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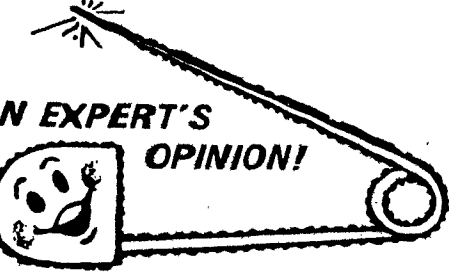


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<p>STEERING-BRAKES SAFETY CHECK</p> <ul style="list-style-type: none"> Check Exhaust System Check Windshield wipers and washers Check All Lights Inspect All Steering Linkage Repack Front Wheel Brngs. Check Brake Lining Inspect for Brake Fluid Leaks Check Shock Absorbers Check Tires 	<p>TUNE UP</p> <ul style="list-style-type: none"> Clean or Replace Plugs Adjust or Replace Points and Condenser Adjust Carburetor Adjust Timing Check Carb. Air Cleaner - Replace if Necessary Check P.C.V. Valves - Replace if Necessary
<p>HEATING & COOLING SYSTEM</p> <ul style="list-style-type: none"> Pressure Test Cooling System for Leaks Check and Adj. all Belts Check Anti Freeze-Add if Necessary Add Cooling System Rust Inhibitor Inspect All Hoses Check Heater Operation Check Defroster Operation 	

Stop In Soon And Let's Get Acquainted

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Dilemma

(Continued from Page 1)

introduced as evidence and it appears as one of the few alternatives available to the complete elimination of the railroad. However, the time to act to save the vital spur into Lewis County is now. In the not too distant past, the New York Central Railroad (before its merger with the Pennsylvania Railroad) asked the I.C.C. for permission to discontinue rail service between Lyons Falls and Lowville. The I.C.C. granted tentative approval, subject to reversal. However, before there could be any "reversal," the railroad went ahead and tore up all of the tracks between Lowville and Lyons Falls, and thus sealed the fate of the Lowville to Lyons Falls section of the line.

At hearings of the I.C.C. held prior to that fateful decision, apathy ruled the day and few area officials or business leaders attended the hearings to voice their protests. The attitude was: "What good would it do? If the railroad wants to cut its service it will regardless of what we say or do." Perhaps. However, a similar situation developed recently over the General Telephone Company of Upstate New York asking for a massive rate increase. The Board of Legislators were moved to request a hearing in Lowville by the Public Service Commission. The hearing was held and turned out to be the most heavily attended of such hearings in the state. The massive rate increase was denied and a complete investigation into the adequacy of Gen-Tel's service to its subscribers was undertaken by PSC order.

If we are to save rail service in Lewis County we need to be heard - NOW! The JOURNAL has already made Congressional inquiries into the problem. We hope that we are joined by the Board of Legislators, our state legislators, and everyone else even remotely concerned in a massive effort to save these vital rail links. - Michael J. Blair

Hough

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orialize Congress and the several State Legislatures upon the importance of promoting the cultivation of timber and the preservation of forests, and to recommend proper legislation for securing these objects." Nine scientists served on this committee; Hough was chairman. The others were William Henry Brewer of Yale; George B. Emerson of Boston, educator and author of a book on trees; Asa Gray, the nation's leading botanist; Eugene W. Hilgard, soil scientist, of the University of Michigan; Lewis Henry Morgan, anthropologist, of New York, later to become president of the AAAS; John Strong Newberry, botanist and geologist, and Charles Whittles, a horticulturist, both of Ohio; and Josiah Dwight Whitney, a geologist of California.

The committee's memorial was delivered to President U. S. Grant, who, on 18 February 1874, transmitted it to Congress with a special message of approval. There the proposition languished for 2 years. Finally, on 15 August 1876, Congress enacted legislation appropriating \$2000 for the appointment to the Department of Agriculture of a man to investigate forest conditions. Hough was selected on 30 August and thus became the federal government's first forestry agent. From his appointment evolved the present Forest Service, with its nationwide network of forest and range experiment stations and forestry and wood science laboratories, its thousands of professional and scientific personnel, and its 187 million acres of national forests managed in the public interest.

