

State Eyes \$435 Million Pollution, Parks Jobs

LANSING -- Michigan legislators have been asked to place before the voters bond issues totaling \$435 million to clean up polluted waterways and step up the conservation program.

Gov. Romney proposed \$335 million for water purification and \$100 million for parks, recreation and fish planting.

"If the immediate action is necessary," Gov. George Romney declared in his budget message today in asking for the \$335 million for water purification. The proposed bonding program would be used over a 30-year period.

"Michigan's most precious heritage—water—is threatened by contamination," the governor said. "Over 900 miles of water are degraded by untreated or inadequately treated waste from municipalities. Unless remedial steps are quickly taken, Lake Michigan will become a 'dead lake'."

The Legislature will have to pass separate bills to put the issue on the November election ballot. The people then will decide if they want to spend the money by voting on the two separate proposals.

Goal of the \$335-million water purification bonding program is to clean up Michigan's lakes, streams and rivers by 1980.

The money will be used to aid and encourage the building and improvement of local sewage treatment plants and inter-

ceptor sewers. Romney said it is hoped the project can be paid for 25 per cent by the state, 25 per cent by the federal government.

But the governor admitted: "The federal government share, although authorized by Congress, is not funded and doubt exists as to when such funding will be made."

As part of the program, Romney proposed a \$50-million revolving loan fund to aid smaller communities who might have difficulty financing their 25 per cent.

MAY BE UNNEEDED

If the federal government funds come through as hoped, Romney said, it is possible all the remaining \$285 million in the bonding program may not have to be spent.

The \$100-million bond issue for fisheries, park land acquisition and recreation would be used over a 10-year period.

Romney said it is hoped an additional \$40 million in federal grants and \$30 million from local communities to match state aid for local recreation will make the total \$170 million.

The state's share in the \$10 million would be split up between \$17.7 million for fisheries, \$40.8 million for parks, \$4 million for forest campgrounds, \$7.5 million for wildlife improvement and management and \$30 million for local recreation grants.

Unique to the program, Rom-

ney said, is the proposal for \$30 million to local units of government for such items as swimming pools, athletic fields and parks in congested urban areas.

The park goal includes the acquisition of 6,000 new camp sites and day use parking facilities for 10,000 more cars.

The wildlife program would include deer habitat improvement and new and expanded game areas, including duck shooting preserves, in southern Michigan.

Romney noted the "spectacular success" of the salmon planting program.

"Lake Huron and Lake Michigan have increasingly become a sportsman's delight and an exciting new attraction has been added to our tourist industry," he said.

Romney said the fish program would include the construction of three new hatcheries

to expand annual planting capacity by about 20 million fish for the sports fisheries program and to assist in the control of alewives.

The forest land acquisition program in the package is planned to add 1,500 new camp

sites and some 1,000 miles of roads and trails.

Cost of the combined annual payment of the two bond issues, Romney said, would be about \$24.4 million a year.

The over-all budget request for the State Conservation De-

partment is \$31.9 million, down from the \$32.6 million, for the current fiscal year.

The reduction is mostly because it is assumed the major expansion in the parks, recreation and fisheries programs would be taken care of by the bond issue.

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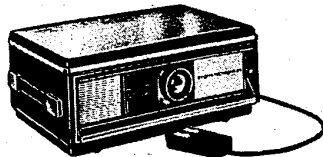
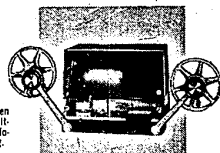
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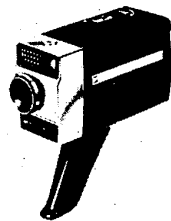
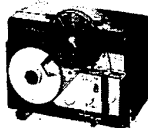
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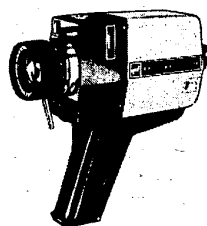
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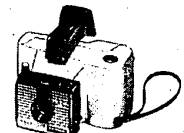
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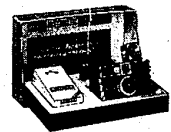
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GM Head Sights Big Year Ahead

CHICAGO—Demand for passenger cars and trucks so far in 1968 supports confidence in another good year for the automotive industry, a top General Motors executive said.

Roger M. Kyes, executive vice president in charge of GM's Car and Truck, Body and Assembly, and Automotive Components Group, spoke to newsmen at a GM luncheon in the Continental Plaza Hotel preceding the opening of the Chicago Auto Show.

