

Court Stronger Under New Document

Article III—General Government—covers such basics as stating that the seat of government shall be in Lansing, that there shall be a great seal and that the militia shall be organized, equipped and disciplined as provided by law.

It also says that we shall have three branches of government—Legislative, Executive, and Judicial—and that no person belonging to one shall exercise the powers properly belonging to another branch, except as expressly provided in this Constitution.

A new feature and one that should be valuable if it works out as planned, permits either House of the Legislature or the Governor to request the opinion of the Supreme Court upon important questions and upon solemn occasions as the constitutionality of bills that have of late been enacted into law. Under this provision, the Supreme Court could declare a state law unconstitutional before it becomes effective.

THE PROVISION breaks a precedent set by the U. S. Supreme Court, when it refused a request of President Franklin D. Roosevelt to rule on proposed legislation. The high court held then that a court suit must be started before it had the power to rule. Massachusetts allows its supreme court to grant such advisory judgments.

Section 6 says: "The state shall not be a party to, nor be financially interested in, any work of internal improvement, nor engage in carrying on any such work, except for public internal improvements provided by law."

This provision offers greater flexibility by letting the lawmakers decide what public improvements are to receive the help of the state. By inference, it prohibits the use of tax money in privately financed work.

A new section recognizes the emerging problems involved in cooperation between the state or its political subdivisions with one or more of the other states, the federal government, the Dominion of Canada or any of their political subdivisions.

SUBJECT TO general law, this state or any of its political subdivisions are permitted to enter into working agreements with the other units mentioned for the performance, financing or execution of their governmental functions.

As an example, the section would allow Detroit and Toledo (or Port Huron and Sarnia, Ont.) to cooperate in projects to their mutual benefit. Involved in general would be federal grants-in-aid projects, which require matching state money and participating with the federal government.

If future needs demanded it, this provision would allow Michigan to join with nearby states or Canada in such cooperative ventures as civil defense, flood control, in solving water supply problems, navigation, protecting of wildlife and game and harbor development and regulation.

Committee Formed To Aid Fulkerson In Congress Race

Formation of a Fulkerson for Congress Committee has been announced by George J. Fulkerson, who is seeking the Democratic nomination for the U. S. House of Representatives from the 15th District, which covers all of Oakland County.

Henry A. Schiffer, of Ferndale, will serve as chairman of the committee, which covers all of Oakland County.

Naval Aviation Cadet William C. Hollinger, son of Mr. and Mrs. Jesse W. Bollinger of 1536 Kirkway dr., Bloomfield Hills, was among a group of aviation cadets who reported recently for training at the Naval Air Station, Pensacotta, Fulkerson said. He also said, Fla.

announced as committee treasurer Martin M. Doctoroff, of Royal Oak. Fulkerson, Birmingham attorney, is a special assistant attorney general for the State of Michigan.

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Traffic Violators 'Pile Up' Adverse Accident Record

For those who view traffic law violations as being of little consequence, an interesting story in the records of insurance companies.

Insurance studies of driving records, and the experience being accumulated in the merit-demerit auto insurance rating plans used by many companies, both show a consistent relationship between a driver's traffic law violations and the odds on his having an accident.

Mr. and Mrs. Marshall C. Roe, Jr., son of Mr. and Mrs. Marshall C. Roe of 29705 13 Mile Rd., Franklin, and Mrs. James Croft, 17417 Buckingham, Birmingham, were among a group of naval officers to be graduated recently from the 26-week basic qualification course of the Naval Supply Corps School, Athens, Ga.

Blue Flashing Light Replaces Red One On Police Vehicles

Blue domes replaced the red ones atop both cars of the Beverly Hills police force last week.

The change is aimed at making emergency vehicle flashers more readily noticeable. It was originally suggested by Councilman Edward M. Shurtleff at a recent council meeting.

Shurtleff said that DPW vehicles and tow trucks already use red and yellow flashing lights. Blue flashers are used in Chicago, he said.

Finish School

Ensigns Marshall C. Roe, Jr., son of Mr. and Mrs. Marshall C. Roe of 29705 13 Mile Rd., Franklin, and Mrs. James Croft, 17417 Buckingham, Birmingham, were among a group of naval officers to be graduated recently from the 26-week basic qualification course of the Naval Supply Corps School, Athens, Ga.

Serving at Sea

Frederick K. Giles, machinist's mate (freeman), USN, son of Mr. and Mrs. F. J. Giles of 982 Smith, Birmingham, is serving aboard the destroyer tender USS Dixie, operating as a unit of the Seventh Fleet in the Western Pacific.

THIS PATTERN is borne out, too, by a striking similarity in the number of drivers who reach the 12-point level of violations within a two-year period which brings them in for license re-examination, and the number who accumulate accident losses which put them into one of the unusual risk categories of insurance.

In the past few years, each of these groups has contained about two per cent of the drivers in the state.

One of the most interesting features of the record is that, in both groups, the membership is constantly changing. Among those who had driving habits get them into license trouble, about one-half correct their practices and do not again become involved in re-examination. Of those whose excessive losses put them in one of the demerit rating brackets, or in a sub-standard risk-company or the Assigned Risk Plan, about one-half subsequently return to normal risk status.

THE REMAINING one per cent also is subject to continuous change as those who fail to correct their habits lose their licenses and thus are out of the insurance picture.

This record reveals that a large number of motorists could save themselves and others much trouble by recognizing that their traffic law violations—both those of which they are convicted and the many more which escape official detection—are just as much warnings of danger as the flasher signals at a railroad crossing.

It also demonstrates that treating traffic offenses as of little consequence and seeking to shield violators from the inconvenience and cost of their actions are dangerous fallacies. Such attitudes blunt the warning effect of violations. Instead of doing a favor to the violator, they could contribute to serious injury or even death.

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