

On to the Fair

This coming Sunday, October 7th, you are invited to a real, old-fashioned genuine Country Fair. This year's fair will again be held in downtown Riverhead at the Peconic River parking lot.

The fair has played host to upwards of 100,000 people in the last few years. It is a much looked forward to event signaling the end of summer.

You will find everything from exhibits and judging of livestock, vegetables, flowers and baked goods, to loads of booths selling your favorite foods - some unique to Eastern Long Island.

There are boat and carnival rides and a liberal assortment of politicians and flea market vendors. There will

be a six-mile marathon race co-sponsored by Suffolk Life and WRCN which will start at the county center and end later at the fair site.

A host of radio, television and movie personalities will be on hand to join in the festivities.

You can come by car, bus or even boat, docking alongside the beautiful Peconic River at the bulkhead that has been shaped up through the funds raised by this endeavor.

Bring the whole family. There is something for everyone. You'll probably leave speaking the only regrets people have had in the past: "It's a shame the fair only lasts one day." And why not?

The Useless Grackle?

For years I have observed the common grackle, or blackbird, by the thousands, winging east along the Peconic River.

Each year, starting in late August, these birds congregate during the evening hours at the mouth of the Peconic River. Their numbers easily reach into the hundreds of thousands, maybe millions.

Some grackles used to perch on the overhead wires downtown before the wires were put underground. Hoards of others seek out window sills and ledges as a resting place.

As a young man, I remember residents of Riverhead being given shotgun shells at the police station to shoot in an attempt to drive off these birds whose droppings were soiling the streets and causing a suspected health hazard. The birds did not go. Some inner instinct mandated they land here as the sun is setting.

Before man built Riverhead, where Main Street lies today, there were swamps and woods that probably from the start of time had been the grackles' night resting area.

Sometime in mid-October, this great configuration of birds will literally vanish.

The grackles are hated by farmers, particularly duck farmers, for they can consume over a ton of grain in

minutes if not warded off. The grackles offer no known food value, yet there must be a reason for their existence on this planet.

As one watches the tide ebb and fall on the riverfront, sees the marshes flooded, then drained, it is apparent that all of this is a necessary part of the environment. Could it be that the presence of the grackles are a vital and necessary ingredient in these miles of marshes they so abundantly cover in such a multitude of numbers? Is this a link to the cycle of life that produces delicious Peconic Bay scallops, delicious hard-clams, or are they the vital ingredient needed to bring weakfish to this area to spawn and for the young to survive?

The grackles must have a purpose. That purpose ingrained in their instinct is the reason we are treated to a spectacular view of hundreds of thousands of these birds gathering from all over to make this pilgrimage.

If you have a chance some evening, drive to Riverhead, watch the birds come down the Peconic River west of the town. Drive to the Indian Island golf course and see these birds roosting. Listen to their constant chatter. It may not be exciting, but it offers a renewal of the soul. And why not?



Republicans Rebuilding Trust

As the dust settled September 11th, Primary Night, it was readily apparent the Republican voters had overwhelmingly elected a new county executive candidate. They were also demanding change in the leadership of the party. Hanse, the county leader, had to go. A new leader must be found.

Two names persistently were mentioned: Judge Ernest Signorelli, Chief Surrogate of Suffolk County and Anthony Prudenti, co-leader of Brookhaven and one of the earliest supporters of Cohalan.

Signorelli was prominently mentioned because of his outstanding reputation for honesty, integrity and his past display of political skill, having run the only successful primary campaign against the machine.

According to the Judicial Canon of Ethics, if Signorelli was to seek the nomination for county leader, he would first have to resign as Chief Surrogate.

The position of Chief Surrogate is considered, in legal and political circles, to be the top judicial spot in the county.

Signorelli has earned a reputation as being a fair-minded, hard-working Chief Surrogate. As he had promised when he ran for this position, he revamped the courts and made procedures for the settlement of estates more simple and less costly. The courts today show his no-nonsense management abilities which he has combined with warmth and compassion.

Signorelli's reputation would do much to enhance the Republican party if he were to become leader. Signorelli was the first choice of Cohalan and his advisors, including Prudenti. Suffolk Life supported his candidacy. We felt the Republican party must have a man at the helm who was unquestionably honest and knew the meaning of the word ethics. Unfortunately, the old guard was not giving up without a battle, and the supporters of Signorelli were caught in a dilemma. Being a judge, Signorelli could not actively seek the nomination. Without his acknowledged interest in this position, he could not actively be promoted.

