

# Looking back, how would you describe 1985?



STACY SYLVESTER AND KATHIE YODER  
Both of Syracuse

"It was a good year, especially this Christmas because Santa Claus was good to us."



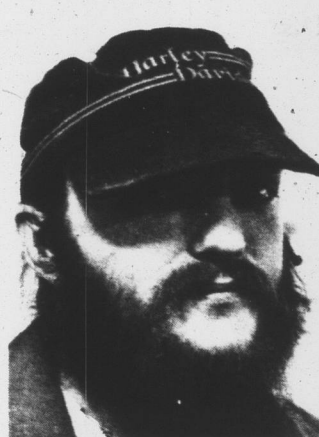
MARY JURSS  
Milford

"It was full of surprises. I got to go to Europe twice and all four of my kids got jobs, which meant they were able to take Mom and Dad out for dinner!"



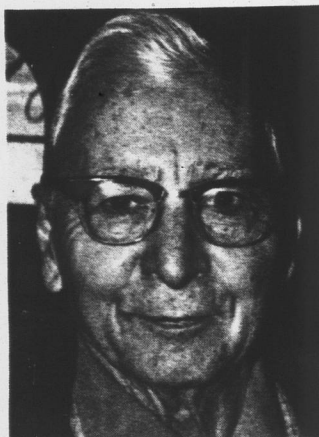
ROSALYN JONES  
Syracuse

"We've had our share of good times. It's been a mixture of good and bad."



FRED MCKEE  
Syracuse

"It's another year. I hope 1986 is better. It wasn't bad, I survived."



ELMER HARTTER  
Milford

"I think 1985 was a good year for us. We've enjoyed fairly good health during the year, have done some traveling, and have appreciated all the blessings that have come our way."



DONNA ANGLE  
Milford

"It's been fulfilling. We've been blessed with good health, have two kids we're proud of, and have made time to do family things, which is important to us."



FRIEDA HOLLAR  
Milford

"We had a good year healthwise. I think the economy was pretty good."



TOM ALEXANDER  
Milford

It was a good year in my respect. I had good health and was able to work."



TOM GILBERT  
Syracuse

"I have a new granddaughter. I guess it's been prosperous. I'm thankful I have a job."



LINDA YAAP  
Milford

It was great. I loved it. I had all kinds of friends and I got to live in Goshen."



RANDY SCHRADER  
Syracuse

"I think it was a good year. My family is older, wiser and getting better."

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If you can't visit our offices in Milford and Syracuse, we should have papers at these locations on Wednesday afternoon.

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|---|--|--|
| ★ <b>Barbee Lake Area</b><br>Staley's Hilltop Grocery | ★ <b>Milford</b><br>Campbell Market<br>Walter Drugs, Inc.  | ★ <b>Oswego</b><br>Oswego<br>Super Market  |
| ★ <b>Cromwell</b><br>Krontz Grocery                   | ★ <b>Nappanee</b><br>Dunham Rexall<br>Drugs  | ★ <b>Syracuse</b><br>Augsburger's Super Valu<br>Bales' Butcher Shop<br>Ben Franklin Store<br>Hooks Drug Store<br>Thornburg Drugs<br>Mike's Red-D-Mart<br>Pacer Station |
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| ★ <b>Lake Wawasee</b><br>Waterson's Grocery           | ★ <b>North Webster</b><br>Augsburger's<br>Super Valu<br>Crystal Flash<br>Mike's Soda Shop<br>(Summer Only) |  |
| ★ <b>Leesburg</b><br>Jones Food Center                | ★ <b>Thornburg Drugs</b>   |  |
| ★ <b>Ligonier</b><br>Family Fare<br>The Town Crier    | ★ <b>Hooks Drug Store</b>  |  |

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## Syracuse Town Board approves salary ordinance for 1986

(Continued from page 1)

assessor, about only one exit route after hours when two interior doors are locked. The board agreed with member Morganthaler that Knispel and other appropriate people should have keys to the interior doors for use in case of emergency.

Lewis reviewed the three bids received to provide cleaning services for the town hall. The bid of Carter Janitorial Service, Syracuse, was unanimously accepted at a price of \$4,500 per year. The other two bids were from Denny Bowling, North Webster, and I. T. Cleaning Service, Syracuse. Both were priced at \$7,800 per year.

Reed was instructed to start preparing an ordinance on the subject of individuals storing equipment such as piers and boats on town property. Ziller gave board members photos of stored items on Carroll Street at Syracuse Lake. A factor in the discussion was also a letter from Richard E. Prescott on the subject. This subject will be acted on

at the January regular town board meeting. J. O. Morey Contractors have provided emergency numbers to be called in case of building equipment problems. Lewis was instructed to contact James and Associates to ask them to attend the January meeting for a progress report and discussion on the building.

A request for payment to FAL Electric Co. was approved in the amount of \$1,524.50. Jim Hughes, member, requested that there be an audit of the town hall fund to determine the amount of money left in it.

Betty Dust spoke of the problem of snowmobiles being ridden across her property and on town sidewalks. She said the machines are posing a safety problem and also tear up yards. Lewis was asked to get from the files an ordinance on snowmobile use in the town which was written sometime between 1972 and 1979. Myrick suggested that Dust should call the police when the problem is observed. Dust answered that she has in the past but the riders are gone before officers can get there.

## Milford board seeks delay in signing CIP grant claim

The Milford Town Board assembled for 30 minutes Monday, Dec. 30, for its final meeting of the year.

Ordinance 85-23, calling for the transfer of funds for 1985 within the clerk-treasurer, police, park, and motor vehicle highway departments was unanimously approved while the amount of claims, dealing with town money allocated for payroll, repairs, services and supplies, was also signed.

