



COMFORTED. Lying on his back on the roof of his overturned pickup truck is Leonard W. Bashaw, 25, Constable, who is being comforted by Massena Rescue Squad and New

York State Policemen prior to being moved to Massena Memorial Hospital Tuesday.

Photo by Richard S. Podgurski.

3 Remain Serious in Hospitals

Three of four people injured in a two vehicle crash Tuesday remain in serious condition.

Mrs. Evelyn Cook, 20, wife of Arthur (Chubby) Cook, Roosevelt, remains unconscious in Mercy Hospital in Watertown with severe head injuries. She is the daughter of Mr. and Mrs. William Wheeler, Utica. She is the daughter-in-law of Mr. and Mrs. Basil Cook, Racket River Point Rd., who are well known for their expert fishing guide service at Racket Point.

Only her husband and mother are permitted to visit her at Mercy Hospital.

Unconscious and in Massena Memorial Hospital is Brian Cook, 4, the Cook's oldest of two children. He has lacerations of the skull which required 20 stitches.

Darrell (Buzzy) Cook, 2, with scalp injuries, was released from Massena Memorial Hospital Wednesday and is with Mr. and Mrs. Basil Cook.

Leonard W. Bashaw, 25, Route 1, Constable, is listed in serious condition, has a possible fractured skull and lacerations of the skull. He was transferred from Massena Memorial Hospital to Mercy Hospital in Watertown.

Mrs. Cook was enroute to her grandmothers, Mrs. James Edwards, Route 37C, at the time of the accident. She was travelling on the Racket Point River Rd., at the four lane intersection

when her vehicle was struck broadside by the truck driven by Bashaw. The two vehicles wound up about 100 feet apart. Darrell Cook was ejected. Mrs. Cook and Brian Cook were pinned in their vehicle.

The Hogansburg Fire Department waded down the highway because of the spillage of gasoline. There was no fire. Both vehicles were badly wrecked.

Sgt. M. A. Mullins and Trooper Keith Bain of the Massena substation investigated the accident. The Massena Rescue Squad freed the pinned injured Cooks and took all to the local hospital. Dr. L. C. Weston treated the injured at the hospital.

Discussion Set For Religious Education Meet

Dr. Thomas Francoeur the keynote speaker at the 11th. Annual Religious Education Congress Sept. 18 at St. Joseph's Academy will hold an informal discussion with interested parents attending the Congress.

Dr. Francoeur is in charge of the Catholic Studies Department of McGill University at Montreal and he will speak to parents on the way children grow and learn and how religion fits into their world picture.

There will also be workshops geared to the parents of Jr. high school students and teenagers in general. There is indeed something for everyone at the Congress.

Zonta Entertains Residents Of 3 Nursing Homes

The Ogdensburg Zonta Club opened its fall activities Saturday, with a luncheon for the residents of the United Helpers Home, St. Joseph's, and The Cedars.

The luncheon was held at the home of Irene Cunningham, and Mrs. Mavis Kinch was the chairman of the event. Seventy-five residents of the homes were present, at the affair which began at 11 a.m. and continued into mid-afternoon. After the luncheon there was entertainment by a group of the "Remnants", and door prizes were given out.

The luncheon was part of the Zonta geriatric service program.

Utilities Ordered To Forget Increases

ALBANY, N.Y. (AP) — Several New York state utilities were ordered Tuesday by the Public Service Commission to cancel automatic gas and electric rate increases because of President Nixon's wage-price freeze. Normally the utilities have the authority to make automatic rate adjustments reflecting the month-to-month changes in the cost of fuel they purchase, passing along to consumers any additional fuel costs in the form of a rate hike.

However, the PSC allowed a steam rate increase by Rochester Gas and Electric Co., saying the adjustment was not higher than the rate in effect during July before the wage-price freeze was imposed.

Seaway Cargo Down, Container Traffic Up

While the St. Lawrence Seaway cargo tonnage total is down about five percent, container traffic is up 33 percent according to the St. Lawrence Seaway Development Corp., and the Canadian Seaway Authority.

Container traffic has increased by fifty percent in the Welland Canal section while the total tonnage is down some eight percent.

Tonnage moved along the inland waterway in the Montreal-Lake Ontario section amounted to 21.9 million tons. This is down five percent over the figure of last year to the end of July.

The Welland canal section showed 25.9 million tons of cargo was carried, down some eight percent for a like period in 1970, ending in July.

Two principal components of Seaway traffic, coal in the Welland Section and iron ore in both sections of the Seaway have contributed to the drop in tonnage.

The late start of the navigation season due to severe ice conditions has been the main factor adversely af-

fecting movements of these raw materials.

An additional factor which has led to a decline in coal traffic in the Welland section has been a tight supply situation in the United States created by the wildcat coal strikes, a railroad strike and new mine safety regulations. The possibility of a coal strike next month threatens to aggravate the present supply deficiency.

Grain traffic is ahead of last season in both sections. Advances have been recorded for wheat, barley and rapeseed due to a buoyant surge in Canadian grain exports which according to preliminary estimates, reaches a record level of 690 million bushels in the crop year ending July 31, thus exceeding the previous peak of 685 million bushels in the 1968-69 crop year.

Shipments of these grains should remain strong for the balance of the Seaway season because of continuing favorable outlook for Canadian grains.

Problems with corn blight in the United States and keener world competition in oil seeds and high protein feeds have contributed to a slump in United States coarse grain exports which is reflected in lower tonnage figures for corn and soybean

traffic on the Seaway.

If predictions of better corn and soybean crops hold true this year it could signify a resurgence of traffic in these commodities during the later part of the 1971 season.

A longshoremen's strike in the gulf and U. S. Atlantic Coastal regions this month looms as a possibility and if it does take place could result in the diversions of grain traffic to the Great Lakes-St. Lawrence Seaway route.

A strong upswing in general cargo tonnage this season has helped to offset the tonnage deficits in bulk commodities. A growth in manufactured iron and steel traffic has been the main contributory force.

The substantial gains made in this segment of general cargo traffic are attributed to heavy imports of foreign steel, Japanese and European steel traders shipped nearly all the volume they can under the volunteer quota agreement for 1971 which means that steel imports and the Seaway traffic in this commodity will diminish abruptly in the coming months.

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