

willmotts and why-nots

David J. Willmott, Editor

Incompetency Shows

In this week's Letter To The Editor column is a letter from the Suffolk County Department of Public Works Commissioner Rudolph Kammerer. He is writing concerning our open letter to the County Republican Leader of July 16 regarding the reconstruction of Northville Turnpike. The letter is supposed to present facts, but many of these facts are distortions and, if they are facts, it's pretty damn poor planning. The gist of the letter is that the reason for the construction of this road is to handle the increased produce truck traffic on this road. This is hogwash. The North Fork, where the produce is grown, peaked 15 years ago; since that time the produce truck traffic has diminished and in the future, we can expect it to diminish that much more as houses are built.

Road Between the Lines

What has increased, and for some reason Mr. Kammerer does not acknowledge it in his letter, is that Northville Industries, which uses quite extensively Northville Turnpike, has increased the number of trucks and loads from their tank farm to the northeast of Northville Turnpike. Reading between the lines, saying what is not said in the letter, the only reason this road expansion is being considered is to accommodate these trucks from Northville Industries.

Where will the traffic go?

In the seventh paragraph, Mr. Kammerer makes the statement that he foresees the traffic from Northville Turnpike not going all the way to Roanoke Avenue but emptying out on Fishel Avenue. For Mr. Kammerer's information (because he obviously has never been there in person), Fishel Avenue is a highly developed fine residential street, narrow in width and under no circumstances a through street.

In paragraph eleven, Mr. Kammerer states that they do not intend to disturb anything in the built-up area and vicinity of Roanoke Avenue. Roanoke Avenue and Peconic Avenue are the center of one of the biggest problems in moving traffic in the Town of Riverhead.

What is the Master Plan for?

This road work definitely must be improved to facilitate the flow of traffic through the heart of the town. If any other road work system is going to be meaningful at all, this is a project that the townspeople have been asking for and that the town Master Plan recommends strongly. If there is \$4 million floating around in Suffolk County for road work, this is where it should be spent, not on a road through the boondocks that is capable of handling its present traffic.

In addition, we wonder if Mr. Kammerer has bothered to take a look at the Suffolk County Master Plan and the plans from the Suffolk County Department of Public Works for the Cross River Drive that basically runs parallel to the Northville Turnpike. Here is a road that is intended to move the traffic from the North Fork to the South Fork. From what we understand, the funds have already been allocated, the right-of-ways already obtained, and the plans submitted and construction scheduled. This will be the road that will carry the majority of the north-south traffic and will take considerable pressure, if there is any, off Northville Turnpike.

Find out why

In reading over Mr. Kammerer's letter, we find the Northville Turnpike project makes less and less sense and shows a definite lack of planning and need. If it's the Department of Public Works that has planned this road, we think the County Legislature should take a good hard look at the calibre of personnel that is running this Department to find out why they are in love with a pork barrel. And why not?

County Campsites Criticized

We have had a number of campers call this office and complain about the deplorable conditions that prevail at Suffolk County campsites. As one camper put it, he has a simple pop-top camper that is not self contained, but he has camped from the Maine woods to the Keys off Florida, and in all the campsites that he has visited, he never has seen such poorly planned and bad

facilities as those provided by Suffolk County.

Get away to what?


Camping today has grown to be a popular form of recreation. It provides the average person with the availability of getting away from it all - conveniently and inexpensively. The biggest criticism about the campsites, which should also be of interest to the Health Department, is the sanitary and water facilities. It is reported that there is one water spigot for 200 campsites; there are only one set of johns for the men and women and these are continually clogged up and out of service; the campsites themselves are not kept up and are poorly laid out.

It would seem with the millions of dollars we as Suffolk County residents are pouring into the Parks Department to develop recreational facilities, that we would have at least mediocre camp facilities, and not the worst on the East Coast. Maybe if the Parks Department would concentrate on providing recreation instead of regulation, we might get some of our money back that we are paying in taxes. And why not?

