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Service Men Stationed Here Are Residents

Officers and enlisted men of the United States army, navy or marine corps officially stationed in Michigan are considered residents when applying for hunting and fishing licenses. Replying to numerous inquiries, P. J. Hoffmaster, director of the department of conservation, is assuring men of the armed forces that under a 1927 law they have all the privileges of residents of this state under the game and fish laws while officially stationed in Michigan.

Contrary to the common notion, about three-fourths of the total value of Michigan's fur crop is produced by the better agricultural areas of the southern half of the lower peninsula.

Letters to the Editor are always welcomed by this newspaper.

AT THE REDFORD THEATER



Send in your news items

All of romance, adventure and thrills are packed into one great screen saga, "The Sea Hawk," which is scheduled as the next feature attraction for the Redford Theater, starting Friday. Errol Flynn leads the cast of thousands, and featured with him are Brenda Marshall, Claude Rains, Donald Crisp, Flora Robson and Alan Hale.

Rife with dramatic incidents revolving about England's famous sea hawk, who sailed the Western seas in their pirate galleons, their sails full-bellied in the wind, "The Sea Hawk" is a tale of the Old World in the sixteenth century. The film concerns itself with the intrigues of Spain's King Philip and his lieutenant plotted against the court and possessions of England's good Queen Bess, played by Flora Robson. Flynn is seen as Geoffrey Thorpe, daring captain of a buccanier ship engaged in a piratical pursuit against England's enemies. With his lusty crew of privateers, he attacks home-bound Spanish galleons loaded with rich booty and robs them to swell England's dwindling coffers. In his capacity of a sort of "Robin Hood" of the seas, he has the unofficial but wholehearted approval of his Queen.

Lavishly produced, "The Sea Hawk" richly recreates the colorful days of Elizabeth's reign, the awe-inspiring clash of mighty galleons, cutlasses ringing in battles for gold, for beautiful ladies, for supremacy of the Spanish Main. Michael Curtiz, Hollywood's ace action film director, has kept it moving at a speedy pace, with emphasis on stirring action from the moment of its unfolding on the screen to the final scene.

SHORT SEASON CUTS STATE PARK ATTENDANCE

Unseasonably cool weather of early summer and an earlier than usual cold spell in August are reflected in 1940 state park attendance figures released today by the parks division of the conservation department.

Attendance through September 15 was down 2.25 percent from the 1939 total of 8,585,530. But the 1940 figure of 8,389,768 will be increased by early fall picnickers, hunters and winter sports enthusiasts and the total for this year may be stepped up materially.

Six weeks of really summer-like weather after July 4 sent crowds to the beaches in state parks and boosted the attendance total. Grand Haven, usual, is away out in front among the parks, its splendid beach having attracted 1,237,300 visitors during the 1940 season. Here, especially, weather's effect was noticeable, for the 1939 attendance figure was 1,397,050. Bay City state park, attracting 912,657 persons as of September 15, this year is again in second place, though the figure also is under the 1939 total of 967,192. Holland's beach drew a substantial majority of the 898,950 persons clocked there this year and W. J. Hayes state park near Jackson went ahead of Muskegon to clinch third place with 405,329.

A 10.17 percent decrease in number of campers is reported for the 1940 period, this season's total of 153,502 being 17,377 less than the total registered in 1939. Number of camps—44,170—is down 7.34 percent from the 1939 total of 47,667. War's effect is seen in camp permits issued. At state parks, District of Columbia and Canada being represented among registrants. In other seasons, campers have come from the four corners of the earth. All time high in Michigan state park attendance was set in 1937 when 9,609,413 persons availed themselves of facilities offered.

L'ANSE MAPS PLANS FOR USE OF TAX LANDS

L'Anse village knows what it wants done with tax delinquent state-owned lands in its neighborhood, and village recommendations are now being followed in plans for disposal of nearly 300 parcels there that recently reverted to administration of the conservation department's lands division.

Village officials have recommended that about 150 of the parcels be put up for sale. They have asked that more than 100 others be withheld from sale because they are so situated that extension of water lines, sewers and streets to them is difficult and inadvisable.

