



Section V to require safety base by 2027

SPORTS, 1B

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Mom Boo and her baby calf, Odin, share a moment at Shortsville Reindeer Farm. Odin was born March 31. PHOTOS BY MIKE MURPHY/CANANDAIGUA DAILY MESSENGER

Baby reindeer Odin is here!

See Shortsville farm's adorable new arrival

Mike Murphy Rochester Democrat and Chronicle | USA TODAY NETWORK

It literally was a dark and stormy night when baby Odin joined the reindeer herd at Shortsville Reindeer Farm. • A fuzzy, cuddly dark brown Odin came into the world the night of March 31, weighing 10.5 pounds. Odin arrived nearly a year after another baby reindeer, Maija, was born April 20, 2025, at the farm. Henry was born in 2024. • “So far, things are going well,” said Mike Schaertl, who with wife Lisa owns the farm that now boasts eight reindeer, from the large and to the teeny tiny. • Inside the reindeer pen at the farm, Odin can be found either curled up snoozing in the grass or tagging along close behind Boo, who is protective of her little charge, everywhere she goes.

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Shortsville Reindeer Farm co-owner Mike Schaertl cuddles baby reindeer Odin, born March 31.

Don't fall for scam texts about tickets, tolls

Con artists' tools get more sophisticated

Susan Tompor
Detroit Free Press
USA TODAY NETWORK

DETROIT – Every day, drivers find themselves getting rammed by one fake text after another. One phony alert hitting smartphones in 2026 threatens that you could lose your driver's license if you don't deal with those unpaid tickets soon. Another is that age-old text about unpaid tolls.

Cities across the country – Detroit; Boston; Columbus, Ohio; Providence, Rhode Island, and more – are warning that all those texts about unpaid parking tickets and tolls are not legitimate.

Take one example: On March 23, some metro Detroit drivers reported receiving a fake text from the “36th Judicial District” in Detroit that claimed they needed to scan a QR code to settle an unpaid balance for a “Parking Violation/Toll Violation.” No dollar amount was stated.

If the drivers didn't pay now, the fake “notice of default” claimed, they had to show up at 9 a.m. March 24 for a court hearing.

It was a scam. The so-called “Judge: Michael Rodriguez” isn't a judge in metro Detroit. One text was sent from a 737 area code, which serves Austin and its surrounding suburbs.

The 36th District Court noted on its real website: “These messages are NOT from the court or any official agency. Do NOT click links or provide payment or personal information. The court will never contact you via text message demanding payment. If you receive a suspicious message like this, please report it to local authorities and do not engage with the sender.”

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Artemis II recovery to be team effort after splashdown

Brooke Edwards
Florida Today
USA TODAY NETWORK

After a 10-day mission of venturing deeper into space than any humans in history, the Artemis II crew is set to return to Earth on April 10, triggering a full-scale recovery operation that will involve a U.S. Navy ship and four helicopters.

The Orion spacecraft is expected to

descend under parachutes before splashing down off the California coast near San Diego at approximately 5:07 p.m. PT.

Jason Endsley is the lead ground instrumentation engineer with Amantum, NASA's advanced engineering partner with some responsibilities for splashdown. Amantum will use a Navy ship with a well deck to handle the entire astronaut retrieval process from navigating rough waters to transferring

the crew to the medical bay.

Endsley's primary role is to monitor data to learn from the recovery operation, and he explained how the process will play out.

“What I'm really looking forward to is that first moment of splashdown. That really solidifies that the U.S. is back,” he said. “The U.S. space supremacy is really moving forward. This is our first major step into crewed deep space exploration.”

The retrieval mission's guiding principles: recovery, precision, safety and efficient execution, Endsley said.

Weather and sea conditions will play a significant role on recovery day.

“Wave heights and splashing waves, and things like that – it makes it a more complex and difficult operation to recover the crew module,” Endsley said.

If the Pacific Ocean conditions are

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