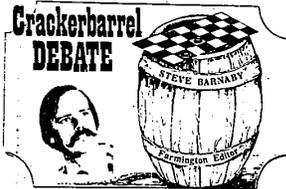


editorial opinion



HUD salvage may be Hills saving grace

Applause, applause, applause. All that thunderous applause you hear from inside the Crackerbarrel is for the crew up at the corner of Orchard Lake and Eleven Mile—the Farmington Hills City Council.

Never one to miss the opportunity to give credit where credit is due, the old editor congratulates the city's legislative body for agreeing on something important, for once. Well, almost everybody agreed on almost everything.

This rather rare instance was due to Councilman Earl Opperthaus, identified previously in this column as "the trout."

This week his designation can be changed to "the fox."

A body has got to give the political veteran credit for coming up with a compromise plan on his attempt to salvage the community development block grant program. Now, that's not to say the idea will fly down at the Detroit office of the U.S. Department of Housing and Urban Development. But at least somebody in this city had the sense to come up with an idea that would float in the Hills, anyway.

Besides, he even found something for the yet-to-be-formed ad hoc committee to do.

Basically, his proposal advocates saving the portions of the defunct federal program that would have paid for storm sewer development in the city's south end and the loans and grants housing rehabilitation program. Everybody on council went along with that. The ad hoc committee on everything under the sun is to study the feasibility of carrying it through.

The second part is the concept of sitting down with HUD to see if the council could strike a deal with the feds and opt out of the low-income housing portion of the grant.

Councilwoman Joanne Soronen, always protecting her homeowner-supported flanks, voted against this proposal. No sense in offending the folks in the gallery—right, Jodie?

Besides, when you don't understand what's going on, as is often the case, it's always easier to vote no.

Earl's logic is that since other cities—St. Clair Shores, in particular—got a break from HUD in linking out the low-income housing stipulations of their grant, then so should Farmington Hills.

You see, one of the biggest problems with HUD is that varying cities can wheel and deal themselves a bargain to get the money. Being a HUD official is sort of like being an Army recruiter. It's to your credit to give away as much money as you can—like a quota.

So individual HUD agents strike varying agreements, depending on how they interpret the federal rules.

So it's very possible that, under certain conditions, Farmington Hills could wrangle itself a new deal.

Frankly, I don't know whether this compromise plan will work. But it sure was nice to see some unity on the council.

Now, I know that some of you political watchers at the table and in the gallery are going to be less than pleased that Earl is getting a pat on the back.

But you've got to give a guy credit who in a couple weeks can change from a trout into a fox. Congratulations, Earl. You won the day.

Now, I know that some of you political watchers at the table and in the gallery are going to be less than pleased that Earl is getting a pat on the back.

But you've got to give a guy credit who in a couple weeks can change from a trout into a fox. Congratulations, Earl. You won the day.

Glories of cider

Hawaii may have its pineapples and Florida its oranges, but Michigan has the best fruit and best drink concoction of all—glorious apple cider.

In an earlier era, every farm had its apple tree or apple orchard, and most had simple cider presses. But with specialization came the commercial cider mill, which used to press peaches and grapes and other fruit, too, in bygone times.

The clear, pasteurized stuff you get in the grocery store has a preservative, and you can have it if you want. The real stuff is a murky color, has more "body" and in a couple of weeks will ferment and turn to applejack, a low-alcohol apple wine.

Around most houses, though, cider doesn't last too long once you bring it home. Everybody's always grabbing a sip before it turns hard.

Michigan is America's No. 3 apple producing state and first in producing two of the best cider apples, Jonathons and Northern Spies. At last count, 110 cider mills were producing.

WRONG KIND OF BREAK



'The Irish pray longer'—and tap hot local talent through bifocals

John Mulroy is known to many of you from his years as vice-president of the University of Detroit, the first layman to hold the post.

Others may have become acquainted with the tall, solidly built, grey-thatched Irishman later on when he was president and board chairman of a bank or two. Some of you may be among his Southfield neighbors.