Good Move!


Southold Town recently took a look at the conglomeration of laws that have been placed on the books by the town boards that have governed this town over the last three centuries. On

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Pinter Tournament of Stars

Long Island's biggest Professional Celebrity Amateur Golf Tournament, the Pinter Tournament of Stars, which is scheduled for August 27, 1973 at Colonie Hill in Hauppauge, will send off a field of forty-five touring professional golfers, fifteen celebrities and one-hundred eighty amateurs each of whom donates \$300 to the American Cancer Society as their entry fee.

Following the tournament there will be a stag dinner with the featured guest Bob Hope entertaining the guests. Tickets for the dinner and prior cocktail party are \$100.

Those who want to spend a day on the course at Colonie Hill watching top professional golfers compete can obtain adult gallery tickets available for \$5.00 and youth tickets, eighteen years and under, for \$3.00.

Those desiring any ticket information should call the American Cancer Society at (516) 420-1111, or Colonie Hill at (516) 234-7800.

It's Only Eleven Years

The year 1984 is coming too close. Those who refuse to recognize it are its prime victims. Protect your own identity, cherish your privacy. Nobody has a right to gather information about you. And why not?

letters

Reply to Northville Turnpike editorial

Dear Mr. Willmott:

This letter is in reply to your Editorial of July 16, concerning reconstruction and improvement of Northville Turnpike. In the interest of presenting the proposed project, I would like to submit to you the following facts.

The width of the right-of-way is a minimum of 50 feet. It was constructed from C.R. 73-Roanoke Avenue north-easterly to Doctor's Path, a distance of 1.905 miles in 1931 and from Doctor's Path to Sound Avenue, a distance of 1.51 miles in 1933. The pavement is reinforced concrete, two lanes wide (20) feet, with untreated earth shoulders.

Since its construction, it has had a record for flooding, and from time to time, the shoulders had to be treated with bituminous material, recharging basins installed, and, in many areas, "tip-up" curbs installed. In 1957-58, a large recharging basin was constructed near the intersection of Doctor's Path and Northville Turnpike to receive flood waters coming from the north. At that time, a short section of highway north of Doctor's Path was widened and improved with bituminous concrete, and additional concrete curbs installed on the west side to alleviate erosion and flooding.

For many years this road has been a main northeast-southwest road used by people living in the area of Sound Avenue to north and east for some miles travelling to and from Riverhead. Over the years, a number of summer homes and developments have been constructed between Sound Avenue and Long Island Sound, and this has added to the traffic on Northville Turnpike.

After the construction of County Road 58 in the late 1930's, Northville Turnpike became a main connection to State Route 25 via C.R. 58, which permitted traffic to travel to and from the west of Riverhead without going through the Village. Considerable other traffic along Northville Turnpike uses Northville Turnpike south to Fishel Avenue, which is about 3,000 feet south of C.R. 58. Other traffic uses Northville Turnpike for another few hundred feet to Elton Avenue and turns right. These two latter streets provide access to the east and west of the Village without going through the Village.

The construction of the Long Island Expressway with its termination at the west end of C.R. 58 has greatly increased the traffic on C.R. 58 and all roads feeding into C.R. 58. Northville Turnpike, as does C.R. 58, carries a large percentage of agricultural and produce truck traffic which has greatly increased also with the coming of the Long Island Expressway.

Our future plans for this road call for updating the old outmoded two-lane highway with a modern two-lane highway with right-of-way 74 feet in width. This width will be made up on two lanes, one in either direction, 13 feet wide, separated by a white asphalt crossable median for safety, four feet wide. There will be two shoulders 12 feet wide and two side-walk areas 10 feet wide for a total of 74 feet. This section can only be used from Sound Avenue southerly to Fishel Avenue, or it might even terminate in the vicinity of C.R. 58, but beyond Fishel Avenue because of the buildings tight to the right-of-way, the location of a place of worship, and the abutting cemetery, we cannot increase the width of the existing right-of-way. In other words, our estimates contemplate only resurfacing from the vicinity of Fishel Avenue to Roanoke Avenue. From Fishel Avenue to C.R. 58, there are no buildings to be affected by any widening, the area being mostly swampy, and the improvement of this section with the north section will provide a safe two-lane highway for that traffic not only coming down as far as C.R. 58, but the proportion proceeding further south to Fishel Avenue and another portion turning right on at Elton.

