

— "The L-Shaped Editorial" —
Misadventures Of Linda Law-Abiding

The following is another episode in the Adventures and Misadventures of LINDA LAW-ABIDING . . . LADY LOSER.

Linda Law-Abiding was roaming the streets of Potsdam one afternoon in her luxurious long Lincoln "Larkabout." Suddenly she decided it was time to do something she had wanted to do for many days, so she drove her luxurious long Lincoln "Larkabout" onto Elm Street near the Civic Center and looked for a legal lane in which to leave her luxurious long Lincoln "Larkabout." Soon she found a space, free of meters and signs and located her luxurious long Lincoln "Larkabout" in the lengthy legal lane. Linda got out of her luxurious long Lincoln "Larkabout" and headed for the local library around the corner to look for literature on "Little Laws We Legislate and Then Let Lie." She lounged around the library long enough to locate the librarian and have a good laugh over the local "Little Laws We Legislate and Then Let Lie." One of them - ha, ha - dealt with leaving long or low Lincolns or other locomotion on the left or right lanes of Elm Street for longer than an hour. How silly! It hadn't been enforced for years.

When Linda Law-Abiding was through, she loaned the literature on "Little Laws We Legislate and Then Let Lie" from the local library and leaped when she looked at her luxurious long Lincoln "Larkabout" in the lengthy, legal lane on Elm Street with a LICKET — pardon us — TICKET on it! Oh, horrors, Linda Law-Abiding, you're no longer a lady law-abider; you're a LADY LOSER! But why? It seemed to be a lengthy legal lane. Then Linda looked at the literature on "Little Laws We Legislate and Then Let Lie" in her hands. There must be a reason! She'd lurch over to the local law enforcement lodgings and lament her licket — ah — ticket.

So Linda Law-Abiding looked up at the large Lieutenant in the local law enforcement lodge and lamented her licket — ah — ticket. The large lieutenant looked at Linda Law-Abiding and he told her that there was only one-hour parking in the lengthy legal lanes on Elm Street from Loblaws to the library and both sides of the Street. But Linda Law-Abiding was quite lathered-up and demanded to see the local legislator responsible for this limiting law. The large lieutenant said she should see the MEAN MAN in the main mansion of the village named Mulcare.

Linda Law-Abiding launched back to a lengthy legal lane by the library and marched to meet the MEAN MAN in the main mansion of the village named Mulcare. (This is, the man was named Mulcare; not the village — yet.) The MEAN MAN mopped his worried brow and mused that the law Linda Law-Abiding longed to learn about was legislated by the local legislature long ago, and was legally logged in the local literature on local laws. Parking on Elm Street between Loblaws and the local Library on both sides of the street was legal for only one hour.

Poor Linda Law-Abiding! She had lost. So she lingered back to her luxurious long Lincoln "Larkabout" and leisuredly returned to the large lieutenant in the local law-enforcement lodge. There she layed her licket (ticket) on the counter and paid her dollar fine reluctantly! And when Linda Law-Abiding got home that night, she sat down and wrote a "Letter" to the Large Literary Lord of the local community in protest to the actions of the Mean Man Named Mulcare.

(Any resemblance between the above story and an actual situation occurring daily in our Village is purely ACCURATE, and we protest too! — Large Literary Lord's Note.)

Northway May Become Reality

In past years we have often talked to Commissioners of Public Works of the State of New York and their top officials in the Department of Public Works about highway improvements in Northern New York. Without exception they have told us that they seldom hear consistently from Northern New York about any state highway program that this area really is united in wanting.

One Commissioner told us: "Every region of this state seems to be organized and vocal as far as a highway is concerned except Northern New York. Long Island, Westchester County, the other counties nearby New York City certainly let us know in Albany what they want in the way of highways.

"The Hudson Valley, the Catskills, the Mohawk Valley, the Genesee Valley, the Southern Tier, Western New York, the Champlain Valley all are united in support of a program of regional highway improvement. They do not hesitate to let the Legislature, the Governor, the Department of Public Works know what they need and what they want done."

"We seldom hear from Northern New York and when we do there seems to be no overall, long range, regional program on which Northern New York is united. So often Northern New York is last on the list for state highway money or for federal-state money for new highways."

Senator Robert McEwen and Assemblyman Verner Ingram introduced a bill three years ago in the Legislature which asked the Department of Public Works to request the Federal Bureau of Roads to authorize and build a four lane highway from Interstate Highway 81 north of Watertown across Northern New York to connect with the Interstate Northway near Plattsburgh.

Branches would go to the Ogdensburg bridge, to Massena, Malone. In effect Northern New York would have a modern expressway such as every other section of the state has had for years.

The first bill was passed and vetoed, the second bill passed, was signed but got a chilly reception in the State Department of Public Works. It got all mixed up in how many miles of inter-

state highway the federal government allotted to New York, how such a new highway would affect the Thruway and its status in the interstate program etc. The second bill was passed two years ago and signed but nothing has happened since.

