



Council member Terry Smith tags along on the passenger side as council member Steve Turany takes the city's 2007 1 ton dump truck for a test drive Aug. 4. Replacing the truck has been a subject of debate for weeks, with the council voting to hold off on purchasing a new or used truck.

(Photo by Ginna Young)

## Truck issue – Continued from front

"It's like we do these things by the seat of our pants..." said Steve Turany, council member. "Things shouldn't work that way. That might be a very nice truck, and Roger's a good guy and I don't think he'd sell us a lemon, but once again we have to do this decision today...it's wrong."

"Well, I'm going to make a motion we act on purchasing the 2004 Ford truck..." said Hickethier.

Council member Mark Nodolf seconded

the motion and mayor Judy Talbot asked for a vote to purchase the 2004 chassis. Hickethier and Nodolf voted yes, while Ballinger, Smith, Turany and Hodowanic voted no.

"That motion fails, 4-2 said Talbot. "Alrighty, that's it."

Although the motion was voted down, Talbot later said the matter has been reopened and the council will look into the issue further. Westaby said the chassis from Copas was still available as of deadline.

## Repeated robberies spark complaint from resident

By Ginna Young

At a regular Cornell City Council meeting Aug. 6, Cornell resident Rico Hines issued a complaint about robberies that have repeatedly occurred at his home.

"I've been having a whole lot of problems with these people coming to my house," said Hines. "My house has been broken into four times in eight months. How they get in we don't

know. I'm getting a little bit sick and tired of it."

Among items taken are prescription drugs and money. Hines said authorities did not take fingerprints, and he has been advised to purchase a safe to keep valuables locked up.

"I said, wait a minute, this is my house, why would I have to keep a safe here?" said Hines.

"It is a police issue," said mayor

Judy Talbot. "We're not going to be able to solve anything for you tonight. I will contact the police department tomorrow myself. I will call the chief... The council really cannot do anything for you."

Hines said he brought the matter to the council to initiate something that would fix the problem.

"I met with him today," Cornell police chief Brian Hurt said the next day.

"He's not upset with the police department, just concerned with what's going on in the community."

Hurt said the department does have a suspect, but no criminal charges have been filed because of the unwillingness of witnesses to become involved.

"It takes a community working with us to solve problems..." said Hurt. "I live in Cornell and I want to make it the best place I can."

### Cornell City Council

## People not 'in the dark' with after hours contact

By Ginna Young

Some Cornell residents have been in the dark in the past, but that's about to change. At a regular Cornell City Council meeting Aug. 6, Mark Nodolf, council member, said the finance committee discussed after hours calls for utility workers.

"This has been an issue that has been talked about with the utility commission and the city council," said city administrator Dave DeJongh. "We've talked about getting a cell phone that would be a dedicated number...and get it known out there, that after hours, dial this number."

DeJongh said the person carrying the phone would be required to answer calls during a specified time and be paid a nominal fee, as well as a fee for taking calls.

"How many calls a year do you get?" asked council member Jim Hodowanic.

"If we have 20 a year, I'd be surprised," said DeJongh.

DeJongh said people aren't sure who to call when power is out or a tree is down, and the system the city has isn't working.

"I think if we pay them the wage for doing the calls, we give them a minimum for carrying it, it isn't going to break us," said Floyd Hickethier, council member.

Hodowanic asked what the city workers

thought about the phone, and DeJongh said he approached John Westaby, utility/public works supervisor, and city employee Ben Modl, and they were receptive to the idea.

"You're not sitting in the dark wondering 'Is anybody coming' or 'Where am I at with this?'" said DeJongh.

The finance committee agreed to work on setting up an after hours system.

Also during the finance meeting, DeJongh said because of media coverage on the Cobban Bridge, he contacted Thomas Beekman, northern region system planning chief with the WisDOT, about a bypass around Cornell.

Last fall, county supervisors asked for public input on what to do about the 108-year-old historical bridge. After the hearings, area residents were told there would not be a bypass around Cornell.

The issue resurfaced last month, when a news article said the Chippewa County Board of Supervisors discussed removal of the bridge for safety reasons.

"With this current information coming out at a county level, I went back to the state and asked if plans had changed," said DeJongh. "They said no, and I had them put it in writing...it pretty much says there's nothing on their drawing board – long or short term – to reroute 64 to R

## Red ink slows deliveries

By Fredric Rolando,  
president of the National  
Association of Letter Carriers

A recent notice asking mail subscribers whether their newspaper arrived late suggests that readers, like many in rural areas and small towns around the country, are feeling the impact of mail delays.

That's the inevitable result when processing plants are consolidated and mail has to travel further to be sorted.

Some context may be useful.

The push to consolidate mail centers is only part of a broader attempt to degrade the quality mail service on which folks in Cadott, Cornell and Lake Holcombe, and elsewhere, have long relied.

Some in Washington also want to end Saturday mail delivery, which would prevent small businesses from receiving weekend checks and orders, and end door-to-door delivery, compelling residents (in Wisconsin's weather, no less!) to traipse around neighborhoods daily in search of cluster boxes.

The proposed cuts in service are based largely on the following premise: Growing Internet usage to pay bills or send greetings causes the postal service to lose billions of dollars a year; taxpayers are on the hook, so services must be degraded.

That premise, however, is demonstrably

false.

For starters, postal operations are profitable, and increasingly so. The postal service reported \$1.4 billion in operating profits in fiscal year 2014, a figure already surpassed halfway through 2015.

After dropping during the worst recession in 80 years, mail revenue is stabilizing amid an improving economy. Meanwhile, as folks shop online, skyrocketing package revenue makes the Internet a net positive – auguring well for the future. (Postal operations are financed by earned revenue, not by taxpayers.)

There is red ink at the postal service, but it's unrelated to the mail or the Internet.

In 2006, a lame-duck Congress mandated that the postal service pre-fund future retiree health benefits. No other agency or company has to pre-fund for even one year. The postal service must pre-fund 75 years into the future and pay for it all over a decade. That \$5.6 billion annual charge is the red ink.

Yet, some in Washington hope to use this artificial financial "crisis" to dismantle a popular public agency (enjoying 80-plus percent approval), even turn its duties over to private corporations.

To do so, they need to convince you that services you rely on are the problem – hence, that your mail must be slowed, your delivery days reduced, your door service ended.

But degrading postal networks that have returned to profitability is illogical. It would needlessly hurt residents and business owners. It would drive mail away, damaging the postal service's bottom line. It would ignore the actual problem – the pre-funding mandate, and it would cost Wisconsin jobs. The national mailing industry, dependent on a robust, six-days-a-week postal service, employs 7.5 million Americans in the private sector – including 180,238 Wisconsinites.

Wisconsinites should urge their congressional representatives to preserve the postal networks while addressing the pre-funding fiasco. Then the postal service, based in the Constitution and the largest employer of veterans, can continue to offer Americans the world's most affordable delivery network.

### – Correction –

In the "Our Savior's reaches 100 year milestone" article in the Aug. 6 (Vol. 3 No. 32) issue of the *Courier Sentinel*, the special service time should have been 9:30 a.m.

We apologize for the error.

### Continued from front

## No one fights alone

The coaches and staff will be wearing lavender colored t-shirts with the slogan, "No one fights alone," which is also found on the lavender bracelets for sale.

The community has already begun a Facebook page, "Jeff Chrusciel Benefit," where they post group meetings and thanks for donations from area businesses. The page has received over 300 "likes" and continues to grow each day.

Goettl says he hopes to see Hornet fans and community members wearing lavender for their first home game next Friday.

"It's really a tribute from the players and coaches to him," Goettl said.

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