Elton is used as an east-west Main Street Bypass, and Fishel provides quick access to the easterly part of the Hamlet of Riverhead. Our estimate of cost for this portion also included a possible grade separation at C.R. 58, which we will have under design soon, and which will carry a heavy traffic load, much of which will be truck traffic since it is the main access to and from the end of the Long Island Expressway. Our estimate also contemplates a possible grade separation at C.R. 105 to the north.

Our Capital Budget estimate for this project was \$3,000,000., which included an estimated \$200,000. for engineering study and design, \$400,000. for rights-of-way (much of this for drainage), and \$2,000,000. for reconstruction, and \$400,000. for contingencies, landscaping and other incidental expenses.

As noted above, Northville Turnpike traverses an area subject to severe flooding, not only from rainstorms, but from melting snow. It will be designed to relieve and minimize the flooding problem, as well as to provide an adequate and safe traffic artery. As we contemplate its construction, the impact on the environment can only be beneficial.

ABRAHAM & STRAUS, MACY'S, MARTINS, SEARS AND OVER
100 FINE STORES. SHOP EVERY NIGHT TO 9:30 P.M. (Closed Sunday.)

SMITH HAVEN MALL

LAKE GROVE, NEW YORK 11755 At the intersections of Jericho Tpke. (Rte. 25) and the Smithtown Bypass (Rte. 347)

EDITORIALS —cont. from page 3 F:

examination, after many chuckles and some publicity, they dropped some of the laws that made absolutely no sense. This is an excellent idea. We think all the rest of the towns here on Long Island should do the same.

Relevant to Today

In our various forms of government, from the village level to the federal level, laws are passed that are meaningful, but after a period of time do nothing more than take up space. They no longer are relevant, and, in some cases become cumbersome and burdensome. All towns should review their various laws and ordinances to see if they are meaningful and relevant to today's world. At the same time, it would be wise to consider placing a time limit on each new law that takes effect. In other words, built-in repeal. At the end of this time, these laws could be reviewed to see if they are still meaningful or if they have become harmful and are hindering the citizenry. If they have, they would die a natural death, not to be renewed; if they still are viable, they could be renewed quickly and easily by the government of that time.

To put a law on the books without a time limit in a rapidly changing world

does not seem to make good sense any more ... something for our governing bodies to think about. And why not?

Big Brother Attacked

The Federal Advisory Committee last week released a study that has immense effect on all Americans. It was concerned with a society that has allowed Big Brother to become too big. The Federal Government, with the computerized use of a system of recording everyone's Social Security number, has a potential of being a menace to an individual's rights to privacy.

The Government, in recent years, has been sticking its nose into each of our lives and recording information that it has no business recording and attaching it to our names. This report recommends that this centralized information network be done away with. We agree wholeheartedly. We do not see where it is anybody's business but our own what our personal life is all about. Many citizens will chalk this off as never affecting them. The Justice Department that was allegedly gathering this information publicized that they were doing this only to gather information on potential troublemakers and radicals, but when

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Help Yourself

How many times in the past have you wanted to go to New England but, instead of chancing (after waiting on a long line) not being able to get on the ferry, you decided to drive around? How much time have you lost, waiting on line to get a ferry, before you were able to get on? Deplorable is the best word to describe the present system of ferries connecting Long Island with the New England coastline. The ferries are small and inadequate. They do not run during winter months. This publication has had numerous complaints from residents about this lack of service. Frustration has built to such a point many Long Island residents have pleaded with the government to build a bridge connecting the dead end of Long Island with the New England coast. Ferry lines, like all other mass transportation franchises, are regulated by the government - by the Interstate Commerce Commission to be exact.

