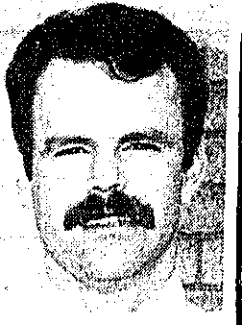


PEDALING AROUND

Small cars are essential

By Mike Eliasohn



My column of last week proposing that one Japanese couple would have to be married in this country for every Japanese car sold here was admittedly facetious.

For anyone out of work and his or her family, be they laid off from an auto industry job or some other type of work -- and for those starting out in life who can't find a job -- the situation is no laughing matter.

I don't feel that Congressman Traxler's efforts to limit foreign car sales here is the right approach. I do feel the problems of the auto industry, and thus of the American economy, go beyond the issue of the number of foreign cars sold here.

Even if all foreign car sales were eliminated, the U.S. auto industry can never go back to the way it was.

The base problem is energy.

The response to the increasing shortage of energy has been, and must be, smaller cars.

Simple logic says the smaller cars mean fewer jobs.

It takes, I would guess, about as many workers to assemble a small car as a large one, but the major effects of the downsizing will come elsewhere.

The tire industry is already feeling the effects. Even if car sales weren't down, it would still be closing plants and permanently laying off workers. Radial tires last longer than regular ones, plus small cars wear out their tires slower than do large cars. I recall reading that the rear tires of a small front-wheel-drive car are likely to last as long as the car.

Smaller cars need less glass and less steel and other materials. A four-cyl-

inder engine has fewer parts than an eight cylinder engine. Presumably, fewer workers are needed to build them.

There are other worries as well. Increasing automation is one.

Another is the concern, recently expressed by United Auto Workers President Douglas Fraser, about the "world car" concept, that is cars being built with parts from many countries.

A Detroit Free Press article of a few months ago, which I unfortunately didn't save, told of the U.S. auto companies building plants in Mexico. Most of them, as I recall, were engine plants. The engines they turn out are to be used in otherwise made-in-America cars. The built-in-Dearborn car you buy in the future may have a built-in-Mexico engine.

The auto makers, of course, are doing that to save money. The new plants provide jobs for Mexican workers, which may have the benefit of cutting down on illegal migration into our country, but don't do much good for American auto workers.

A question that haunts me is that there are seemingly always more available workers than there are jobs.

If XYZ Co. announces it plans to build a plant somewhere, there are 100 communities banging on the company's door trying to get selected as the site.

It applies on a world scale, too. If sales of foreign cars were banned in this country, I'm sure there would be enough workers in the U.S. to build the additional American cars needed.

But what happens to the workers in Japan and Europe that would then be out of work? They also have families to support.

Part of the problem, I suggest, is that there are too many people in this world.

Birth rates cannot be brought down overnight (no pun intended), even if the nations of the world decided to make that a goal, and in the interim, how do we enable the people of the world to support themselves?

It's not funny, is it?



RIDING CHAMPS -- Shelley Beecher (left) and Linda Dadacki pose with the awards won by members of their 4-H club, The Junior Wranglers. The Wranglers will be sponsoring an open horse show Saturday, June 28, in the Cass City Recreational Park. Together since 1958 the Wranglers have won 37 trophies, two blankets and 184 ribbons.

Funded by taxes

Free legal aid due for Thumb indigent Sept. 1

The upper Thumb should have free legal aid for indigent persons by Sept. 1, if expected federal funding is awarded to Lakeshore Legal Services of Mount Clemens.

A grant, allowing Lakeshore to expand into Tuscola, Sanilac and Huron counties, was approved recently by the Legal Services Corp., according to deputy director Wayne Barry.

Lakeshore is a non-profit corporation funded in part through the LSC in Washington, D.C.

The LSC contracts quasi-public law firms to provide service where needed.

Congress appropriated funds last year allowing legal aid to expand into 13 Michigan counties, including Sanilac, Tuscola and Huron.

Lakeshore was the only office to actively seek the grant for this area, Barry said. Others were interested at the beginning but Lakeshore was the only firm to hold a public hearing, which took place last December.

At the hearing, strong support was shown for the establishment of legal aid although a representative of the Huron County Bar Association voiced some disapproval.

Barry said that is to be expected from bar associations but hopefully they will realize it is not as bad as they think.

Calling legal aid a "bugaboo to bar associations,"

Barry told the Chronicle in a phone interview that many bar associations tend to "expect things" from a non-profit firm.

Such problems as stealing clients from established lawyers, radical attitudes and extremist tactics were some of the stereotypes made of legal aid firms. But, he said, "I think they'll be pleasantly surprised."

Once funding is set up Lakeshore will staff the three-county area with an attorney, two legal assistants and a secretary that will "ride the circuit" to various locations.

The staff is primarily an experiment to see what kind of reception the idea meets, Barry explained.

"It lets people know we're available and then we'll see what happens."

The funding is needed for everything required of setting up a legal system from scratch, Barry pointed out.

"Everything from paper clips to a supervising attorney."

Though not a certainty, Barry said there was a chance the attorney could come from Lakeshore's home ranks. If so, the time could be even shorter.

Assistance would be provided only in civil cases, not including suits for damages.

Included in the service are such things as divorces, landlord-tenant disputes, guardianship and unemployment compensation.

