

Jobs? None Around For Young, Hungry, Desperate Couple

By GLENNA MERILLAT

"If you are under 18 years of age then you don't need to read this, you already know the desperation and discouragement in trying to secure a job, any job."

These are the bitter words that a young 17-year-old married woman who lives in Livonia recently wrote to the Observer Newspapers.

Lorna and Michael Torok have a right to be bitter.

They want work and can't find it; she's too young and her 19-year-old husband's flaming mane of red hair, which is complemented by a mustache and goatee, have prevented large, conservative firms from considering him as an employee.

"The lady at the last place I went spent most of the interview trying to get through to me that I must maintain a businesslike appearance," said Michael who in turn has had difficulty "getting through" to any number of potential employers that he works with his hands and not his hair.

MICHAEL WANTS a job in industrial design. He was graduated in the "top part" of his class at Bantley High School in 1967, has attended Detroit's School of Arts and Crafts and went to Schoolcraft College un-

till the money ran out.

Lorna wants any kind of job. Her enormous dark eyes are serious as she says, "I did have a job at a hamburger place, but I quit when I thought Michael would be getting work. When it didn't work out that way I went back, but they said they weren't hiring."

She has heard the same thing from any number of similar places in the past few weeks.

Lorna has a high school diploma she received this June from Plymouth High School. She and Michael have been married a little more than one month.

The couple isn't starving, but Michael is tall, has a healthy appetite and admits that a diet of macaroni, kool-aid and bread, leaves a lot to be desired in the protein department.

THEY DO have a few things going for them. One is his ability to draw plans for a neighbor's landscaping, another is that he \$200 per month on his mother's four-bedroom home is split with two other people.

These, and other friends also have helped with the food situation.

On the debit side are the bills which Michael estimates at \$300, but the total is raised

another \$100 by Lorna, who reminds her husband of all the "little things" that must be paid back.

There's a car in the tree-shaded yard, but it has no insurance, no gas, and repeated expensive repairs in the last few months are one more reason for the couple's indebtedness.

"He can't take a delivery job, because the car's in such a shape," said Lorna, and then added, "we're even afraid to drive it to the store without insurance."

THE COUPLE WAS obviously surprised that their letter received any response.

"We don't want a handout or anything like that," said Michael.

"We were just angry and frustrated and wanted people to know how hard it is for young people who want work to find it," said Lorna, about the letter that she ended with what she calls "an attention getter."

It said: "It looks as though we will be stereo-type drop-out hippies. We have no choice as far as being a parent that haven't in our desperation may be we will turn to drugs... selling them."

"I didn't want her to put that in," said Michael, then he grinned and said, "but then I thought, 'oh, what the heck.'"

THEY BOTH ADMIT that becoming involved with drugs is something that neither would consider, should things get worse.

The two also seemed aghast at the suggestion of unemployment compensation.

"Welfare, that's for people with kids," said Michael, who also will not apply for a loan, even if he could find a co-signer.

"We don't want to get any deeper in debt, we want to take care of the bills we've got," he said.

A natural question is one regarding help from their parents.

"My mother depends on the rent we pay her to pay for her own house and Lorna's parents have eight children to support," said Michael, who does have a "rich grandmother" but one who has recently curtailed the money she was giving them.

So there it is, the story behind a bitter letter that did not carry the postmark of an inner city area, but rather one that was mailed from cool, shady, suburban Livonia.

Does the trail go over the hill into the darkness and depth of despair? That's the question before Mr. and Mrs. Michael Torok, of Livonia, as they tread hand and hand over this dusty two lane path in their search for jobs -- which they haven't been able to find as yet.

(Observer photo by Vince Witek)



Over Half Of State's Roads Deficient; Blame Inflation

More than half the state's roads are deficient, according to Henrik E. Stafseth, director of the Department of State Highways, despite the two-year-old Good Roads Package.

That 1967 law raised gas and weight taxes but inflation had hit building programs hard, according to Stafseth.

In a special letter to The Observer, Stafseth said that "from 1965 to 1968, costs of labor and materials rose about 35 per cent. They are still climbing."

He said inflation, plus new safety standards have "entirely wiped out the benefits of the Good Roads Package."

STAFSETH was replying to critics in some areas of the state who are complaining that the department had been short changing their area on new roads.

He said recent newspaper clippings crossing his desk had implied the department was building new roads in areas that did not need them.

"I would be the last to disagree with the 'Fort Huron Times Herald' that M-21 between Fort Huron and Lapeer is badly in need of replacement or repair. Or with the 'Adrian Telegram' that M-52 needs upgrading. Or with the 'Rapid Press' that several Upper Peninsula highways need repair and improvement. Many other highways throughout the state can be cited for similar inadequacies," Stafseth said.