Rather than allow the old guard to keep the leadership by default, Cohalan forces merged behind Prudenti. Prudenti has a reputation of being fair, honest and a man of his word. He personally had risked his political future as well as his own finances in backing and working for

Cohalan. He was the motivating force behind the crucial ingredient in the primary - Brookhaven Town. He demonstrated his abilities to interest, arouse and lead people.

Even though Cohalan had beaten Klein and the old guard overwhelmingly by two and a half to one, with an unprecedented turnout of over 30 per cent, it was touch and go right up until 6:30 p.m. of the night of the re-organizational meeting. By the time the sun had set, the Cohalan forces had mustered the votes needed for their selection. Prudenti was unanimously chosen as the new leader of the party.

Prudenti, by trade, is a builder. He and his family own real estate throughout Suffolk County. Fears immediately began to arise because of this connection. Fortunes were made by political insiders through real estate wheeling and dealing, variance approvals and re-zoning in the good old days of Suffolk Republicans. Could Prudenti be trusted?

Monday, Prudenti voluntarily presented to Suffolk Life and Newsday a full disclosure of all his holdings and investments. He invited both newspapers to continually scrutinize him during his term in office. He pledged to make available any and all records they might wish to examine, past and in the future. This is a full and complete disclosure. It's a sign of the honesty we may expect from this man.

Prudenti said, "The voters of my party and the voters of Suffolk County have the right to expect me to be as open and honest as they do their elected officials. I am going to rebuild the Republican party from the bottom up. I demand everyone who is involved in Republican politics be honest in all their dealings. There is no longer any opportunity in the Republican party to personally enrich yourself. The bank is closed! We will no longer tolerate abuse or breach of ethics."

These are strong words from a man who promises to be a strong leader. He has a tough job ahead of him. The woods are full of the old guard who are going to miss the easy money they made at the expense of Suffolk taxpayers.

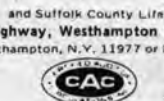
Although Prudenti's voluntary disclosure of all holdings and vested interests does not encumber other political leaders, it lets them know loud and clear he is going to tolerate no less from them than he does of himself. And why not?

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VOL. 19 NO. 48

SUFFOLK LIFE

NEWSPAPERS



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Centerport
Coram
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Hauppauge
L.I. Airport
Mastic, Shirley
Mattituck
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Shoreham, Wading River
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Southold, Greenport
Three Village
Westhampton

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Thank You, Pope John Paul II

Last Tuesday night, we attended the Pope's mass at Yankee Stadium. The aura given off by the Pope created a time of peace unknown to this editor in his entire life.

Never before, when in New York, have we seen such cooperation and tranquility. The police, although extremely busy, answered our questions for directions in a cooperative manner; they were actually friendly.

People throughout the crowded stadium were universally considerate of each other. "Please", "Thank you" and "May I" were heard everywhere. Although the atmosphere created may be short-lived, we are sure the message Pope John Paul left America with will not be.

Pope John Paul is just what the doctor ordered for this country: A man who reaches everyone. It made little difference whether you were a

Catholic, Protestant, or a Jew, the peace and serenity was felt by all who saw him in person as well as those who watched and heard his message via television.

Pope John Paul in the people's mind is the hero we have been seeking. He is a man whose words and actions are admired and lead us to follow. In a liberal country like America, his conservative words gave reason to think, but no one can dispute his intentions.

Pope John Paul is truly a man of peace who is reaching out to all, with an example to follow and a reason to believe.

Pope John Paul's visit to America has been a tiring experience for him. He has made a great personal sacrifice, but it has come at a time when it was badly needed. We all thank him for his sacrifice and his accomplishments. And why not?

Telling Big Brother No!

The State Department of Environmental Control (DEC) has ordered the Town of Riverhead to underlay about half the dump with a plastic lining to allegedly prevent seepage and contamination of the fresh water supply.

Showing its independence, typical of the East End, the Riverhead Town Board said, "No. What the DEC wants us to do is ridiculous. We will not spend \$200,000 of Riverhead taxpayers' money to put a plastic liner under one-half the dump."

The DEC was shocked to its bureaucratic core. How dare any smaller, subservient governmental agency refuse to obey the state's orders, no matter how ridiculous they may be?

Don Middleton, the regional director of the DEC, was outraged. He was livid at Allen Smith, Supervisor of Riverhead Town and the town board's obstinance.

Smith explained the DEC wants us to put a liner under one-half of the dump to prevent future seepage from garbage contaminating the wells surrounding the dump. Middleton claims that unless this is done, residents will be drinking contaminated water poisoned with toxics and other wastes.