100 Percent Backing

Last winter George Power of Greenport announced he secured backing from a group of investors from the New England area to put into operation a large modern transport ferry running from Greenport to New London. This ferry will hold 112 cars, 1200 passengers, or a mixed load of 10 tractor-trailers and 70 cars. The ferry he had purchased was one formerly used to cross Chesapeake Bay from Cape May to Lewes Delaware. It had been made obsolete by the completion of the Chesapeake Bay Bridge. The village of Greenport gave this new venture its 100 per cent backing. The New London town council did likewise. George's plans call for putting a second boat into operation within one year and additional boats as the service warrants. He plans on running this ferry line 365 days a year. He hopes to be able to offer public reservations on 50 percent of the available space, thus eliminating the chance of not being able to get on board.

Testimony needed

In the very near future, the ICC will call for a public hearing on this franchise. They will ask for testimony and letters of support from both commerce and industry and the



general passengers. This service is badly needed. It has been needed over the years. The present system has deteriorated both in service and in schedule, even though the demand from the public was there.

The present owners of the franchise that operates between New England and Long Island, have said in the past they could not invest any more money into new modern equipment because they had the threat of a bridge hanging over their heads. Once Mr. Power announced his plans, they came out with the statement that they ordered a new ship built and they plan on increasing their runs. The public's need for mass transportation in the past has never seemed to make any difference to the present company. The fact that there's a good possibility there will be a competitor has moved them off dead center. Mr. Power states he can institute service within two weeks after the ICC licenses him to operate.

Speak Out!

This service is needed now for the convenience of both Long Island and New England business and residents. We encourage the ICC to grant speedy approval to Mr. Power's Mosconi Transport and Ferry Service application to operate a ferry line between Greenport and New London. We encourage each resident who has ever experienced the frustration or found themselves delayed because of the lack of the present service to communicate directly with Mr. Power elaborating on their own personal experience and the need for this new modern service. You can reach Mr. Power c-o Suffolk Life, Box 262, Westhampton, N.Y. 11977. You can write to the Interstate Commerce Commission at 12th and Constitution Avenue, N.W., Washington, D.C. And why not?

Are the Shortages Real?

Food, according to the press, is in short supply. Petroleum, according to the oil industry, is in short supply. News print, according to the mills, is in short supply. Textiles, according to the mills, will be scarce. It seems like just about anything that we need and use has, all of a sudden, stopped being produced. Are these shortages real? We believe for the consumer the answer is "yes". Somewhere, somewhere, the goods that were plentiful last year are either being stockpiled or are not being produced, thus withheld from the market and causing skyrocketing prices.

It Doesn't Make Sense

It seems incomprehensible that in one short year, every vital commodity has gone from abundance to scarcity. A year ago we were still involved with the Viet Nam War which was draining a fantastic amount of our national

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We're a Teenager

Effective with this week's publication of Suffolk Life, we are 13 years old and we start our 14th year of publishing. Thanks a million! Our newspaper childhood has been at times rough and rowdy, and at no time serene. We have been impetuous, yet, we hope, conscientious. We have learned an awful lot, and we have an awful lot more to learn.

We've had the help of some great people. The staff here at Suffolk Life is a fantastic group of warm, wonderful, loyal and dedicated people. They are mostly underpaid and overworked, and some day we hope to be able to reverse this. Every week there are over 700 people involved -- counting carriers, full and part-time staff members and free lance personnel, bringing you our 15 zone editions with 150,000 circulation. Without their enthusiasm, Suffolk Life would never have grown to the position it today enjoys, as one of the largest newspapers on Long Island.