"While every newspaper is concerned primarily with its own area, and properly so, the constant concern of the Department of State Highways is the entire state trunkline system, all 9,215 miles of it," he added.

"Our fine freeway system can be deceptive to the average motorist, for while it carries 38.5 per cent of the traffic on state highways, it constitutes only about 16 per cent of the trunkline system," Stafseth said.

"Every mile of trunkline is

inspected by the Department every year and given a "sufficiency rating," which indicates its physical condition and ability to carry existing traffic. The latest rating shows that nearly 5,000 miles of state highways -- 54 per cent of the total -- are deficient."

"Using this information, plus data from traffic surveys and other studies, the Department operates under a continuing five-year construction program. Work is scheduled where it is needed most. The limiting factor is money or, more accurately, the inadequacy of the money that's available for what needs to be done."

TWO QUESTIONS I hear frequently are these:

"With all the millions of dollars being paid by motorists through gas and weight taxes, why isn't there enough money to do the job? Why didn't the 1967 Good Roads Package, which raised gas and weight taxes, take care of the problem?"

"To explain, I should first point out that the lion's share of capital outlay funds -- more than 80 per cent of the \$211 million in federal money expected to be available in the fiscal year just beginning -- will be spent on the interstate freeway system. With the federal government paying 50 per cent of the cost, this is the greatest bargain in the history of road-building.

Michigan, like every other state, is taking full advantage of it. To do otherwise, would substantially reduce the amount of federal aid coming to the state without increasing the amount available for other construction. The 45,000-mile interstate system should be completed about 1975, after which we expect to concentrate on improving the rest of the trunkline system.

"Now for a little mathematics. The state's 46 per cent share of gas and weight taxes which support the Motor Vehicle Highway Fund (34 per cent goes to the counties and 20 per cent to the cities) should total about \$172 million in this fiscal year.

Add to that about \$2 million from the sale of excess property bought for highway construction.

"Of the \$174 million, we will pay about \$40 million for highway maintenance, \$37 million to retire bonds that financed highways already built, \$31 million for administration, including administration of construction projects, and \$28 million for retirement funds, support of the Civil Service Department and Attorney General's Office and similar fixed costs."

"ABOUT \$58 million will remain for trunkline and bridge construction. Of that amount, \$16 million will be spent on the Interstate system and about \$15 million for resurfacing, safety projects and similar work."

"That leaves only \$27 million for the entire non-interstate trunkline system, to be matched by the federal government for a total of \$54 million. With new freeways costing well over \$1 million a mile in rural areas, with new rural two-lane highways running about \$300,000 a mile, it is quite evident that

\$54 million will not go very far. Urban construction costs much more.

"The Good Roads Package, which raised gas and weight taxes, is producing about \$53 million a year for road purposes. The state's share was adjusted to 46 per cent. Additionally, the state now must pay the entire cost of freeway lighting for safety in the cities.

Draugelis Reappointed Legal Aide

Plymouth attorney Edward F. Draugelis was reappointed legal council for Schoolcraft College by the Board of Trustees last week.

Draugelis will serve for the 1969-70 school year.

In similar action, the Board delayed naming an auditor. Their current auditors, the firm of Ernst and Ernst, have not finished this year's audit.

They were up for re-appointment but the Board sidled action until the audit is completed.

and pay seven-eighths of the non-federally aided portion of state highway construction within a city (up from three-fourths).

"The same legislation requires a yearly \$2.5 million allocation from the Motor Vehicle Highway Fund to retire Mackinac Bridge bonds and triples the State Waterways Commission's share of gasoline taxes to one and one-half per cent of gross receipts.

"Couple these increases with that old bugabo, inflation. In recent years, it has hit the road-building industry even harder than it has driven down the value of the dollar in the general economy. It has forced postponement of programmed construction.

"This, I hope, will explain the bind we're in and help you to understand why we cannot build all the highways that need to be built. Translating the problem into dollars and cents, we estimate that the State Highway Department will receive less than \$1.2 billion from present revenue sources in the next five years. Our estimate of highway needs in that period is \$4.5 billion." Stafseth concluded.

Free Tuition, Books And Transportation 25 Inner City Scholarships Asked By College Trustees

Schoolcraft Board Trustee James Boswell's sweeping proposed changes to bond regulations, as well as his plan to offer scholarships to 25 inner city youths dominated the regular meeting of the board.