Of the remaining lots, they are asking title to four of them for a place to build garage and equipment storage building. Three more they want for a right of way for a street, sewers and water lines, and another for a municipal dock.

L'Anse school district has asked for one large parcel near town for use as a school forest. Village officials also recommended razing buildings on four parcels, that are now fire hazards.

The L'Anse suggestions are a sample of recommendations 50 municipalities north of the Muskegon-Bay City line already have filed with the lands division. Besides acquiring reverted properties for such uses as school, park and airport sites directly, the municipalities may arrange trades of state lands for private lands wanted for these public purposes.

Suggestions for disposition of rural reverted lands are to be made in the same way by county land use planning committees. Recommendations are drawn after conference with lands division representatives. When presented, they are checked for accuracy, and the properties examined in the field. Where local recommendations are not in conflict with conservation department policies, it is expected the conservation commission will follow them in selling, withholding, and transferring to local governments the tax-reverted properties.

In Michigan it is unlawful to leave decoys set out overnight in public waters, and unlawful to use live decoys in hunting waterfowl.

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Statement To The People About Proposal Number 3

BY MANFRED BURLEIGH, CHAIRMAN LEGISLATIVE COMMITTEE, MICHIGAN MOTORBUS ASSOCIATION

In none of the literature circulated by the D. S. R. have I seen a statement of just what Proposal Number 3 is. D. S. R. officials have told what they claim the Proposal will do for them, what they claim it will do for library workers and school children and what it will do to Grand Rapids. They have called it a gold brick and an attack on Home Rule. But I have failed to come across one line written by D. S. R. officials which even attempts to tell the voters just what the amendment known as Proposal Number 3 provides.

Perhaps they think the voters wouldn't understand the simple language of the law and perhaps they think they can confuse the People by the mass of misrepresentation they have been circulating about the effect of the law.

Treats All Alike

Proposal Number 3 is a referendum as an amendment to the Michigan Motor Carrier Act of 1933 putting all motor vehicles for hire operation on the public highways of this state, regardless of whom owns them, under the same law. It is not a constitutional amendment. Under the terms of this act, as amended, a municipal motorbus transportation agency—and that's the D. S. R.—when operating its buses on the public highways of this State more than two miles beyond the corporate limits of Detroit would come under the same rules and regulations now imposed on private bus companies. And before it could operate on these highways it would first have to get a permit from the Public Service Commission to do so after a showing of public convenience and necessity for such out-of-Detroit operation.

Act Not Obscure

What is the Motor Carrier Act which the D. S. R. is fighting with such ferocity?

- It is an act, and I quote excerpts from the title of the Act itself.
1. To promote safety upon and conserve the use of the public highways of the state;
 2. To provide for the supervision, regulation and control of the use of such highways by all motor vehicles operated by carriers of passengers and property for hire upon or over such highways;
 3. To preserve, foster and regulate transportation and permit the co-ordination of motor vehicle transportation facilities;
 4. To provide for the supervision, regulation and control of the use of such highways by all motor vehicles for hire;
 5. To insure adequate transportation service;

6. To fix, alter, regulate rates, fares and practices . . . ;
7. . . . to prevent unjust discrimination;
8. To provide for the levy and collection of certain privilege fees and taxes, etc.

Nothing complicated or obscure about that, is there?

Proposal Number 3 simply asks that the D. S. R. play according to state rules when, and only when, it seeks to operate its buses on the public highways of this state more than two miles beyond the city limits or into another municipality. It puts the D. S. R. operations on the Public Highways of the state outside Detroit under state regulation the same as any other carrier. That's all there is to Proposal Number 3.

Many Backing Act

Although I represent the Michigan Motorbus Association, I am not speaking in its behalf alone. There are a great many other organizations beside the Motorbus Association interested in Proposal Number 3 because they decide that the campaign of the D. S. R. against the Proposal is an attack on the basic principle on which Michigan's great highway system was built—that those who use the highways should build and maintain them. The private car owner who pays his \$10 for a license plate every year and gives up 45 cents in taxes every time he buys 10 gallons of gas is interested in Proposal Number 3. So is the farmer, the workman, the school teacher and all persons interested in transportation. The state-wide campaign is sponsored by the Highway Users Conference, which includes 40 or more organizations of the state interested in protecting Michigan highways. We are members of that conference as are several organizations of private car owners, including the Michigan State Grange which unanimously endorsed Proposal Number 3 last week. There are many other highway users represented, big and little.