And of equal importance, we've had the support of our readers. We have tried to fight many battles for the public we serve and in turn, we have appreciated their support when the chips were down. We provided for our advertisers a pleasant medium in which to publish their ads, the only medium that goes into every home on the market it serves, with an interesting and readable format. We have some very big plans for improving various aspects of Suffolk Life in the coming year. We hope to add a number of new news features that will make Suffolk Life more informative and more enjoyable. We will continue to be a free and independent voice of the public and still stand up fighting for the average guy who appreciates the quality of life here in Suffolk. We hope to mature and become more tolerant in the years ahead, but we will never give up our independence and become complacent.

It's Your Paper

Suffolk Life is your own newspaper. We want to be what you want us as. We appreciate all your support in the past -- your reading and responding to the various advertising messages placed by the businesses in Suffolk. Your telling our advertisers you saw their ad in our paper lets them know they

are getting value back for the money they are spending. This is of vital importance. By encouraging them to advertise, you are actually, in the long run, helping yourselves, as their advertisements make it easier for you to shop and, in most cases, save you cash through specials and sales.

Please, If You Can

Suffolk Life is sent to its 150,000 subscribers on a voluntary paid basis. We ask everybody to voluntarily pay for a subscription once a year if you can. Our subscription rate is \$2.50 per year. If you have not already sent in your subscription for this year, we would appreciate it if you would do it at this time. If, for whatever reason you prefer not to, but still would like to continue to receive our paper, that's okay, too. And if you don't like us and want Suffolk Life discontinued, please, just let us know. We do not want to be an imposition on anyone. We do hope, though, that you do like us and you do find us of value as one free and independent newspaper -- a watchdog and a representative of the average person.

Again, a sincere thanks from all of us, from the carriers to the administrators. We all appreciate your valuable support, and hope we will be able to justify it in the future. And why not?

When Right is Wrong

This past week we picked up Newsday and read an article about young children working on a potato farm in Nassau County. These children, some members of a family, others just young kids recruited from the Wyandanch area, had not reached the State's legal minimum age for picking potatoes. The reporters tried to make a case, and probably did in most reader's eyes, about how children are being exploited. That evening we watched the sensational boob tube, and the eleven o'clock news also carried excerpts of conversations that would tend to place the farmer in the category of a slavemaster and the children of some of the youngsters from saying they found the work hard but enjoyable, plus the fact they were able to earn money.


We would probably be incensed by such emotionalism except for the fact

of our own early childhood. We were no older than some of these youngsters when we also worked on a farm picking potatoes. The rate of pay in those days was six cents a bushel, not fifteen cents as it is today. The conditions were pretty much the same. The digger turned up the potatoes, and you went along on your hands and knees, putting the good ones into a wicker basket. The wicker basket was transferred into a 100-pound burlap sack and this was loaded on the truck. We grew up on the edge of a farm belt and many of us middle-class white kids used to go to the farms when we felt like it, and the farmer would pay us on a piecemeal basis for the work we performed. Yes, it was hard work; it was dirty work, and it was boring work. But it was work that was not beyond our capabilities. It was work that paid us in proportion to the efforts we put forth.

Real Teamwork


One of the observations we made at this time was of some of the migrant families. Whole families turned out to the field - mother, father and children ranging from not more than toddlers to teenagers. They worked side by side, and the cumulative family income was substantial at the end of the week. The children were supervised; they were not made to work any harder than the rest of us. The parents knew where their kids were and, by working together as a family, were getting ahead as a family by helping each other. Some of these migrants we got to know in the potato fields became permanent residents of our home town. We went to school with these