John loves a party, which is typical of an Irishman who sings well. He's great in either the role of host or guest. Conversation never drags when John's around, and you don't have to cup your ear to hear him.

Back in the days when the late Father Celestin Steiner was U-D president and had the habit of announcing a new fundraising drive with almost every full moon, Mulroy was inevitably the man at the campaign's helm.

John's sales pitch kept the university solvent for a long time (with a little help from the Jesuit priests' vow of poverty).

LAST WEEK, John called to extend an invitation to attend a Notre Dame football television party at the Mulroy home Saturday.

It was with regret that I had to tell him we already were planning a similar Michigan party at our house and if his peeped out, he and Eileen would be welcome.

Mother Goose came up with a wonderful line when I told her of the invitation and that the Mulroy blast would start at 10:30 in the morning, more than two hours before kickoff, while we planned to open the gates at noon.

"Well, the Irish will have to pray longer than Michigan," commented my bride with startling clairvoyance.

When John and I compared notes in the contest's aftermath, he said his party had been "terrific." I told him ours was too. It wasn't necessary to speak at length of the game itself. The big thing was agreement with the Mulroy philosophy: "Everybody deserves a party no matter who they're for."

ONE OF THOSE who played a big part in Michigan's victorious comeback on the Notre Dame gridiron is a former star of O&E prep ranks, 206-pound, 6-2 1/2 Jerry Meter, Wolverine outside linebacker and co-captain.

Jerry was a standout on Coach Frank Buford's 1974 Bloomfield Hills Andover team which won the Wayne-Oakland League championship and finished 8-1 overall.

Andover's only loss that fall was in the non-league opener, 21-20, at Plymouth Salem. After that squeaker, Salem then marched undefeated and untied through its entire nine-game schedule to finish No. 1 in the final Michigan High School Athletic Association Class A rankings.

On that same Andover club were quarterback Jim Breaugh and fullback Bob Holloway, who still are teammates of Meter's on the squad at Ann Arbor.

JERRY'S PERFORMANCE in South Bend last weekend was so brilliant that he was acclaimed the foremost defensive player on the field.

The oddity in the Meter family's Bloomfield Hills home is that Jerry's father, Bernard Meter, and Jerry's older brother both earned their undergraduate and graduate degrees at Notre Dame.

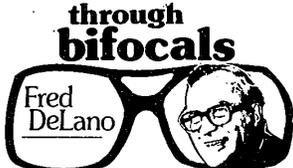
Not only that, the elder Meter was a member of the Notre Dame team which defeated the Wolverines at Ann Arbor in 1943, 35-20. That was the last time the two schools had met on the gridiron until last Saturday.

At South Bend in 1942, renewing hostilities for the first time since 1909, Michigan came out on top, 32-20. In light of Michigan's '78 comeback after trailing at halftime, 14-7, it's interesting to note that none of the historians recall that the Wolverines came from behind in that one also.

At intermission the Irish led, 14-13, and Michigan took thunder from the skies with 19 points in the third quarter.

Tom Kuzma, a halfback from Gary, Ind., who has been a resident of Birmingham for many years, should remember that explosive afternoon quite well, having scored two of the five Michigan touchdowns. Capt. George Celtham, Don Robinson and Paul White got the others.

It's from keeping old notes like that around for 36 years that my desk has become such a clutter.



weekend was so brilliant that he was acclaimed the foremost defensive player on the field.

The oddity in the Meter family's Bloomfield Hills home is that Jerry's father, Bernard Meter, and Jerry's older brother both earned their undergraduate and graduate degrees at Notre Dame.

Not only that, the elder Meter was a member of the Notre Dame team which defeated the Wolverines at Ann Arbor in 1943, 35-20. That was the last time the two schools had met on the gridiron until last Saturday.

At South Bend in 1942, renewing hostilities for the first time since 1909, Michigan came out on top, 32-20. In light of Michigan's '78 comeback after trailing at halftime, 14-7, it's interesting to note that none of the historians recall that the Wolverines came from behind in that one also.

At intermission the Irish led, 14-13, and Michigan took thunder from the skies with 19 points in the third quarter.

