers said the situation should be better from now on... that is, until the end of this month's allocations repeats the whole mess.

THE INTENSITY of the crisis later this month may well be affected by the degree to which motorists obey the new state 55-mile speed limit, which was passed by the legislature after exquisitely prolonged hassle last week.

The big disagreement was over the penalty for violating the 55-mile limit. Some legislators argued that a law is a law and any driver convicted of speeding over 55 should get penalty points added to his record; others urged fines for violations between 55 and 70. The latter proposition, urged by the State Senate, finally won out in conference.

Two local House members are upset at the final vote. Rep. Raymond Smith (R-Ann Arbor), who represents much of Plymouth, charged that to "waive points under the new speed limit law is to set two standards of drivers—those who will obey the law willingly and those who will speed 15 mph over the legal limit because they can afford to pay their fines." He was joined by Rep. John Markes (D-Westland), whose district includes southwestern Livonia.

SMITH AND MARKES are right. Either we are going to have laws which set up penalties for breaking them or we are going to have no laws at all. Either we are going to have a system of justice in which penalties for breaking the law are equally onerous to rich and poor, or we are not going to have a system of justice worth the name.

Most cities simply fine motorists for parking violations. In fact, most efficient municipalities make it nice and easy for the guy whose meter runs out; all he does is sign the form, slip in the \$1 or \$2, and drop it in the mail.

Net result? Wholesale disregard for parking laws and meter violations.

I fear the new speed limit law as passed by the legislature will have very little effect in actually lowering the average speed on our highways. If the penalty for following our old habit patterns is a \$5 or \$10 fine, I suspect most folks will probably run the risk and stay at the old 70.

And then the lines at the end of the month at your local gas station could be very much longer than they were this past weekend.

Tennis clinic help

To the Editor:

On behalf of the student body at Farmington High School (especially the 10th grade physical education students), I would like to thank George Russell, tennis professional at the Farmington Racquet Club, for conducting a two-day tennis clinic for our physical education classes.

He and his professional staff not only developed a professional attitude towards the game of tennis, but also gave our students professional lessons on proper stroking, scoring and tennis etiquette.

Congratulations to the Farmington Racquet Club and its staff for an outstanding clinic and for helping the school and community work together towards the education of our students.

Gerald G. Potter
Assistant Principal
March 4, 1974

Women Voters criticized

To the Editor:

As a former member of the League of Women Voters, I was dismayed to learn that the National Headquarters of the League of Women Voters is sending out false information to its faithful followers all over the country.

Publication 272 of November, 1973, is supposed to supply league members with unbiased facts on

the Equal Rights Amendment (ERA). This national LWV publication states, "In Ohio a woman cannot be a gas or electric meter reader or section hand. ERA would put a stop to this nonsense."

We have a letter from the Columbia Gas Distribution Companies in Columbus, Ohio where women have been meter readers since August, 1972. The LWV is at least a year and a half behind the times.

THIS NATIONAL LWV publication states, "In some states they (women) cannot serve on juries." If you phone the league headquarters, 1-202-296-1770 extension 229 and ask for the names of the states where women are discriminated against to the extent that they cannot serve on juries, a lady will confess that she "used a poor choice of words because actually women can serve on juries in all states."

She will tell you that the publication should say that in some states women can be excused from jury duty if they so request. Being excused from jury duty "upon request" is entirely different from being "denied the right" to service on juries.

THE NATIONAL LWV publication states, "Women won't be 'snatched away' from their children to be drafted (if the ERA becomes law). Apparently, the LWV did not read the U.S. House Judiciary Committee report to Congress which stated: "Not only

would women, including mothers, be subject to the draft, but the military would be compelled to place them in combat units alongside the men."

There are several other errors in the LWV publication and not once does it mention that a multitude of constitutional lawyers agree that ERA will be detrimental to women.

It does not list one point against ERA. Thirty-two states have ratified the ERA, 17 have rejected it. (Nebraska has rescinded its ratification).

I wonder how many of the states that ratified it would have supported the ERA if they had heard both sides.

League of Women Voters unbiased? I don't think so.

Patt Barbour
Southfield
Feb. 28, 1974

Eagerly awaits arts news

To the Editor:

As a subscriber to your paper, I noted with regret the elimination of your arts section.

It so happens that this department is of particular interest to me. I was always eagerly looking forward to perusing the very informative critical reviews of shows and gallery exhibitions in the greater Detroit area.

I trust that you may reconsider your decision in the light of reader

reaction and am looking forward to hearing from you on this matter.

Herbert Berggruen
Southfield
March 4, 1974

(Ed. note: This newspaper will continue to run an extensive arts section every week and has so informed Mr. Berggruen.)

Individuality admired

To the Editor:

May I express by disappointment in your decision to eliminate your column entitled "Arts for Art's Sake."

I think Mr. Landsman did an excellent job reviewing art as he saw it. Not everything is "rosy" at the galleries or shows and Mr. Landsman did not view things through "rose" colored glasses.

He critiqued art as art - not with an eye to local organization or gallery he was at - or representing. You have to admire his individuality.

Mrs. Yvonne Rittenour
Southfield

No 'wet' gas

Edward Borg couldn't pump 'wet' gasoline if he tried as reported in Monday's newspaper.

Borg, of Borg Standard Service, explained he has only fiberglass tanks which cannot condense water from the air.

"That's the reason you have fiberglass tanks, so you won't get condensation," he explained.

Thanks for article

To the Editor:

I wish to thank you for the article written about me in your newspaper and to commend Robert Sklar on a well-written article. It's good to know that the old timers are not forgotten.

Jack Brown
Southfield
Feb. 22, 1974

A vote for sidewalks

To the Editor:

I am so very pleased that your recent articles focused on the lack of sidewalks in Southfield.

It doesn't matter how many gold medals our Civic Center recreation area receives if our children can't get there independently in safety.

If sidewalks were available, a lot more children would be able to walk to school and save the school district money (that perhaps could be used to hire more teachers).

Wouldn't it be nice if people could get to the Tel-Twelve Mall on foot? Or wouldn't it be wonderful to be able to take your young children for a walk in a stroller without getting mired in the mud of the soft shoulders lining our main streets?

I hope you will be successful in highlighting this problem and that our mayor and council will consider this a priority issue before widening any more roads only to create greater problems for pedestrians.

Rena Levy
Southfield
March 4, 1974

f.y.i.*

That's being scared

It would seem to be a sign of the times.

The billboard outside the Roman Gardens on Orchard Lake Road reads: "The Exorcist scares the Devil out of me."

Now if someone would work on the Exorcist we'd be all set.

Good soil helps

Did you notice?

It's those plastic plants planted under the stairs in the basement of the Farmington City Hall. They've started to grow.

Well, he tried

The City of Farmington voted Monday to change the name of Powers Road back to the proper spelling — Power Road (without the s). But councilman Richard Tupper was concerned about spending \$6 a sign for the change.

"Could we name a new street Powers so we could take advantage of the signs?" Tupper asked.

The other councilmen didn't think so.