

Water safety is topic at Seaholm

By LEM MESEE
Outdoors writer

You never can learn too much about your boat and water courtesy. So it's good to see the U.S. Coast Guard Auxiliary Flotilla 12-2 offering a pair of free courses for "newcomers in pleasure boating as well as old salts." The eight-week sessions will be held in Seaholm High School, 2438 W. Lincoln, Birmingham, and the schedule looks like this:

- "Power Boating" will start Monday, Jan. 30, with registration at 7 p.m. and class at 7:30.
- "Safe Sailing" will begin Tuesday, Jan. 31, with registration at 7 p.m. and class at 7:30.

Qualified members of the voluntary

national organization will teach the course and give the examination. While instruction is free, a nominal charge will be made for materials and manuals.

WOODLANDS owners will be the subject of a five-session workshop sponsored by Michigan State University's extension service, the Michigan Forestry Association and Bloomfield Hills schools.

The sessions will be held from 7-10 p.m. beginning Wednesday, Feb. 1, and running until March 1 in Andover High School, Long Lake Road west of Telegraph, Bloomfield Hills.

Fee is \$1 per person per session, payable at the door.

Topics include forest management, tree planting, wildlife management, timber products and harvesting wood as fuel.

WALTER DENISON of Birmingham had some thoughtful words on the tough job of the conservation officer and his role in managing wildlife.

Denison, representing the Shikar Safari Club, made that group's presentation recently in Lansing of the wildlife officer of the year award.

Winner was Mitchell E. Babcock, DNR officer in Muskegon County noted for his "unending perseverance" in dealing with game and fish law violators. The club honors such an officer every year.

Said Denison: "The conservation officer is the backbone of every successful wildlife program in the country, and Officer Babcock has truly met the challenge of the expanded role of

conservation officers today.

"Only recently, a judge placed three offenders on probation in Officer Babcock's care. This illustrates that not only has he done a good job, but that's he's trusted and willing to go further and do a little bit more for society."

WANT to send your young'un to summer camp? The American Camping Association's Michigan office is touting its "1978 Parents' Guide to Accredited Camps."

It lists all accredited camps, including private, agency, church, resident and day camps. Information includes camp programs, fees, winter offices and general advice.

There's even information on how men and women can get summer camp jobs. Price of the 25-page guide is \$2.50.

Write to: American Camping Association, 3208 West Road, Lansing 48912.

Elsman's 3d Senate run to seek funds

Birmingham attorney James L. Elsmann said his third campaign for the Democratic nomination for U.S. Senate will seek outside contributions because "unfortunately money is the key to winning. I found last time."

The 41-year-old contender said, "In the 1976 primary, I got three times more votes per dollar spent than either Riegle, Austin or O'Hara, but too stubbornly chose to refuse any contributions and spent only \$15,000 of my own money."

"This year I'm soliciting contributions and will advertise on radio and TV. Our goal is to get at least 100 people to give \$1,000 each."



JAMES L. ELSMANN
Third time out

HIS 1976 RUN found him in fourth place, but he got a last-minute boost by filing a lawsuit against Secretary of State Richard Austin, another Senate hopeful. Elsmann sought to end the system of political kickbacks from Austin's branch managers.

A court order after the primary spelled an end to the kickbacks by June of 1977.

"I concede this may have hurt me with a few but not with voters," Elsmann said several friends advised him to switch to the Republican ticket because of his independence.

"That's a tough question—whether an independent Democrat should stay within the party and fight for controls to keep government from spending beyond income, etc.," he said.

"There are many people in the state who, whether they call themselves Republicans or Democrats, share the same views as I do. I'm an independent also. I'm not ashamed to say that I've had to work hard all my life like the average citizen."

RAISED IN the Kalamazoo suburb of Parchment, Elsmann earned his B.A. at the University of Michigan in 1938,

spent a year at Harvard Divinity School and earned his JD (law degree with honors) at U-M in 1942.

He spent a year as a law clerk in the state attorney general's office, two years in Chrysler Corp.'s legal department and since then has been in private practice.

Elsmann is fascinated by international affairs. He has drafted a "World Constitution" to replace the existing United Nations Charter, speaks and reads a little in seven languages, has taken part in trade missions and been to every continent. He has never held party or elective office.

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Traffic deaths below 2,000

For the fourth year in a row, Michigan had an annual traffic death toll below 2,000. State police figures show the unofficial count for 1977 to be 1,904.

The 1977 loss was 51 or about 2½ per cent less than the count in the previous year. Traffic officers point out that the 1977 toll will likely increase by one or two per cent when records for the year are completed.

The lowered national speed limit, a slower-paced economy in some sectors, some labor unrest and its effect on employment and transportation, concerns about costs of motor vehicle operations, and the on-going efforts of police and other agencies in the traffic safety field led to the below-2,000 toll, state police said.

Contributing to the lower annual toll last year for Michigan was a lower death count in December. Provisionally, December had 129 deaths, which were 33 or about 20 per cent less than the count of 162 recorded for that month in 1976. There were six other months that showed reductions in deaths compared with their corresponding periods in 1976.

In the previous three years, the Michigan annual tolls were 1,955 in 1975 and 1,811 in 1975 and 1,875 in 1974. The state's all-time high of 2,487 occurred in 1968 and was part of a 10-year span, 1961-71, in which all the yearly traffic death tolls were above 2,000.

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