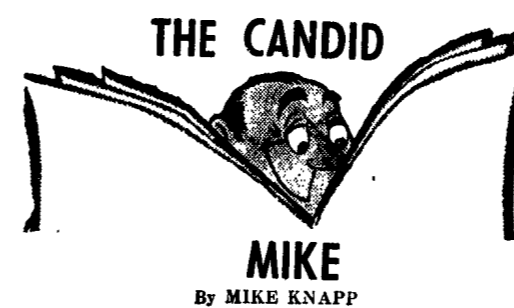
This week Superintendent of Public Works J. Burch McMorran, a native of St. Lawrence County and the renowned engineer who built the Thruway and the St. Lawrence and Niagara power projects, asked Washington to join the State of New York. Quite unexpectedly the project came to life with distinguished sponsorship.

It has a long way to go to become a reality, and it will require sustained support and vigorous backing from Northern New York to get it. Senator McEwen and Assemblyman Ingram can't do it alone.

They must have the backing of the St. Lawrence Valley Association, of every chamber of commerce in Northern New York, of the Ogdensburg Bridge & Port Authority of the St. Lawrence Seaway Development Corp. which owns the international bridge at Massena, of the Power Authority, the Thousand Islands Bridge Authority, the Thousand Islands State Park Commission, of the civic organizations in Franklin and Clinton counties. This is the time for all good men to come to the aid of their Northern New York Expressway.

This highway will help every section of Northern New York. Everyone will be the gainer. It will help everyone who is in business or who drives a car in Northern New York. It will bring a new era to this entire section of New York State, so long isolated by geography and inadequate communications and obsolete transportation facilities. Here is one thing Northern New York ought to be able to unite on. If we don't unite, go to work and let Albany and Washington know our interest and our insistent demand for this improvement we will have only ourselves to blame if we don't get it.

"Daddy Feels Like That Every Pay Day!"



With the advent of warmer weather, spring fever, and the disappearance of hives in our North Country highways, last week end seemed as good a time as any to "head for the hills" or the open spaces, whatever the situation might be. Thus we revved up the ol' Model-T Falcon, and took off to distant ports of call on several jaunts.

As we wound our way over mountain passes, and followed the swelling streams, gazing at the beautiful North Country landscape of wrecked cars and "auto dumps" (which, by law, are supposed to be hidden from sight of the public highway by fences or other means), we ran across several interesting topics of discussion, and made some brief mental observations.

For instance, did you know that if you leave Utica to head north to our territory after 11 p.m. at night, and you decide about halfway there that you could use some gas, you've had it? It seems our filling station friends find business poor after those hours, and go to sleep. Of course, if you hit Camp Drum territory and find the needle edging toward "E", no — don't wake the Company Commander, but try driving nine miles in the opposite direction to Watertown, where you'll find a station open (I think!). Now if it happens to be 1:15 a.m., and you're already mad about having to go the extra nine miles to find gas, and then the jolly station attendant reminds you that it's actually 2:15 because daylight savings time started (!!!) Why, it's enough to make a man forget traffic safety!

However, here in Potsdam, we don't have a thing to worry about. If we run short of gas any time, we're well taken-care-of, boy. As a matter of fact, we don't have one station open here all night, we have THREE! And all within the same block. That's service for you, with a capital S for Sensible (?) Consider the plight of the poor innocent driver just a little south of Gouverneur who suddenly finds he won't have enough gas to get to Yalerville and it's 2 a.m. As a matter of fact, he won't have enough gas to get to Gouverneur! What a comforting thought it must be for him to realize that just 40 miles north of Gouverneur there is a town with three stations open all night within the same block.

Of course, if anyone was looking for Potsdam, they wouldn't have any trouble finding it once they left Watertown. I love that huge overhead sign at the intersection, where Routes 11 and 37 split, which says "ROUTE 11 POTSDAM." That's almost as nice as the one on the Thruway just before you hit the Utica interchange which announces "Exit Here for Thousand Islands and Adirondacks — Route 12", and then underneath is a separate sign with great big huge letters "ODGENSBURG." My, it's nice to be famous.

These same travellers who will have no trouble finding Potsdam or Ogdensburg, might run into a bit of a problem getting from Potsdam to Massena though, especially if they suffer the same plight a

Letters . . .
Police Scored For Ticket Spree

To the Editor:
Day after day along the streets of Potsdam we see an ever growing number of small yellow tickets affixed to the windshields of cars belonging to unfortunate citizens or unknowing visitors to this community.

So vehement is the effort to enforce "the law" that special parking ordinances have been revived (but not posted) and it appears at times that the local constabulary actually waits to pounce upon their unsuspecting victims.

Before the advent of "unbiased" village government in the form of one James Mulcare, village administrator, the village Police actually used a bit of common sense in issuing violation slips, excusing for a moment the guy who had just stopped in for a pack of cigarettes or had left his car on the street a few minutes too long. Unfortunately, this type of logic appears to be a thing of the past. Violations are now given at the drop of a hat, not so much it appears to serve as a preventative measure as to pad the village treasury so that we may vote in a raise for Mr. Mulcare.