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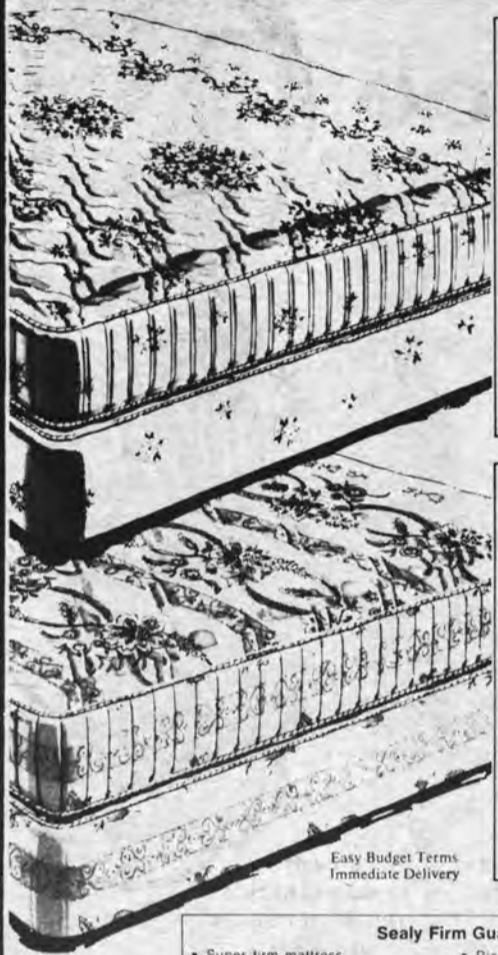
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AUGUST SALE SPECTACULAR SEALY SALE!



Cover formerly used on an \$895 Posturepedic! Now on this Sealy Health Guard mattress for only **\$5995**

Besides the look of a \$30 more expensive mattress get these quality features: deep multi-quilting plus double layer of Sealyfoam™ cushioning, hundreds of specially tempered coils and an extra firm torsion bar foundation. Don't miss this once-a-year sale!

Full Size ea. pc. \$69.95
Queen Size 60x80" ea. pc. \$99.95
King Size 76x80" 3-pc. set \$259.95

You'd expect to pay more for this kind of firm comfort

Sealy Flex Guard \$6995

Enjoy the same kind of firmness and comfort found in mattresses selling for much more! Rich satin cover deep quilted to Sealyfoam™ plus an added layer of foam cushioning. Hundreds of coils. Dura-Gard™ foundation.

Full Size, ea. pc. \$79.95
Queen Size 60x80" ea. pc. \$109.95
King Size 76x80" 3-pc. set \$299.95

Sealy Firm Guard \$7995

- Super firm mattress
- Rich damask cover for more luxury
- Double insulation for more firmness
- Improved Dura-guard foundation

From the makers of the famous... **SEALY POSTUREPEDIC**

A Unique Back Support System in a class by itself. Designed in cooperation with leading orthopedic surgeons for firm support. "No morning backache from sleeping on a too-soft mattress." Waking up on a Posturepedic is a brand new feeling!

Queen Size 2-pc. set \$279.95 King Size 3-pc. set \$399.95 **\$9995**

Full Size . . . \$109.95 ea. pc. Twin Size ea. pc.

open Fridays until 9 p.m. **Jacob Meyer, Inc.** 20 E. Main St. Riverhead

back-to-school

Rugged Back to School Shoes For Boys & Girls.

LAZY BONES

a complete range of sizes, styles and colors.



Only at
IVANS



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shopping spree!

Shop Early For Best Selection
EXPERTLY FITTED

Ivans Shoe Store OPEN THIS WEDNESDAY for your shopping convenience

RAILROAD AVENUE SHOPPING CENTER
(Opposite Railroad Station), RIVERHEAD

this week

AUGUST 20

RIVERHEAD A YOUTH TENNIS LEAGUE for grades 4-9 will be held at R.H.S. Tennis Courts at 9 a.m. - 12 noon. **SOCCER** for boys ages 12-18 will be held at R.Jr. H.S. at 6:30 p.m.

AUGUST 21

BLUE POINT
The Suffolk Quarter Horse Association is presenting a **FORUM** on Quarter Horse Racing on Tuesday, at 8:30 p.m., August 21st at Suffolk County Republican Club in Blue Point.

at 5 p.m. All seats are reserved and cost \$2.

EAST HAMPTON
"THEATER OF BLOOD," will be shown Aug. 22-25 at the Post Office Cinema, 46 New Town Lane, East Hampton.