People requesting legal

aid would have to meet the national poverty level established by the U.S. Department of Labor.

At the December hearing Lakeshore said they were requesting \$120,730 to fund the first 12 months of operation.

Barry said the firm receives additional funding from Macomb and St. Clair counties, where they are presently operating, the United Way of Detroit, the Comprehensive Employment and Training Act and the area Agency on Aging Region 1B. He added that hopefully once they see the services offered by Lakeshore the three area county commissions will also help fund the project.

Barry said there is evidence that legal aid is necessary in the area since many social service organizations have contacted his office requesting legal aid. Although unable to help, Barry said he directed them to organizations that could.

Until the office for the upper Thumb is set up, persons from this area will not be able to receive aid from the firm's Macomb and St. Clair offices.

Barry further supported the program by illustrating it as a way citizens can see tax dollars going to use close to home.

"For once their federal taxes will be brought back to them in the form of services," Barry said.

Caro youth pleads guilty to unauthorized car use

A 17-year-old Caro man pleaded guilty before Circuit Judge Martin E. Clements Monday to charges of joy riding in Millington township.

Raymond J. Johnson of 500 S. Almer, Caro, will be sentenced July 21 on one count of taking an automobile without authority of the owner and one count of using an automobile without intent to steal it.

Johnson admitted to taking the car May 7, from Melodie Hauger of Millington township.

Bond for Johnson was continued until sentencing.

The arraignment of Michael J. Seddon, 19, 7650 Center Road, Millington, was continued by Judge Clements until July 7.

Seddon is charged in connection with the April 18 burglary of the Mayville public school. He is charged with one count of breaking and entering with intent to commit larceny and one count of maliciously destroying an automobile.

DISTRICT COURT

An appearance paper was filed in District Court

Wednesday, June 11, on behalf of Thomas M. McGee, 32, of 2198 Port Austin Road, Port Austin.

McGee's lawyer entered a plea of not guilty to charges of driving under the influence of liquor and failing to stop and identify himself at the scene of a property damage accident.

District Judge Richard F. Kern set a pre-trial hearing for McGee July 1. He is charged in connection with an accident that occurred at

Third and Leach Streets in Cass City June 6.

McGee allegedly ran into a car owned by Daniel Olsen of 5506 Shabbona Road, Decker. The car was pushed for about twenty feet.

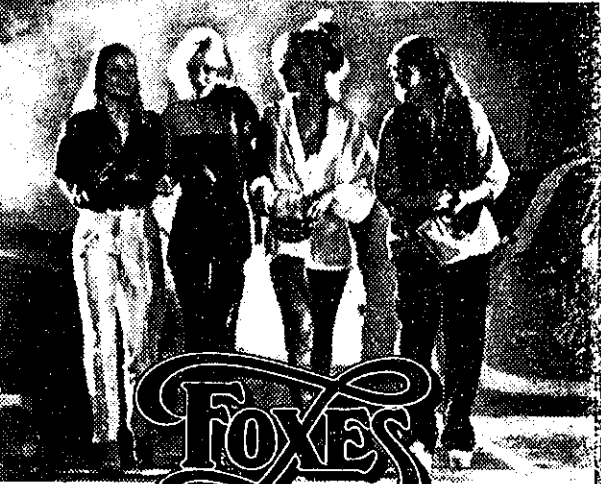
Russell J. Gidding, 39, of 755 W. Wells Road pleaded not guilty to DWI charges before Judge Kern Monday.

Gidding was arraigned on charges in connection with a June 5 accident that occurred north of Cass City on Cemetery Road.

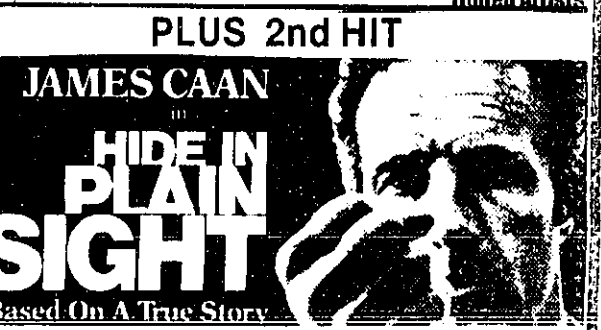
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Time to check equipment for canning season

It's time to get out your canning equipment to see what needs to be repaired or replaced.

Sharon Kennedy, Michigan State University Extension specialist in foods and nutrition, reminds home canners that the dial gauge on pressure canners should be checked for accuracy every year.

"If it has been dropped, if glass is broken or if the gauge is rusty, it should go back to the manufacturer for repair," Kennedy says.

Weighted gauges -- those that rock or jiggle at 10 pounds pressure -- don't get out of adjustment and don't need repair.

Check the gasket that seals the canner. If steam leaks around the gasket, pressure won't build in the canner. Replace the gasket if it gives a less than perfect seal.

Check canning jars for hairline cracks or chips in the rim that will prevent an airtight seal from forming.

For best results, Kennedy recommends only standard Mason jars for home canning. They are heat-tempered to withstand the thermal shock of boiling water and air cooling.

"Mayonnaise jars are not recommended because they are thinner, they break easily and they may have a rounded rim instead of a flat edge, so lids may not seal," she explains.

Two-piece canning lids of flat metal with sealing compound and a screw band seal best.

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