In the meantime, the same number of careless drivers cause serious accidents and endanger lives, night thefts and vandalism continue, and delivery trucks constantly get away with blocking traffic unnecessarily for long periods of time while our "understaffed" Police force is sent around the town armed with books of yellow tickets and pencils with but one motive in mind — getting every dollar they can.

Yours sincerely,
Robert N. Andres

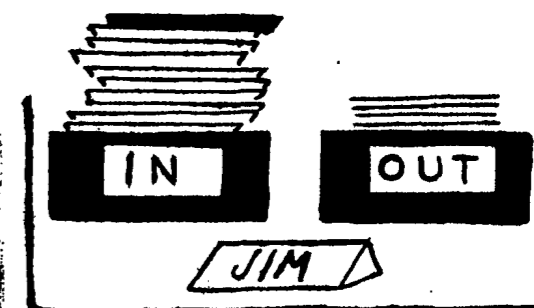
is getting awfully far away, Mr. Norton, and it's still pretty dark there. We almost landed in one of Reynolds' melting pots again!

But cheer up, Mr. Norton, we've found a stretch of road worse than that from Canton to DeKalb Junction. It's the stretch between Lowville and Boonville. Oh, that's your area too? Well, I'm glad to see that they're going to do something with Route 56 to Tupper Lake around Seveys' Corners. It will be a welcomed relief. Of course, I got thinking the other night, where they could possibly reroute traffic if they needed a total detour? Would not it be a gas having a detour around the Seveys' Corner construction that ran from Gouverneur to Tupper through Star Lake?



Hold the pattern of sound words. — (II Tim. 1:13).
If we refuse to allow ourselves to believe in negativity of any kind and put our affirmation in the goodness of God, then we will be able to counteract physical ills through the purification of the body to meet. And the path to that high estate is reverent prayer.

From The Administrator's Desk . . .



By JIM MULCARE
Village Administrator

Today I want to speak of many things, not of keys and kings and ceiling wax, but rather of trees, easements and public relations.

You know that the Village has just completed the cutting phase of the tree rehabilitation program. Yes, they've cut down all the diseased Dutch Elm Trees, and 99.32% of the cleanup activity has been completed. As you've probably noticed on Maple Street we've piled our pulpwood until it can be picked up and taken to the mill in Cornwall.

Last year we shipped the pulpwood to the mill as soon as it was cut. Not this year, however with more and more municipalities in the tree business, the mill was gutted. I'm pleased to announce however, that I've had a firm assurance from our wood broker that we'll move the wood on a regular program, and will be sure to have the place cleaned up in the next couple months.

DDT Spray
We have sprayed all the wood with a potent DDT solution so that Elm Beetles on the lot are controlled. The New York State Department of Agricultural Representative that I've always contended that if every one did their job they wouldn't need a public relation expert to give them a good "image". We do have a need for a public relations program in Potsdam so that you, the taxpayer, will know what we're doing and how we're spending your money.

The Village is removing all stumps on Village property both between sidewalk and the curb and in our park area. We'll follow up with top soil and seed. I'm pleased to report that the profit from the sale of pulpwood will be in the neighborhood of \$2,000.00. This, of course, is a general revenue, and will appear in both this year's and next year's revenues.

Our tree program this year was expensive. I hope to make a full report to the Board of Trustees soon, when the whole work is finished and the costs analysis is completed. The experts tell us that after we have removed all the trees that we did this year and last, we'll have a 3% incidence of Dutch Elm Disease every year. I am sure that we can, with an active tree replacement program, keep pace with this depletion. I've learned a lot



A free press is essential to the public's right to know. Its vital importance is recognized in the protection given freedom of the press in the Bill of Rights. Any laws interfering with this guarantee would be stricken down immediately. But sometimes this freedom can be undermined by more subtle and less easily reached techniques. One of the most insidious of these is the withholding of information from the press. Obviously, if the press doesn't have access to what is going on it can't inform the public. But what can be done to curtail such practices?

One answer is provided in a Senate bill designed to narrowly limit the right of Federal officials to hide essential facts under an unjustified confidential label. One of its key provisions would give aggrieved citizens the right to sue in court where access to information is denied contrary to the provisions of the proposed law.

The court enforcement section is particularly important because of the opposition to the bill by virtually every agency of government. This opposition is misguided and was firmly rejected by the Senate subcommittee which heard days of testimony before favorably reporting the bill. But because of this opposition, we can expect every effort to be made to scuttle or sabotage this measure by interpretation after it is passed. The intervention of the courts will help

Courier & Freeman

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Published every Thursday by the Courier-Freeman, Inc., 50 Market St., Potsdam, N. Y. Member of the New York Press Association, The National Editorial Association, and the Audit Bureau of Circulations. The Associated Press is exclusively entitled to the exclusive use for publication of all news dispatches credited to it or not otherwise credited to this paper.
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