

### Governor's Tax Plan Endorsed

The governor's 12-point tax revision proposal has certainly had statewide exposure and interpretation. Its fate rests in the hands of the State Legislature.

The people behind the governor's proposal feel it is more just and will produce more jobs for our state.

The opponents seem to have lined up and attacked the foundation of the new program, a state income tax. All other provisions, possibly with the exception of deferred taxes on senior citizens, seem to be acceptable to the majority if slightly modified.

A state income tax has been a bugaboo since it was proposed by Soapy Williams back in 1959 in the midst of the state's great financial crisis.

The most common objection to it is that it opens the door to more spending by merely raising rates.

WHAT THESE objectors failed to do is to look at Michigan's past history. How many times has the legislature met in the last 10 years under our present nonincome tax structure and not increased the state's spending and covered it by some sort of new or increased tax? Few.

The governor's proposal does not include new revenue for our state. For every new tax dollar collected, one old tax dollar will be eliminated.

The objectors say that because of the needs of the state the income tax rates will have to be raised next year.

COMMON SENSE tells us that if the objectors are correct in assuming a need for new revenue next year, and an income

tax is not enacted, some other state tax will be enacted to raise the needed revenue. Past history shows this practice to be true. So you are just trading taxes.

Therefore, the income tax, in itself, will not be the cause of new spending and if it's new spending that is opposed, you must attack that directly by telling your legislator how you feel.

We feel that the tax proposals of the governor are in the most part fair and necessary if our state is to progress.

WE BELIEVE the provision to tax the gross income of individuals rather than the net income (your income less deductions for medical expense, interest deductions, charitable deductions, tax deductions and business expenses) as provided under federal law is particularly unfair to the residents of our community, because along with higher incomes they have higher expenses to earn that income.

We are not great advocates of some relief to the beer industry if the industry opposes the governor's proposal as insufficient. Our readers in our tax poll agree with this.

ALL IN all, we feel the governor's proposals should be passed by the legislature with the modifications we have suggested.

It is not because we are imbued with having an income tax in our state, but the simple facts of life are that we must reform our business taxes to keep growth and prosperity in the state.

Let's stop procrastinating, get it over with and start back to a stable prosperity. We've wasted too much time arguing, which has done nothing but hurt our state.

### Human Understanding Needed

Dr. Jerome B. Wiesner, special assistant to the President on science and technology, recently suggested the creation of "special science high schools, possibly financed by the federal government."

This idea carries a step further the widespread feeling, touched off by Sputnik I, that a great effort should be made to have our educational system produce many more scientists and engineers.

The need for more men and women educated in these fields is indisputable in a society rapidly becoming more dependent on technology. Something is being done through high school science programs aided to some extent by federal funds.

DR. WIESNER'S proposed science high schools would presumably be intended to produce not merely larger numbers of scientists, but scientists of high quality. The point is a significant one: though we do need more scientific manpower, quality is of prime importance.

### A Fact of Politics

A poll showing the relative strength of three leading aspirants for the Republican presidential nomination points up a significant fact about politics. It is a fact that political amateurs often lose sight of, but one that the professionals have keenly in mind.

In the poll, Gov. Nelson Rockefeller of New York, Sen. Barry Goldwater of Arizona and Gov. George Romney of Michigan were pitted separately against President Kennedy in "trial heats." The striking thing about the results was that comparable strength was shown by all three. This was true even though, among rank-and-file GOP voters, Goldwater is currently well ahead of Rockefeller and Romney is a poor third.

THE DIFFERENCE IS crucial to even a rudimentary understanding of politics. For, as the professionals in both parties know, popularity within the party ranks is not the same as popularity among the electorate in general. A man acclaimed as his party's choice might run considerably less well in the general election than another less popular in his party's ranks. This troublesome fact makes the life of

political leaders even more complex than it might otherwise be. All of which adds to the interest of the coming trials of strength among the Republican hopefuls.

### From The Eccentric's Point of View . . .

In Yugoslavia, Khrushchev rode in a Rolls-Royce to a U.S.-financed factory using U.S. machinery—and then made another speech about communism's superiority.

Daylight saving ends in many places. The extra hours of sleep is nice—but it hardly makes up for losing an hour of daylight every day all winter.