Tom Kuzma, a halfback from Gary, Ind., who has been a resident of Birmingham for many years, should remember that explosive afternoon quite well, having scored two of the five Michigan touchdowns. Capt. George Celtham, Don Robinson and Paul White got the others.

It's from keeping old notes like that around for 36 years that my desk has become such a clutter.

For no reason

The big rush to the exit

There are two minutes to go in the football game. The score is 21-7, and people start to stand up to leave. Ballgames have been decided in the final two minutes, and the people have paid for a full 60 minutes of football, but there is a gradual migration toward the exits.

The people who leave will not get home any more quickly than the people who stayed for the final whistle because the freeway will be clogged, and one of those who stayed is always the guy who blocks the parking lot.

The plane touches down on the runway, and immediately five or six people stand up, take their coats from the rack overhead and start to rush to the front of the plane even before it has taxied to the gate. Those same people can be seen waiting at the baggage counter, getting their bags at the same time everyone else does.

The final curtain goes down at the Fisher Theater, and some people stand up and start to move toward the exits while the actors and actresses take their bows on stage. The encores sometimes add to the show, as when the stars make personal comments to the audience.

RUDE THOUGH it is, these people migrate to the exit, but they don't get home any quicker because they are going to be in the traffic snarl in the parking lot.

The words "The End" appear on the movie screen, and before the lights turn on, while the credits are being shown, people start heading for



New scapegoat for high taxes

Headlee, Tsch and the voucher people are brimming with cheap shots at "bureaucrats" and "politicians" as the reason for high taxes. Either they don't know who is to blame or they are afraid to say.

I offer a new and more logical scapegoat. It's the construction industry, and nowhere was it more apparent than in last week's State Senate debate over whether to hike gasoline, diesel fuel and weight taxes.

Remember that most state taxes have been relatively stable during the 1970s. There was a hiccup in the personal income tax. Excise taxes have changed little. Sales taxes on food and drugs were actually removed. The single business tax? Well, that is admittedly messy.

IN LANSING, our friendly local legislators are debating whether to pump \$168.5 million in new money into all forms of transportation. If it passes, roads and other forms of transportation would all have their funds beefed by about 25 per cent.

The Southeastern Michigan Transportation Authority—which the uninformed refer to as "mass transit"—would get only about 12 per cent of that new pot. Most of the rest would go to roads—highways, county roads, city and village streets.

Realistically, then, the big bucks are going to roads. Why?

Because the construction industry has been so inflationary, that's why. Herewith is an excerpt from the transportation package analysis from the office of State Rep. William Ryan (D-Detroit), its architect and chief sponsor:

"Road construction costs have more than doubled in the past 10 years, while inflation has sharply increased the cost of road maintenance, for laborers as well as for basic materials such as asphalt.

"Further, because of better automobile fuel economy and a decline in the average weight of cars, motor vehicle fund monies have leveled off and have not kept pace with inflation."

THE ST. JOSEPH County Road Commission said in written testimony:

"The financial crunch began in 1973-74. Prices we paid for materials, equipment and labor increased dramatically." In the five years from 1973-78, it found:

- Asphalt had tripled in price.
- Grader blades had nearly doubled.
- Insurance had tripled.
- Wages were up 31 per cent.
- But revenues were up only 15 per cent.

Discussing state taxes, Sen. Robert Vanderlaan (R-Kentwood) compared the taxes he paid on comparable 1974 and 1978 Oldsmobiles. Because the new Olds is lighter and gets 20 mpg instead of 15, he figures his total taxes—even with the proposed increases—are actually less for the new car.

REMEMBER THAT much of the money we give the state for roads is actually paid out to private contractors and manufacturers. "Bureaucrats" don't pave our roads.

The construction industry is probably the most inflationary industry in the country. And the chief economist for the National Association of Home Builders said the cost of both new and used houses will rise 12 to 14 per cent again next year. So even if you vote down millage rates, your tax base—the value of your house—will be raised by the construction industry.

Headlee, Tsch and the voucher people are misdirecting their fire. The bureaucrats and politicians are getting too much blame. What Michigan and the nation need is not anti-tax sentiment but anti-construction industry sentiment.