No City Exemption

The D. S. R. is asking something from the state which it could never get from the state without Proposal Number 3. The Detroit city charter provisions creating the D. S. R. specified that the D. S. R. should pay all taxes "the same as any other private corporation." Twice in its 10 years history the D. S. R. has asked the voters of Detroit to relieve them of part of those taxes and twice the voters have refused, the last time by a two to one vote.

I don't like to be drawn into a discussion of issues which have nothing to do with the operation of this law, but I cannot overlook certain false statements being circulated by the D.

S. R. statements that the D. S. R. officials know are false.

Assures Ford Workers

Some of the falsifications are that the private bus companies want to take over the D. S. R.; that if Proposal Number 3 is passed double fares will be collected from workers traveling to the Ford Motor Company downriver plants; that persons wishing to come into Detroit will have to get off at the city limits and transfer to D. S. R. lines, and many other stories like that. I repeat that such statements are false and the persons making them know they are false.

Proposal Number 3 can't possibly affect the street car-bus operations of the Ford Motor Company plants, for the reason that the Motor Carrier Act doesn't include street cars. So D. S. R. street cars to Dearborn or Royal Oak can't be hampered by the Proposal. And as to its bus operations to the Ford plants, the privately owned bus companies not only have no desire to duplicate the motorbus end of the D. S. R.'s operations but have repeatedly and publicly offered to stipulate before the Public Service Commission that the D. S. R. have this territory exclusively. The D. S. R. has a monopoly on the Ford Motor Company operations which nobody can legally disturb.

How About Home Rule?

Without Proposal Number 3, the suburban communities of Detroit do not have Home Rule. Under the law as it stood until amended by the Legislature, the D. S. R. had the right to start or stop service in any suburban territory it wished, whether the community liked it or not. One spokesman for the D. S. R. has said this statement is untrue. But the best legal advice we have been given is that the best legal advice the City of Royal Oak could get, including the corporation counsel, Mr. W. C. Hudson, is that the D. S. R. can run its buses into the Oak whether Royal Oak wants them or not. That's the legal advice the D. S. R. lawyers gave Royal Oak, too. And the Mayor of Detroit declared recently: "The D. S. R. should be allowed to go anywhere it pleases in the state—Lansing, Grand Rapids or elsewhere."

If Proposal Number 3 is approved, suburban towns and villages will have a more effective voice in their own transportation problems. If they disagree with the D. S. R., they won't have to take or leave what the D. S. R. offers. They will have an appeal to the Public Service Commission and if either side feels aggrieved by the action of the Commission then it can appeal to the Supreme Court as is provided in the Motor Carrier Act.

I AM SURE THAT NOW, KNOWING THE REAL FACTS ABOUT PROPOSAL NUMBER 3, YOU WILL NEXT TUESDAY

VOTE YES

ON PROPOSAL
NUMBER **3**

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☒ **George A. Dondoro**
for re-election as
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17th Michigan District

☒ **George P. McCallum**
for re-election as
State Senator—12th District

☒ **George N. Higgins**
for re-election as
State Representative—1st District

☒ **Maurice M. Moule**
for
State Representative—2nd District

☒ **Charles L. Wilson**
for re-election as
Prosecuting Attorney

☒ **Spencer C. Howarth**
for re-election as
Sheriff of Oakland County

☒ **Lynn D. Allen**
for re-election as
County Clerk

☒ **Charles A. Sparks**
for re-election as
County Treasurer

☒ **Orrin McQuaid**
for re-election as
Register of Deeds

☒ **Earl L. Clark**
for re-election as
Drain Commissioner

☒ **Leon F. Cobb**
for
Coroner

☒ **Burton M. Mitchell**
for
Coroner

☒ **Clair L. Johnson**
for
Surveyor

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Who Vote.

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General Election, Tuesday, November 3

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THEODORE I. FRY
State Treasurer—Democrat
Political Adv.

Let brotherly love continue.—
Hebrews 13:1.