Goldwater's overriding concern is said to be Republican party unity—behind the Goldwater banner, of course.

Britons are said to be entertained by "vague predictions" of U.S. weather forecasters. We prefer to leave the forecasters alone and just curse the weather.

Sweeping is permissible in construction work, the Iowa Employment Security Commission rules. Judging by what we hear, it's permissible almost anywhere.

### PEOPLE'S COLUMN

## Manufacturers Do Strive For Safety in Automobiles

To the Editor:

I feel compelled to mention the editorial on auto safety in the Sept. 12 issue. We were quite nonplused by the sweeping statement: "One promising thing is left: a major increase in built-in auto safety, so that accident damage to men and machines will be lessened. At present, auto design ignores much of what has been learned about safety. Detroit auto makers please note."

This presumes a lot, I'm afraid, and flies into the face of evidence to the contrary which could be recited at great length.

THE AUTOMOBILE manufacturers of this country have energetically explored all avenues of automotive safety for several decades, including the "built-in" design aspects you allude to.

The most comprehensive study of this subject in the world has been underway for years in the research centers and proving grounds of automobile companies.

The auto industry also is the chief supporter of the work being done by outside groups in all fields of traffic safety—the Cornell Crash Injury Research Program and the Automotive Safety Foundation, as examples.

THERE SEEMS to be an unshakable impression held by many people that no progress has been made in auto safety. Every report of death and injury figures is promptly interpreted as a sign of continuing battle. Actually, a most impressive battle has been waged by man-

ufacturers, public agencies and safety groups working together over the years.

It has been an uphill fight to hold fatalities fairly constant in the face of rising motor vehicle ownership and travel.

Here are the figures: There were 39,699 motor vehicle-related deaths in 1940; 40,600 in 1952. Car and truck registrations in 1940—32,035,424; in 1952—more than 78,600,000. Total vehicle miles traveled in 1940—302 billion; in 1952—707 billion. The rate of deaths per 100 million motor vehicle travel miles has declined from 11.4 in 1940 to 5.3 in 1952. The peak rate was 15.9 way back in 1935.

THE EXPLANATION for this rather surprising achievement (and for comparison you should see the records of other countries) is the tremendous improvement that has been made in highways, driver education, enforcement, traffic engineering and certainly in motor vehicles themselves.

And since the causes of accidents are varied and complex, we cannot agree that it is the "one promising thing . . . left."

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EDITOR'S NOTE:—A new state law requires that after Jan. 1, 1964, all cars manufactured in Michigan must have seat belts.

### Questions Form Of Punishment for School Tardiness

To the Editor:  
Recently my seventh grader was late for a class. I am not excusing her in any way, but I am questioning the form of punishment. She was told to write a 20-line poem 20 lines in length. This took my daughter well over an hour and I feel it was a total loss of time.

NOTHING WAS gained except a mild case of writer's cramp. If the teacher thought a punishment was called for I feel it should have been something in an educational form, such as an extra report.

This would have served a purpose and something in the way of knowledge might have been gained from it. Any idiot can copy something repeatedly.

I say let's do away with this archaic form of punishment and get down to education.

A BLOOMFIELD MOTHER

### Yesteryear Happenings

50 YEARS AGO  
Oct. 3, 1913

The Birmingham City Band will give its first concert near the Public Library next Tuesday evening. This organization has been instructed and drilled for several months past by E. K. Cowan, and has reached a state of efficiency that will be the pride of Birmingham. Let's all turn out and give all the boys a real royal reception.

Jake Levy recently befriended a man who called at his farm home near Clawson for assistance giving him food and shelter for a few days. On the day of his departure he also gave the stranger \$2.00 to help him on his way. Mr. Levy was repaid by the man taking everything of value in the line of clothing, shoes and jewelry he could carry and a watch which belonged to one of the hired men. Jake places his loss at about \$100. The man had had bad impediment in his speech and has been traced as far as Flint.

Julius Bede who worked so many

years for Erby & Nixon flour and feed mill has gone into the threshing business and has a fine outfit and seed to spare in the state. One day last week in threshing for James L. Todd on Pierce street south of Birmingham in two and one-half hours he threshed out 665 bushels of oats, and Ed Ferguson, Will S. Walker and R. S. Porritt fed and carried away the grain. Some workers. Hey?