Smith says, "Bull." What the DEC wants us to do is put a liner under one-half the dump. Are we going to get any less toxics and contamination from the other half of the dump?

Smith is right. Unless you are going to do a job in its entirety, there is no sense in doing it half way. Smith went on to say he questions whether any toxics would find their way into the water. If possible, why not use the

\$200,000 half a liner is going to cost and extend the municipal fresh water lines to the area of the dump so residents may be served with safe water? Smith asked, "Does it make any sense to spend \$200,000 to bury it five years from now, which is what is going to happen?"

The DEC does not have the best track record when it comes to its plans for disposing of solid wastes.

Within the last decade, the DEC mandated an end to open burning of garbage. All garbage had to be buried in sanitary landfills. Before the project was even five years old, the folly of the DEC's orders became apparent. Sanitary landfills became sites of highly dangerous and explosive gas deposits caused by the decomposition of the refuse which turned into methane gas. Homes on the surrounding perimeters of the dump have had to be abandoned, costing the municipalities involved millions of dollars in contamination and relocation fees.

Even though this expensive experimentation had been mandated by the state, the state did not pay the cost. They refused to assume the responsibility for the result of their actions, leaving the subservient, less defensive forms of government -- towns and villages -- to pay for their mistakes.

Smith and the town board were right in their decision. More villages and towns should kick up their heels and say, Hell no. We will not go along with this folly. If you want to make the rules, you carry out the edicts yourself, including paying the bills. And why not?

Build New Wetlands

Long Island has the most restrictive environmental laws covering wetlands in the nation. These laws were passed to halt the wanton destruction of waterfront and wetland properties.

Haphazardly, without regard to the ecological value, we built on and covered over hundreds of thousands of acres of wetlands from Manhattan to Montauk.

Wetlands are as essential to the chain of life as breakfast, lunch and dinner are to our continuation as a species. Wetlands are the start of the ecological chain producing all aquatic life. As wetlands were diminished, so was our fisheries and the abundance of seafood the world needed for food.

The laws on the books today are highly restrictive, probably too much so. We have classified as wetlands many tracts of lands of marginal or little ecological value. These lands are more desirable for development. In the sweeping move to protect our environment, we are prohibiting any development.

As a boatsman and an observer of life, I have watched Mother Nature build, from sandbars, new wetlands in less than a decade. Some have become islands complete with marshes, grasses and even mussel beds.

Why haven't we aided Mother Nature and created new wetlands in the shallows of our bays? Navigable channels constantly fill in with silt, muck and other sediments, which must be dredged and the spoils disposed of.

Why not carefully classify all wetlands covered by our zoning ordinances and rate them according to

ecological values? Those marginal or of very limited ecological value should be re-classified to allow development. Offer the owners of these lands the right to develop them in exchange for their paying for the construction cost of new wetlands of prime value in the bay. For every acre of minimum ecological land allowed to be developed, they must provide the funding for the creation of two or more acres of new wetlands.

Islands could be established by using materials recycled such as tree stumps, tires and construction debris.

They could be barged onto sandbars and then sand and silt pumped on top from our canals, which need to be regularly cleaned. With help from man, but left to nature, these areas could still become new wetlands and new islands owned by the public and rebuilt to fulfill the needs of the evolutionary cycle we call the environment.

Mother Nature can do much for herself. She can rebuild and replace what man has wantonly destroyed, but it takes time, and time is something we may well be running out of.

Why not use our ingenuity and our man-made resources to give her the helping hand? Following this plan, we can create thousands of acres of new wetlands at little or no cost to the taxpayer, yet open at the same time thousands of potential building sites to aid our economy, bolster our sagging construction industry, and enlarge our tax base.

This is a project that should be looked into and investigated by one of Long Island's fine universities. And why not?

Readers' Opinion

"It seems to me"

Dear Mr. Willmott:

Within a week of having my outboard motor stolen off my boat in my driveway, two of the local fishing stations had motors stolen. Five from Captain Andy's station alone, which will give you an idea how flourishing this practice has become.

After notifying the police and manufacturers, and offering a reward for information, I offered \$100 and Capt. Andy's \$500; we seem to be stymied.

It seems to me that if the Suffolk County Police were to run a spotcheck of serial numbers on boats operating in their jurisdictions, they would not only come up with some of the culprits, but would also accomplish a great deal towards discouraging this practice.