AUGUST 22

EAST HAMPTON
Edvard Munch is the **FILM** subject in the Kenneth Clark, "Pioneers of Modern Painting," series. It will be shown at the John Drew Theater Guild Hall on Aug. 22

RIVERHEAD A YOUTH TENNIS LEAGUE, for grades 4-9 will be held at R.H.S. Tennis Courts at 9 a.m. - noon. A **SOCCER FINAL** for boys ages 12-18 will be held at R.Jr. H.S. at 6:30 p.m.

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— EDITORIAL — Meat Warning

Guess what? In about three weeks you are going to be able to buy all the beef you want. That shortage of beef that has left supermarket shelves stripped, butchers, delicatessens and restaurants closed, is going to disappear into thin air. All of a sudden, millions of pounds of beef are going to be manufactured from nothing -- not really manufactured, but released once again on the free market.

Holding Back

The middle-men -- feed lot owners, slaughterhouses and ranchers -- have been holding back on shipping beef to the market because of the price

freeze. Their specific hope is when this beef is released, they will be able to gain substantial increases and profits. This will be true if the consumer goes on a beef binge. Prices then will skyrocket. If the consumer buys only a minimal amount, prices will tumble; the feed lot owners cannot afford to continue to hold this beef off the market because of the tremendous cost of feeding cattle and keeping their weight up to maximum.

Your Choice

For the first time in two years, the consumer can be in the driver's seat, or, they can allow themselves to be relegated to the rumble seat. If we go out and buy beef en masse, we will pay the price for it. If we use discretion and hold back on beef purchasing, making due with what we

have, beef will once again come down in price. Consumers, it's up to you. You will definitely set the price of beef in the future? And why not?

letter

LILCO's side

To the Editor:
A recent Suffolk Life editorial (July 30, 1973) questioned the sincerity of LILCO's intent to provide accurate information to the community concerning the Company's announced plans to build a second nuclear power station. The basis for this doubt, as I understand it, is a belief that Company representatives, according to the editorial, were not completely candid in answering questions about the nuclear plans at LILCO's recent Riverhead H.S. meeting.

The prime example used in the editorial was the potential effect on property taxes after the nuclear plant is built. It was suggested that there was a deliberate attempt to overstate the plant's tax effect when LILCO Vice President Uh1 roughly estimated that the nuclear unit would contribute some \$20 million in tax revenue. Indeed, you questioned whether this amount might possibly be the total taxes paid on all LILCO installations, and not just for this one plant.

The facts are, however, that LILCO presently pays three times that amount, or some \$60 million in property taxes, making it by far the largest taxpayer in the two counties. Since the cost (\$600-650 million) of the proposed nuclear plant

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David J. Willmott, Editor

Second Scholarship Added

Good news for participants in Suffolk Life's Back-To-School Shopping Spree! Due to many new businesses that have never participated before in this promotion, we are able to announce that, in addition to the regular \$500 scholarship, there will be a second scholarship of \$250. This also means the number of weekly prizes, consisting of \$10 gift certificates, will be increased from 50 to 75.



Anything You Need

The Back-To-School Shopping Spree is our advertisers' way of showing you, their customers and our readers, they appreciate the business you give them, and they are willing to do something extra to make it worth your while. The retail stores and service businesses here on Eastern Long Island are able to provide you with just about everything you need to go back to school - from rulers and notebooks to furs and fashions, from automotive to furniture. The retailers have the selection, the styles, and, of course, the values. On top of this, you enjoy shopping in pleasant surroundings where the sales people and the owners care that your needs are fulfilled and that you are satisfied with your purchases. The fact that they are giving away well over \$1,000 worth of free gifts and two scholarships (one for \$500 and one for \$250) is incidental when you consider the exceptional service, the fine selection, the competitive prices which you are about to obtain from your local retail stores.