Headlee, Tsch and the voucher people are brimming with cheap shots at "bureaucrats" and "politicians" as the reason for high taxes. Either they don't know who is to blame or they are afraid to say.

I offer a new and more logical scapegoat. It's the construction industry, and nowhere was it more apparent than in last week's State Senate debate over whether to hike gasoline, diesel fuel and weight taxes.

Remember that most state taxes have been relatively stable during the 1970s. There was a hiccup in the personal income tax. Excise taxes have changed little. Sales taxes on food and drugs were actually removed. The single business tax? Well, that is admittedly messy.

IN LANSING, our friendly local legislators are debating whether to pump \$168.5 million in new money into all forms of transportation. If it passes, roads and other forms of transportation would all have their funds beefed by about 25 per cent.

The Southeastern Michigan Transportation Authority—which the uninformed refer to as "mass transit"—would get only about 12 per cent of that new pot. Most of the rest would go to roads—highways, county roads, city and village streets.

Realistically, then, the big bucks are going to roads. Why?

Because the construction industry has been so inflationary, that's why. Herewith is an excerpt from the transportation package analysis from the office of State Rep. William Ryan (D-Detroit), its architect and chief sponsor:

"Road construction costs have more than doubled in the past 10 years, while inflation has sharply increased the cost of road maintenance, for laborers as well as for basic materials such as asphalt.

"Further, because of better automobile fuel economy and a decline in the average weight of cars, motor vehicle fund monies have leveled off and have not kept pace with inflation."

THE ST. JOSEPH County Road Commission said in written testimony:

"The financial crunch began in 1973-74. Prices we paid for materials, equipment and labor increased dramatically." In the five years from 1973-78, it found:

- Asphalt had tripled in price.
- Grader blades had nearly doubled.
- Insurance had tripled.
- Wages were up 31 per cent.
- But revenues were up only 15 per cent.

Discussing state taxes, Sen. Robert Vanderlaan (R-Kentwood) compared the taxes he paid on comparable 1974 and 1978 Oldsmobiles. Because the new Olds is lighter and gets 20 mpg instead of 15, he figures his total taxes—even with the proposed increases—are actually less for the new car.

REMEMBER THAT much of the money we give the state for roads is actually paid out to private contractors and manufacturers. "Bureaucrats" don't pave our roads.

The construction industry is probably the most inflationary industry in the country. And the chief economist for the National Association of Home Builders said the cost of both new and used houses will rise 12 to 14 per cent again next year. So even if you vote down millage rates, your tax base—the value of your house—will be raised by the construction industry.

Headlee, Tsch and the voucher people are misdirecting their fire. The bureaucrats and politicians are getting too much blame. What Michigan and the nation need is not anti-tax sentiment but anti-construction industry sentiment.

Headlee, Tsch and the voucher people are brimming with cheap shots at "bureaucrats" and "politicians" as the reason for high taxes. Either they don't know who is to blame or they are afraid to say.

I offer a new and more logical scapegoat. It's the construction industry, and nowhere was it more apparent than in last week's State Senate debate over whether to hike gasoline, diesel fuel and weight taxes.

Remember that most state taxes have been relatively stable during the 1970s. There was a hiccup in the personal income tax. Excise taxes have changed little. Sales taxes on food and drugs were actually removed. The single business tax? Well, that is admittedly messy.

IN LANSING, our friendly local legislators are debating whether to pump \$168.5 million in new money into all forms of transportation. If it passes, roads and other forms of transportation would all have their funds beefed by about 25 per cent.

The Southeastern Michigan Transportation Authority—which the uninformed refer to as "mass transit"—would get only about 12 per cent of that new pot. Most of the rest would go to roads—highways, county roads, city and village streets.

Realistically, then, the big bucks are going to roads. Why?

Because the construction industry has been so inflationary, that's why. Herewith is an excerpt from the transportation package analysis from the office of State Rep. William Ryan (D-Detroit), its architect and chief sponsor:

"Road construction costs have more than doubled in the past 10 years, while inflation has sharply increased the cost of road maintenance, for laborers as well as for basic materials such as asphalt.

