

Mayor Backs P-S Stand Against 'El' Highway

Mayor Anthony A. Henninger last night declared that he was opposed to any plans for an elevated highway running north and south through the heart of city.

At the same time, he praised the editorial campaign of The Post-Standard. In recent editorials—and this morning's Post-Standard, too,—this newspaper has brought to light the fact that the state has been developing plans for an elevated highway for the city.

Mayor Henninger said the

editorials "were very good, and very timely."

He said he discussed the situation with Earl Towlson, acting district engineer for the State Department of Public Works, three weeks ago.

Henninger said he was surprised at how far the plans had gone.

However, Mayor Henninger believes that he learned of the situation in time to make necessary changes. He described the local officials of the state DPW as "very cooperative." He said

he is certain that the state will agree to changes in plans.

Mayor Henninger added he has learned that such elevated highways "have ruined other cities."

The mayor said he has met with his own executive committee and will meet with the committee again this week to discuss the situation fully.

Meanwhile, Towlson is away for two weeks on active duty. Towlson is a high-ranking officer in the Naval Reserve. Both Towlson and Henninger

are relatively new to their jobs.

The only official information that had been released relative to the expressway from the downtown south to Nedrow was based on plans three or four years old. Without any word to the public, these plans have been changed.

The mayor is certain that he will be able to stop any thinking along the lines of elevated highways. He said the state officials have agreed to "review the situation."

It was, of course, clear from

the interview with the mayor that the state definitely planned for elevated structures in the heart of the town.

This would have completely "imprisoned" the valuable downtown district and would have prevented any future growth, the mayor said.

The mayor also pointed out that he and his administration would "have to move fast. We are on top of this and we will keep after it."

The city engineer and other influential civic and government

leaders also are "definitely opposed to such a plan."

The Post-Standard yesterday contacted several of these leaders and asked for their opinions on plans for an elevated highway.

Each one was against an elevated highway. Those contacted said they had seen earlier state plans for a highway, running from James St. south to Nedrow.

The highway would be part of the Empire Stateway, or Penn

Can Expressway, as most persons still call it.

The highway through the city would serve two primary purposes. The first is to carry traffic from the Pennsylvania border to the Canadian border.

The second is carry local traffic to and from the heart of the city. In the beginning, a decade ago, the state planned an "arterial route." However, after 10 years of stalling, the federal government came up with the idea for a vast super-highway system.

New York State already had plans for a superhighway from the Binghamton area to the Thousand Islands area. The federal government has gone along with these plans and will pay 90 per cent of the costs involved.

It was too late for the city to get under the plans for the Oswego Boulevard Arterial, so the city has to pay half the costs of land acquisition. The state

(Continued on Next Page)

SECTION III

LOCAL NEWS
MARKETS

THE POST-STANDARD

LOCAL NEWS
MARKETS

SECTION III

SYRACUSE, N. Y., SUNDAY, APRIL 13, 1958

PAGE TWENTY-ONE

SWIFT POLICE NAB 3 IN ROBBERIES

Pick Up the Greenbacks

**Puzzle Prize
Now \$3,575**

A single perfect solution of tomorrow's Prize Crossword Puzzle 132 will be worth \$3,000—with bonuses, \$3,575.

That's the big news of the puzzle game today as Leonard Blair of 96 N. Main St., Massena wins himself this week's \$100 consolation check.

Blair came closest to a perfect solution of Puzzle 131, but he had three mistakes—TRIM instead of TRIP, JEER instead of LEER, and FINING instead of FIRING.

**Snagged Line
Balks Diver's
Recovery Try**

A skin diver found the body of Timothy Mascari yesterday but had to let go or be drowned himself as his equipment became entangled in thick debris in the creek-



**Roundup Nips
2-Hour Wave**

Syracuse police moved with swiftness and precision last night to nab three suspects in three robberies, all of which happened within about a two-hour period.

One of the suspects was caught in the 500 block of S. State street at the scene of a robbery by two alert patrolmen.

Deridder said three youths stopped him and demanded he

Acrosonic Corp., 1401 S. McBride St., will

Lifetime Home Modernization no admission charge and all exhibits free.

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Mayor Backs P-S Stand--

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must pay for the construction costs. Potter W. Kelly, city engineer who must approve state highway plans when those plans concern construction in the city said, "Anything elevated is bad. I would oppose such plans."

Kelly said he doubted that there would be any more expense in constructing a depressed highway. And the technical problems would be no greater.

M. Leonard Shapero, 15th Ward supervisor, said, "I very definitely object to that kind of plan (for an elevated highway). Clear thinking in any community is opposed to elevation, except where it is absolutely necessary."