Bridge

(Continued from Page 1)

Black, built by Caleb Lyon, but it only lasted three or four years. In 1836, a bridge was built over High Falls - so called at that date by Capt. John Whittlesey, and this was rebuilt in 1842, according to Town of West Turin records and "Hough's History of Lewis County." In 1849, the Black River Canal was about to be projected into the North and so the state, as a part of the planned canal system, built the "Three-Way Bridge."



A plaque at the site of the old bridge will be unveiled to the public on Oct. 8.

This bridge began to play its important part in the history of the area when the township on the East was still Greig, but the same men and women were contributors to history when in 1873 the Town of Lyonsdale was formed and for the hundred years have shared with the Town of West Turin and surrounding townships the rivers and bridges and worked closely together. This is portrayed in Clarence L. Fisher's "History of Lyons Falls," published in 1918, and more recently in Hazel C. Drew's "Tales from Little Lewis." Mrs. Drew, as historian of Lyons Falls for twenty-five years, 1946-1971, had written, as historian, many homespun stories of the southern area of Lewis County - stories which she incorporated into one volume in 1961 under the title "Tales from Little Lewis" and reprinted two years before her death in 1971. Because of Mrs. Drew's vital interest in local history, her sons, Herbert and Howard Drew, expressed the wish of giving the proceeds from the balance of sales of "Tales from Little Lewis" to the local historians for use for some historical purpose. A committee was formed, made up of the historians, Mrs. Marguerite H. Fairbairn, Town of West Turin; Mrs. Mary Teal, Village of Lyons Falls; Mrs. Dorothy O'Brien, Town of them, Miss Matilda Burdick, Glenfield, and plans were made for a commemorative marker for the "Three-Way Bridge" in memory of Hazel C. Drew. And so it is, in the last two years, that the "Fund" has been established and the "Marker" is becoming a reality.

Civic Club Meeting

The first fall meeting of the Lowville Civic Club will be a covered dish supper at 6:30 p.m. on October 4 at the home of Mrs. Donald Virkler. To this meeting, members are asked to take articles for a white elephant sale.

Scout Award, immediately took over under the supervision of his leader, James Shea, and has been cleaning the boulder, laying flagstone, and with other scout assistance is doing planning under the direction of Miss Matilda Burdick.

It seems most appropriate that the commemorative plaque for the "Three-Way Bridge" be placed this year of 1973 while the Town of Lyonsdale is having its 100th Anniversary celebration. The formal celebration will be Sunday, October 7, in the gymnasium of the Elementary School, Port Leyden, opening at 1 p.m., with musical, historic displays of early Lyonsdale, and a formal program at 3 p.m. Then, on Monday, October 8, at 1 p.m., the unveiling of the marker for the "Three-Way Bridge" will take place at Lyons Falls on the "Point" between the Moose and Black Rivers. The public is invited to attend both events and help make this a memorable weekend. There is no admission charge.

Fund

(Continued from Page 1)

dance for their past support of the Lewis County United Fund, and their optimism for this year's higher goal.

In the picture, front row, left to right: Al Raymond, Lewis County General Hospital; Bill Hunt, Hunt and Hunt, Fund President; Paul Forte, Niagara Mohawk, Industrial Division co-chairman. Second row, Dina Yousey, Latex; George Foley, general chairman; Richard Brown, Niagara Mohawk; John Steiner, Latex; Richard Riani, Fund Vice President; Payne-Jones; Amos Dykeman, Lewis County A.S.S., Lowville, Residential chairman; Joe Bolsay, Payne-Jones; Jim Burt, National Bank; Ellis Fearnley, Latex. Third row, Tim O'Brien, Latex; David Hirsch, Latex; Bob Doyle, J.P. Lewis Division of Latex Fibre Industries; Rod Persons, Lewis County Trust Company; Peter Grogan, Jeff-Lewis Savings and Loans; Joe Inellis, Georgia Pacific; Jim Shea, Georgia Pacific, and Tony Andre, Niagara Mohawk, Industrial Division, co-chairman.

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