"Further, because of better automobile fuel economy and a decline in the average weight of cars, motor vehicle fund monies have leveled off and have not kept pace with inflation."

THE ST. JOSEPH County Road Commission said in written testimony:

"The financial crunch began in 1973-74. Prices we paid for materials, equipment and labor increased dramatically." In the five years from 1973-78, it found:

- Asphalt had tripled in price.
- Grader blades had nearly doubled.
- Insurance had tripled.
- Wages were up 31 per cent.
- But revenues were up only 15 per cent.

Discussing state taxes, Sen. Robert Vanderlaan (R-Kentwood) compared the taxes he paid on comparable 1974 and 1978 Oldsmobiles. Because the new Olds is lighter and gets 20 mpg instead of 15, he figures his total taxes—even with the proposed increases—are actually less for the new car.

REMEMBER THAT much of the money we give the state for roads is actually paid out to private contractors and manufacturers. "Bureaucrats" don't pave our roads.

The construction industry is probably the most inflationary industry in the country. And the chief economist for the National Association of Home Builders said the cost of both new and used houses will rise 12 to 14 per cent again next year. So even if you vote down millage rates, your tax base—the value of your house—will be raised by the construction industry.

Headlee, Tsch and the voucher people are misdirecting their fire. The bureaucrats and politicians are getting too much blame. What Michigan and the nation need is not anti-tax sentiment but anti-construction industry sentiment.

Headlee, Tsch and the voucher people are brimming with cheap shots at "bureaucrats" and "politicians" as the reason for high taxes. Either they don't know who is to blame or they are afraid to say.

I offer a new and more logical scapegoat. It's the construction industry, and nowhere was it more apparent than in last week's State Senate debate over whether to hike gasoline, diesel fuel and weight taxes.

Remember that most state taxes have been relatively stable during the 1970s. There was a hiccup in the personal income tax. Excise taxes have changed little. Sales taxes on food and drugs were actually removed. The single business tax? Well, that is admittedly messy.

IN LANSING, our friendly local legislators are debating whether to pump \$168.5 million in new money into all forms of transportation. If it passes, roads and other forms of transportation would all have their funds beefed by about 25 per cent.

The Southeastern Michigan Transportation Authority—which the uninformed refer to as "mass transit"—would get only about 12 per cent of that new pot. Most of the rest would go to roads—highways, county roads, city and village streets.

Realistically, then, the big bucks are going to roads. Why?

Because the construction industry has been so inflationary, that's why. Herewith is an excerpt from the transportation package analysis from the office of State Rep. William Ryan (D-Detroit), its architect and chief sponsor:

"Road construction costs have more than doubled in the past 10 years, while inflation has sharply increased the cost of road maintenance, for laborers as well as for basic materials such as asphalt.

"Further, because of better automobile fuel economy and a decline in the average weight of cars, motor vehicle fund monies have leveled off and have not kept pace with inflation."

THE ST. JOSEPH County Road Commission said in written testimony:

"The financial crunch began in 1973-74. Prices we paid for materials, equipment and labor increased dramatically." In the five years from 1973-78, it found:

- Asphalt had tripled in price.
- Grader blades had nearly doubled.
- Insurance had tripled.
- Wages were up 31 per cent.
- But revenues were up only 15 per cent.

Discussing state taxes, Sen. Robert Vanderlaan (R-Kentwood) compared the taxes he paid on comparable 1974 and 1978 Oldsmobiles. Because the new Olds is lighter and gets 20 mpg instead of 15, he figures his total taxes—even with the proposed increases—are actually less for the new car.

REMEMBER THAT much of the money we give the state for roads is actually paid out to private contractors and manufacturers. "Bureaucrats" don't pave our roads.

The construction industry is probably the most inflationary industry in the country. And the chief economist for the National Association of Home Builders said the cost of both new and used houses will rise 12 to 14 per cent again next year. So even if you vote down millage rates, your tax base—the value of your house—will be raised by the construction industry.