He said the average daily sales rate of new GM passenger cars during the first 20 days of February was more than 10 per cent higher than the rate in the comparable period a year ago. In January, GM car sales were up 6.1 per cent from the same month in 1967.

THE CHICAGO AREA, where more passenger cars were sold last year than in any market in the world except New York City, makes an important contribution to the automotive industry and the nation's economy, Kyes said.

Expressing GM's continued optimism about the 1968 sales outlook, Kyes said that "if consumer confidence is maintained, it is reasonable to expect sales of 10,750,000 units in the United States this year." The figure includes 9 million passenger cars, both domestic and imported, with the balance being commercial vehicles.

"On this basis the world market for cars and trucks in 1968 could well reach 24,500,000 vehicles—an increase of over 7-1/2 per cent above last year's level," Kyes said.

DURING THE PAST year, the GM executive said, ownership and use of motor vehicles in the United States reached a total of more than 97,500,000 vehicles.

"This means that sometime this year we will pass the 100 million mark," he said.

In the United States, Kyes observed, the automobile was conceived as a product for widespread, general, multi-purpose use.

"It gave man new freedom of choice and opportunity," he said, "the freedom to go great distances at his own discretion, the freedom to see the rest of this great country, and the freedom to travel where the most promising job opportunities were."

DEVELOPMENT OF MASS production techniques by the auto industry "set off a revolution in industrial productivity," Kyes said. The automobile, truck and tractor also revolutionized farm productivity, he added, and the growth of the automobile industry "opened unreamed-of possibilities for the entrepreneur and vast new employment opportunities in this country."

More than 900,000 businesses in the United States are involved in the building, selling, servicing and use of motor vehicles, Kyes said. These enterprises have some 13,000,000 employees and indirectly ac-

count for the employment of millions of others.

THE AUTOMOTIVE industry also, he noted, consumes over 20 per cent of the nation's steel production, two-thirds of the synthetic rubber production, 50 per cent of the lead, 47 per cent of the malleable iron and 35 per cent of the zinc. Despite substantial increases in the cost of these and other materials and labor, Kyes said, the automobile industry has achieved a notable record of price stability.

On a basis of comparably equipped vehicles, he said, automobile prices today are below the level of the fall of 1958 when the 1959 models were introduced—as measured by the Automobile Wholesale Price Index of the U.S. Bureau of Labor Statistics.

NBD Promotes Six To VPs

National Bank of Detroit has announced the election of two executive vice presidents and four senior vice presidents.

The new executive vice presidents are Norman B. Weston and James A. Zinn, Weston, formerly Senior Vice President in charge of the Trust Department, will be responsible for the administration of the Operations Division and the Personnel Division.

Zinn will be responsible for the activities of the newly designated Metropolitan Division, which will continue under the supervision of Frank O. Starr, vice president.

David D. Williams was elected as Senior Vice President and Trust Officer. He will be the officer in charge of the Trust Department and will report to the Chairman of the Board, Henry T. Bodman, Frank W. Hausmann, Jr., vice president, will head the Trust Investment Division.

Named as Senior Vice Presidents in the Metropolitan Division were Joseph G. Conway, Richard H. Cummings and Erwin L. Koning, all of whom have been group vice presidents in the City Division.

Conway will continue to supervise the activities of Group A, in the Metropolitan Division and will take over Zinn's former duties as head of Group B. Koning will direct Group D and will assist Zinn in the administration of the Branch Department.

Cummings will continue to supervise the activities of Group C and will also exercise general supervision of the International Division. In this capacity he will report to the Chairman of the Executive Committee.

With the retirement of Senior Vice President Arnold D. Freydl, Charles W. Elliott will take over Freydl's duties as the officer in charge of Group E, headquartered in the Uptown Office in the General Motors Building. All of the changes are effective March 1.

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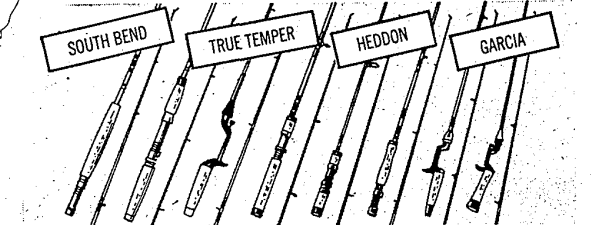
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