You're Eligible

To be eligible for the prizes, just clip the coupon found elsewhere in this paper and bring it to any store listed as participating. Each store has additional coupons for you to fill out. The scholarships are cash scholarships, and the only restriction on them is that they be used for educational purposes. They may be used now or saved for a later date. They are good for parochial schools, private schools, trade schools, junior colleges, colleges, graduate work or night courses. The gift certificates are redeemed by the issuing store for \$10 worth of merchandise of your choice. The only restriction here is they must be redeemed no later than September 30, 1973.

The first week's winners will be announced in this week's paper and the gift certificates will be mailed off to the recipients. You still have two more weeks to be a winner. Just go to any one of the participating stores and enter. You need not buy anything but, of course, we hope that you do take advantage of the service and the fine selection being offered to you. Good shopping and good luck. And why not?

You Can Do Something

It seems like all anybody does about food prices is talk about them. No one seems to do anything. You can. A bill has been entered in the Senate by Warren Magnuson numbered S1988. A companion bill has been entered in the House by Gerry Studds, numbered HR8665. Both bills, if passed, will extend the U.S. fishery jurisdiction to 200 miles in the Atlantic.

Clean Sweep

As we have editorialized on many occasions, our present 12 mile limit is suicidal. Foreign fishing fleets have come into our waters, one of the last productive seafood hatchery and harvesting areas left in the world, and have been sweeping the bottoms clean. As an example, in 1971, according to the Emergency Committee to Save America's Marine Resources, foreign ships were responsible for harvesting 99.3 per cent of the total United States Atlantic mackerel catch; 99.1 per cent of the sharks taken went to foreign boats; 94.4 per cent of the squid; 82.2 per cent of the silver hake; 90.1 per cent of the red hake; and 87.5 per cent of the herring. Figures are not available on such common delicacies as swordfish, tuna and lobster.

From Our Own Waters?

These fishing fleets operate on a massive scale with little or no supervision to make sure they are leaving sufficient supplies to refurbish what they are taking. As another example, in a discussion with John Tully of Hampton Bays, who owns a small fish store and lobster supply house, he showed us a package purchased at a local supermarket of North American lobster tails. These lobster tails couldn't have measured more than three inches -- far below the legal size allowed to be taken by our


citizen fishermen. And yet, here were the lobster tails processed in Japan, but, in fact, were North America's lobster tails conceivably taken right off Shinnecock Inlet.

At one time our nation's poor were able to stretch their food budgets while still putting nourishing, high protein food on the table in the form of fish, at reasonable prices. At one time, 30 cents, 40 cents, 50 cents per pound was considered average. Today, it is almost impossible to find any fish in a supermarket or fish store under \$1.50 per pound.

The late Eric Zwinkle of Orient Point, a reknowned fisherman and expert on fish farming, fought hard and gallantly all his life to have the area from Nova Scotia to Cape May declared a nursery with highly regulated harvesting of the crop allowed. He graphically pointed out on many occasions in conversations we had with him how certain species of fish were being totally and forever depleted from the waters.


Do It Today

This bill now pending which we urge you to support, can eliminate a substantial amount of the pressure on our fishing industry and result in seafood at a price the average person can afford. We urge you to write your Congressman. The addresses are as follows: Otis G. Pike, Cannon House Office Building, Washington, 25, D.C.; Jacob Javits, 110 East 45th Street, New York, New York; and James Buckley, Old Senate Office Building, Washington, D.C. 20510. We urge you to do it today before another species of fish is wiped out by the foreign fishing fleets. And why not?



SUFFOLK LIFE

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General Information

LETTERS TO THE EDITOR - We encourage our readers to express their views regardless of opinion thru the Letters to the Editor column. All letters must be signed with author's signature and address. We will withhold names on request and assign a nom de plume.
NEWS AND PHOTOGRAPHS - Readers are welcome to submit ideas of interest and photographs for consideration of publication. All news and photographs become the property of Suffolk Life upon submittal and can not be returned for any reason.
ERRORS - Responsibility for errors in advertisements is limited to the value of the space occupied by the error.