Headlee, Tsch and the voucher people are misdirecting their fire. The bureaucrats and politicians are getting too much blame. What Michigan and the nation need is not anti-tax sentiment but anti-construction industry sentiment.

Headlee, Tsch and the voucher people are brimming with cheap shots at "bureaucrats" and "politicians" as the reason for high taxes. Either they don't know who is to blame or they are afraid to say.

I offer a new and more logical scapegoat. It's the construction industry, and nowhere was it more apparent than in last week's State Senate debate over whether to hike gasoline, diesel fuel and weight taxes.

Remember that most state taxes have been relatively stable during the 1970s. There was a hiccup in the personal income tax. Excise taxes have changed little. Sales taxes on food and drugs were actually removed. The single business tax? Well, that is admittedly messy.

IN LANSING, our friendly local legislators are debating whether to pump \$168.5 million in new money into all forms of transportation. If it passes, roads and other forms of transportation would all have their funds beefed by about 25 per cent.

The Southeastern Michigan Transportation Authority—which the uninformed refer to as "mass transit"—would get only about 12 per cent of that new pot. Most of the rest would go to roads—highways, county roads, city and village streets.

Realistically, then, the big bucks are going to roads. Why?

Because the construction industry has been so inflationary, that's why. Herewith is an excerpt from the transportation package analysis from the office of State Rep. William Ryan (D-Detroit), its architect and chief sponsor:

"Road construction costs have more than doubled in the past 10 years, while inflation has sharply increased the cost of road maintenance, for laborers as well as for basic materials such as asphalt.

"Further, because of better automobile fuel economy and a decline in the average weight of cars, motor vehicle fund monies have leveled off and have not kept pace with inflation."

THE ST. JOSEPH County Road Commission said in written testimony:

"The financial crunch began in 1973-74. Prices we paid for materials, equipment and labor increased dramatically." In the five years from 1973-78, it found:

- Asphalt had tripled in price.
- Grader blades had nearly doubled.
- Insurance had tripled.
- Wages were up 31 per cent.
- But revenues were up only 15 per cent.

Discussing state taxes, Sen. Robert Vanderlaan (R-Kentwood) compared the taxes he paid on comparable 1974 and 1978 Oldsmobiles. Because the new Olds is lighter and gets 20 mpg instead of 15, he figures his total taxes—even with the proposed increases—are actually less for the new car.

REMEMBER THAT much of the money we give the state for roads is actually paid out to private contractors and manufacturers. "Bureaucrats" don't pave our roads.

The construction industry is probably the most inflationary industry in the country. And the chief economist for the National Association of Home Builders said the cost of both new and used houses will rise 12 to 14 per cent again next year. So even if you vote down millage rates, your tax base—the value of your house—will be raised by the construction industry.

Headlee, Tsch and the voucher people are misdirecting their fire. The bureaucrats and politicians are getting too much blame. What Michigan and the nation need is not anti-tax sentiment but anti-construction industry sentiment.



the exits, disturbing those who would like to learn who was in the motion picture. These people will be caught in the parking lot and won't get home a minute earlier.

It is Sunday morning, and before the church service is over, people are seen straggling out the front door, heading for the parking lot. They were willing to spend some time with the Lord, but were so busy they had to cut the experience short.

THIS HAPPENS at all athletic events, symphony concerts, music festivals and the like. It is particularly distracting if the audience is seated at tables and there is the scraping of chairs or if the early retirees converse as they leave.

I have often wondered where all of these people are rushing to, and what is so important that they feel they may infringe on the enjoyment of those who paid for the full show and did not leave early. Since seldom do they get anywhere any quicker, why do they have to leave early?

A Division of
Suburban Communications Corporation

Philip H. Power
Chairman of the Board
(on leave of absence)

Richard D. Aginon
President
Chief Executive Officer

Farmington Observer
"Successor of the Farmington Enterprise"

Steve Barnaby
Editor

22710 15th and Nine Mile
Southfield, MI 48075
(313) 352-5400

John Reddy, General Mgr.
Thomas A. Fiorani, Executive Director
George J. Hagan, Advertising Director, Fred J. Wright, Circulation Director