Shapero said that the civic trend is more toward eliminating elevated structures than adding new ones in the heart of business districts.

The veteran lawmaker indicated that he would probably write to Albany in a few days to ask if there are any definite plans for the superhighway.

Roy D. Simmons, president of the Common Council said, "I'm definitely opposed to such a highway plan. It defaces the appearance of the city. We have enough elevated structures now."

Simmons said that other council members to whom he has talked about the subject are also opposed to the elevated highway. He said he doubted if the state would or could jam an elevated highway plan down the throats of Syracuseans.

He also emphasized that state officials have not as yet briefed the Council—a new one this year—on plans for the highway.

Simmons said that based on the original plans the city went ahead and expended money on an addition to the Croton-Montgomery School. In addition, the City Planning Commission has approved plans for construction of an addition to the New York Telephone Co. main buildings at S. State and E. Fayette Sts.

Thus any unusual changes for the original plans would prove very costly.

Carl H. Maar, president of the Chamber of Commerce, speaking for himself only, said that a highway at grade would prove best. He pointed out that the downtown district already is restricted in growth to the west because of elevated railroad tracks. In fact these elevated tracks hem in the business district on three sides.

"We don't want another Chinese Wall," Maar said.

Woman, 62, Attack Victim

A 62-year-old woman was attacked in the hallway of her home early yesterday morning, but managed to fight off her assailant who fled when she threatened to call police.

Patrolman Earl Hennessey said Catherine O'Dell, of 613 Tully St., told him the man first spoke to her when she passed him on the street about 1 a.m. and then followed her to her home where he attacked her.

She said the man grabbed her as she was unlocking the door and pushed her to the steps, but she managed to fight him off and ran into the house where she called for her sister to help.

The sister, Mrs. Grace Dittma,

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Elevation Blight Issue

Governor Harriman Can Stop It

SYRACUSE can well ask the co-operation of Governor Harriman in protecting the interests of Syracuse.

He will certainly not approve, permit or condone any action or project that would hurt the city.

He certainly would never agree to an elevated highway that would bisect a large area Syracuse has set aside for urban renewal at a high level.

Yet the State Department of Public Works under his jurisdiction has strongly indicated that it prefers elevation of the S. Townsend St. arterial highway, south from James St., to any other course.

THE GOVERNOR will agree, we are certain, that elevation along this route would deal a deadly blow to Syracuse plans for restoring and beautifying the city.

Just as bad, it would wreck plans of the city to improve the approach to the State Medical Center and hospitals by building a wide, landscaped avenue to it from the downtown area.

This drive, or mall, could prove to be the heart of the restoration program by providing space for civic and cultural buildings, with adjacent off-street parking lots. Its charm and utility would be the center of a large section of the city devoted to office and service buildings, apartments and modern stores.

The widened street would assure quick and convenient access to it, as well as to the Medical Center, Syracuse University and the whole eastern residential area.

IT REQUIRES little exercise of the imagination to realize what endless damage would be done to a worthwhile and forward-looking plan like this by an offensive Chinese Wall shutting off the section from the city.

By shutting off light and air, by depressing property values and by their ugliness, these gruesome barriers cause and spread blight.

Syracuse does not want any more Chinese Walls. They are deadly to harmonious and attractive civic development.

The city has a wonderful opportunity to make a double-barreled success of its planning for the near east side, cleaning out its blighted housing and then developing it into a place of beauty and much greater usefulness.

IN THE LAST few years, governors of the state have supported strongly measures to maintain the scenic charm and value of New York.

The Department of Public Works when building or relocating highways along streams of the state is required to consult with conservation officials to make sure fishing values will not be destroyed.

They are called upon to consult with the Commissioner of Agriculture and Markets when buying rights of way through good farm land to make sure that sound farming values are not destroyed.

Governor Harriman took a direct and personal interest in the case of a farmer in the southern tier who believes his rights had been abused.

The issue in Syracuse is far greater in importance because the future of the whole city is involved.

ELEVATION OF the big expressway along S. Townsend St. would be a calamitous blow to the city, making a shambles of its plans for getting rid of slums and restoring it so successfully that we could take genuine pride in it.

Governor Harriman can and should make sure that Syracuse is not injured by any scheme for an elevated highway in Syracuse.

He has shown frequently that he has the interest of the state communities at heart. His interest in the Syracuse issue would be warmly welcomed; it would prevent a grave blow to the city and the future.



Drew Pearson

Teacher

WASHINGTON
versed in the court
cently surrendered
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to improve their

★ ★ ★ New Litterbug Law

A bill signed by Governor Harriman

★ ★ ★ Battleship Humbled

The mighty battleship, once the pride