Boswell had requested:

- *An end to study sessions by the board.
- *Resigning the chairmanship, a move Schoolcraft attorney Edward Draugelis termed illegal.
- *A ban on employment by the district of members of the board until after five years had lapsed past the end of their respective terms.
- *Rotation of the seating arrangement at the Board table.
- *A change in the land purchase policy of the college.
- *Scholarships for inner city youths so "this institution can grow up a bit."
- *Discussion of consultants and a possible study of administrative salaries.

THE BOARD SPENT NEARLY two and a half hours on the matters. The question of study sessions was handed to the board's policy and bylaws committee, headed by Dr. George Martin.

On the second matter, after hearing Draugelis's ruling that state law said Mrs. Jane Moehle be elected chairman for two years on a legal basis, Boswell said the board "could do what it wanted."

"You can inform the lawyer he is full of you know what, and that I will continue to seek answers to this question," Boswell said.

Mrs. Moehle said she felt the board had to follow Public Act 331, as directed by Draugelis.

"I won't relay your full message to him (Draugelis). You can

do that," she said.

BOSWELL CHALLENGED her and said the law could be interpreted strictly or loosely.

"I can't interpret 'two years' any other way than two years," she replied.

New board member Dr. Robert Geake suggested Boswell move the question; Boswell replied that the board "was not free to act in its own interest."

His motion to rotate the chairmanship died for a lack of a second.

BOSWELL'S THIRD motion, that current Board members might not seek employment at the college until five years after the end of their term of office, was referred to the policy and bylaws committee.

"At least five, or maybe all of the board could be productively employed by this institution, and that clearly is a conflict of interest," Boswell said.

Trustee Paul Mutnik said he would agree that no Board member should be employed while they are in office. Mrs. Moehle questioned whether or not the ruling would violate someone's civil rights.

Boswell's request to rotate seating was not acted upon. Trustee Clarke Oldenburg said he "couldn't see any reason for it."

Boswell said "seating arrangements play a vital part in viewpoint." Dr. Geake called it a "nuisance."

After passing Boswell's question of land purchase policy over to the policy committee, the board turned to the question of scholarships for inner city youth.

"This is important. Most colleges are doing something to help inner city youth," Boswell said.

DR. GEAKE SAID he felt that there were disadvantages in the district that should be helped first. "We're inclined to represent this district first," he said.

Boswell said he thought that such a view was "isolationism."

When Trustee John M. LeDuc asked that the administration report on how much such a project would cost, the board agreed.


Boswell's proposal calls for a bus to bring inner city youth to the college daily, with the school paying for tuition, books and travel. A bus would be headquartered at Wayne State University, under Boswell's plan.

ON THE FINAL Boswell matter, studying administrative salaries, Dr. Eric Bradner, college president produced a recommendation that the board hire Ernst and Ernst to conduct a compensation and organization study of the college's 25 administrators.

Boswell objected to Bradner's suggestion.

"That firm can't criticize your business if it audits your books. All evidence points to using separate firms for auditing and consultant services," Boswell said.

The Board, however, on Paul Mutnik's motion, approved the study. Boswell and Mrs. Moehle voted no.



KARATE EXHIBITION

Saturday - July 26

An exhibition of Judo will be held on the Wonderland stage in the center of the mall from

11 a.m. to 7 p.m.
Every Other Hour

THE SALES IS expected to be about as large as last year when the gross was \$5,220, second biggest in the auction's history. Last year's net proceeds were \$3,836. Auction income is turned into the state treasury.

Items for sale include watches, jewelry, radios, cameras, bicycles, car parts and accessories, hand and power tools, clothing and hunting and fishing equipment and other articles.

The auction is authorized by law to dispose of confiscated and unclaimed articles whose owners could not be identified.

Mrs. Moehle said she had abandoned at state parks and the personal effects of persons who died in state institutions without leaving heirs.

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CIRCULATION DATA		
NEWSPAPER	Current	Certified Audit Circulation
The Livonia Observer	29,400	28,094
The Redford Observer	21,700	20,951
The Farmington Enterprise & Observer	14,800	14,138
The Plymouth Mail & Observer	9,700	8,887
The Westland Observer (Wed. only)	9,600	9,680
The Garden City Observer (Wed. only)	13,400	13,422
Total Wednesday	86,100	82,182
Total Sunday	74,600	71,680

Fred Wright, Circulation Director - 261-3800

Fred J. Levine, Advertising Director
Eileen Boze, Art Langer
Retail Advertising Manager 422-3175
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ARTISTS AT WORK SERIES

July 23 Thru July 26

See various artists show and sell ceramic sculpture, pottery and paintings under the Big Top (West End Mall) from 11 a.m. to 8 p.m.



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