Jean Treesh, board president, noted that any other funds needed by a department must wait until money is allocated for 1986, since the final transfer of funds had been put into effect with this meeting.

Monica Bice, clerk-treasurer, remarked that she had received a letter from the Indiana Department of Commerce, postmarked Dec. 23, calling for the signing of the Community Improvement Program Grant Claim, which the town had received for storm-sewer-street improvements, by Dec. 25. Bice said she sent a rebuttal to the state, calling for them to wait until town attorney Bill Leemon, who is on vacation, had a chance to read the proposed funding agreement.

In other business, board member Dennis Wuthrich agreed, before the next meeting, to find out how much it would cost the town to install its own street light near the intersection of

Charlie Byrd Lane and SR. 15. Byron Ulrich, Milford, had requested at an earlier meeting that a light be installed.

The board also amended the salary ordinance, calling for the payment of \$5 per hour, from part-time appropriations and water and sewer funds, to an ad-

ditional full time employee of the water-sewer department. The employment had been approved at a September meeting of the board.

The board adjourned at 4:30 p.m., setting the first town board meeting of 1986 for Monday, Jan. 16, at 6:30 p.m.

## Honk if you hate radar

By EDWIN FEULNER

The 55 mile-per-hour speed limit is one of the most widely disobeyed laws in the United States.

Police in some states now resort to rolling roadblocks — driving side-by-side across all available lanes at exactly 55 — air patrols, decoys, and radar to enforce what was supposed to have been a "temporary" energy-saving measure. Even the merits of fuel economy are doubtful in view of today's engine technology.

Thousands of people every week are ticketed by the metermaids of the highways for driving over the 55 mph speed limit, on roads that just a few years ago were posted at 70. Despite some of the exotic tactics that are being used to hunt down these criminals, most are the victims of radar.

The problem with radar is that

it steals away the accused's right to a fair trial. Members of the law enforcement establishment and assorted safety nannies like to brag that radar has a 99 percent conviction rate. That's because the average accused offender has about as much chance of beating a ticket as George McGovern's of being elected president. A radar-based ticket is practically an on-the-spot conviction.

The hitch of course, is that radar, as infallible as it is reputed to be, is prone to certain types of errors. Just because the courts say radar is always right does not make it so.

For example, using recommended factory radar procedures, trees have been clocked at 40-miles-per-hour. Things like high-voltage power lines (common near highways) and heavy traffic also do strange things to radar. Some radar units also read higher when they are cold — a nice way for the police to make their ticket quotas. Radar reflections from large vehicles, such as trucks and motor homes, also have been known to cause errant readings for cars ahead of them.

Most people do not even bother to fight radar tickets. Thus, there is something like a 97-98 percent guilty plea rate.

One Christopher Murphy, thankfully, is not most people. He is, to borrow a phrase, "mad as..." about radar, and he's not going to take it anymore. As Car and Driver Editor-at-Large Brock Yates reports, what sparked Mr. Murphy's madness was a May 1984 speeding ticket he received on New York Route 17, near Elmira. Murphy was zapped at 76 mph by a New York state trooper using a Kustom Signals KR-10 radar gun. The catch is that Mr. Murphy insists that he was driving his 1977 Olds station wagon at or about the sacred 55. Traffic happened to be heavy, and the road is flanked by high-tension power lines — both of which are known to play havoc with radar accuracy.

Murphy has filed a civil suit in U.S. District Court for the Western District of New York, asking for summary judgment against the use of radar evidence in speeding trials, as well as one dollar in damages from four principal radar manufacturers and assorted New York state officials, alleging that they conspired to violate his constitutionally guaranteed right to due process.

If Murphy does win, the safety nannies will be heard squealing like pigs from coast-to-coast. States will no longer be able to employ such an extensive network of highway metermaids to raise revenue, and will have to instead spend these resources on real law enforcement.

The speed law ought to be tossed out anyway. Contrary to what Ralph Nadar (who does not drive himself) and his fellow nannies tell us, speed — at least 65 or 70 ph on interstate highway — does not in and of itself cause accidents. The real cause is stupid driving: tailgating, failing to move with traffic, and driving under the influence.

(Feulner is president of The Heritage Foundation, a Washington-based public policy research institute.)

## Cars collide in Milford

A two-car collision occurred at the intersection of Emeline Street and SR 15 in Milford at 1:45 p.m. on Saturday, Dec. 28. No one was injured when a southbound vehicle on SR 15, driven by Gary E. Price, Syracuse, slid into a west-bound car on Emeline Street driven by Jerry Kerby, Milford.

The Price auto, a 1978 Pontiac, was damaged an estimated \$1,500 and Kerby's 1970 Chevrolet \$1,000. Kerby had the right of way at the spotlight controlled corner as the wet blacktop surface possibly contributed to Price's inability to stop.

## Happy tears?

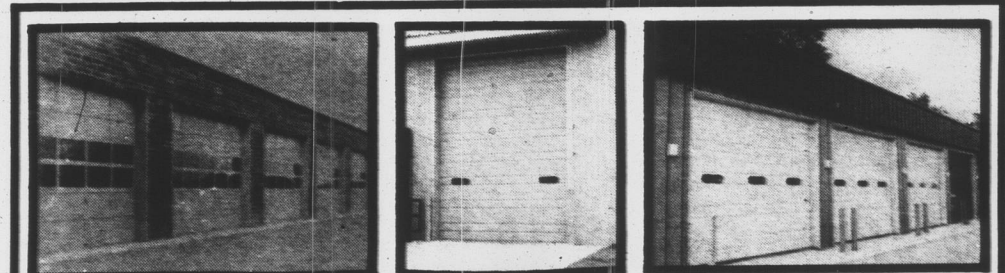
Why does mother do all she can to help daughter catch a man, and then cry at the wedding?  
—Chatter, Connellsville

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