30 YEARS AGO  
Oct. 5, 1933

Officials of Birmingham, Bloomfield Hills and Bloomfield Township have under consideration today a tentative schedule for the division of the joint assets and liabilities of the three municipalities, by which Birmingham would receive the Township Park, Bloomfield Hills would take over the Township Garage, and the township would keep its Gravel Pit, office and highway equipment.

Attendants at a public meeting (See HAPPENINGS, 8-B)

### Time to Cut Him Back to Size



### Eccentricities

By HANK HOGAN

What the governor proposes, the legislature disposes. Either with new laws or an enlarged waste paper basket. The governor has proposed tax revision and the legislature through its tax committees is holding hearings throughout the state to see if the revision as proposed is the best way to solve Michigan's problems. At a hearing in Detroit last week the senior citizens' property tax deferral was violently protested by some senior citizens, because they said it wasn't enough.

THE PLAN as proposed by the governor was that people over 65 who owned a home worth less than \$10,000 and who had annual income of less than \$2,000 could deduct up to \$200 from their property tax bill.

The state would keep track of these deductions and when the property was sold, the state could step in and collect the back taxes out of the proceeds of the sale.

When relief for senior citizens was first brought up, it was contended that the older generation didn't want charity, but were hard pressed to make the tax payments out of their limited income.

Under the governor's plan their cash problems would be solved but other taxpayers would not be penalized by some homes having a free ride.

ANOTHER IMPORTANT factor in his proposal is that if this were an outright gift rather than a deferral, the real beneficiaries would not be the senior citizens, but their heirs.

Chances are that the home would be owned until death. If the tax relief is a gift, the heirs would get the entire value of the home. The senior citizen would get nothing more than under the deferral system, because the payback would be after death.

This would mean that the gift would be another welfare measure, but given to people that would not normally qualify for welfare benefits.

THE OPPONENTS of the tax deferral plan in Detroit were so vehement in their pleas to change it to an outright gift that the committeemen had second thoughts about whether they wanted to give them any relief at all.

There is an old adage about not looking a gift horse in the mouth. If the senior citizens press too hard, and allow some politicians to get some political mileage out of their cause, their cause can fail as quickly as the politicians fall out of favor.

### City Beat

By KEN WEAVER



Should we discourage this?

A drag strip is not the answer to "Woodwarding." Nor are stiff fines and jail sentences the solution to the problem of racing and speeding on Birmingham-Bloomfield roads.

But there is a solution: Better training and discipline in the home, coupled with a loss of the privilege to drive when an offense is committed.

You can talk all you want to about being "constructive" in trying to give the youngsters something else to do. That's a lot of bunk.

They should be given to understand, firmly and unwaveringly, that speeding and racing are not to be tolerated.

As for the complaint that "there's nothing to do"—this is nothing but an admission to lack of intelligence and imagination. The person who can think of nothing to do is a dull and lazy individual.

TROUBLE TODAY is the kids have little respect for authority, in the home and elsewhere.

They don't believe in the rules in the first place and won't obey them in the second. And disobedience seldom brings a punishment that encourages obedience.

The idea of the drag strip, as I understand it, is to give the young ones a place to race—where they can fulfill these desires to zoom away on the take-off and beat the other guy to the end.

Boh!

This would feed such desires. And besides, why should they fulfill them?

Wouldn't it be better to let them learn, convincingly, that there are some things in life which we might like to do but which we cannot do?

IT'S A MATTER of self-discipline.

I might like to play on a football team, but age and health dictate otherwise. So, should I throw caution to the winds and play anyway—thus placing my family as well as myself in jeopardy?

New car models are out. I'd sure like to buy one, but my financial commitments won't permit it. So, do I fulfill this desire in spite of my economic state?

We have to learn early in life to curb our desires, to restrain our emotions, to avoid self-indulgence.

We have to realize that sometimes there are things we would like to do but which we can't. The sooner this realization comes, the better for society and the individual concerned.

SO, I SAY let the kids know from the very beginning that racing and speeding will not be tolerated; that indulgence in either will result in a loss of the privilege to drive.

This is the only answer that will produce any substantial effects.

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