Yours truly,
George F. O'Donnell
Mastic Beach

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SUFFOLK LIFE

and Suffolk County Life
NEWSPAPERS

VOL. 19 NO. 49

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Moriches
Oakdale
Patchogue
Port Jefferson
Riverhead
Ronkonkoma

Sayville
Selden
Shoreham, Wading River
Southampton, Hampton Bays
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Accurate Surveillance Is The Key

Two weeks ago, President Carter went on national television to explain the Cuban crisis of 1979. This was in answer to Frank Church and other Senators who had broadcast an alarm to the nation that Russia had a brigade of troops in Cuba, 90 miles from our shore. This brigade consists of over 6,000 combat ready soldiers.

Carter made light of this revelation in answering but announced he was stepping up our occupation of the U.S. Base at Guantanamo Bay and reassignment of ships and planes in the Caribbean.

All of this might have passed as so much political rhetoric except in the middle of his speech he acknowledged these troops had been in Cuba for over six years. Our intelligence system had just awakened to this fact.

Last January, twenty suburban editors and other media people and I spent a day in the White House with the President and his staff. This was during the time the Iranian situation was boiling to a head.

Part of the day was devoted to the Salt II treaties. Carter, in a give and take question and answer session, did his damndest to sell us on the importance of our participation in Salt II.

The recurring question coming from the editors dealt with the monitoring of the Russians to keep them honest. Carter and his advisers repeatedly assured us of our top flight intelligence system; how we are on top of the Russians and had surveillance in every part of the world. Between land surveillance and

sophisticated satellites, we could monitor the changes in individual squadrons, even pieces of equipment such as single planes and tanks.

Most of us left that Friday conference impressed by the White House and having been in the presence of the President...but not believers.

The last briefing we received was an admission by the administration that they had goofed on Iran. They had not talked to the people. They had relied solely on governmental sources but they now had the situation under control.

The Shah's chosen successor would remain in power; a general election was what the people wanted. Sometime Friday night, the Shah's successor was ousted. The administration's intelligence system had failed again.

Since that conference, Carter has been on the trail selling Salt II, arguing that our intelligence is in top shape.

I think Carter blew his argument to pieces with his admittance on the Cuban situation. If our intelligence is top, how could combat ready Russian troops, complete with all necessary equipment, be in Cuba for the last six years without us knowing it. Intelligence reports indicated there was nothing but a handful of advisers in Cuba.

If we are six years late in a world that is being measured by microseconds, how will we ever keep the Russians honest? And why not?

Gallon of Gas

The State is asking for your vote to float a \$500 million transportation bond issue. Most of the funds will be used to improve mass transportation downstate. About one-half the funds will go toward improving the railroad maintenance yards, and new electrical rolling stock to serve the electrical portion of the LIRR on western Long Island.

Bridges will be reconstructed so freight may reach Long Island without costly time-consuming routing through Albany, N.Y. This is the way all freight comes in by rail to Long Island.

The Long Island Railroad is in lousy shape. The rolling stock is primitive and poorly maintained. Economically, we suffer on the Island because railroad bridges are not big enough to handle freight cars except via the Albany route.

The cost of the bond issue will be the equal of one gallon of gasoline per eligible voter each week for the next thirty years. The bond issue will not

modernize the rail system in Suffolk County. We will still be stuck with antiquated, rundown diesel locomotives and hand-me-down passenger cars.

Nassau County will receive thirty modern, new electrified cars. Nassau commuters will be moved more swiftly and in an acceptable standard of comfort.

There will be less pressure on the diesel lines serving eastern Suffolk. We will not receive direct improvement in our service, but will receive secondary improvements because Nassau has been updated.

Mass transit is a current necessity. It will become more so in the near future as gasoline costs skyrocket. Whether mass transit is the long range answer to our mobility is a question that has not been addressed.

Railroads need massive subsidization because they are still in an era of archaic work practices perpetrated by the unions who have a stranglehold over them. Feather

bedding is a way of life. Classes of jobs eliminated through technology are still filled even though there is no rhyme or reason for their existence.

During the last two summers, we have seen work crews on the North and South Shores rebuilding the track. We have seen as many as forty men idle, running up the cost of the projects. The railroad crews make highway departments of the towns and counties appear they are in kindergarten when it comes to goofing off.

Administrators of the state's transportation department fully admit their wasteful practices, but insist the bond issue must be passed in order to get mass transportation off the ground.

This is like putting the cart before the horse. The Long Island Railroad is in poor condition because of past mismanagement and current waste of labor. The state has addressed the

problem of management but does not appear to have the willingness or the courage to take on the powerful labor unions.

Until our state officials and the management of the railroad can negotiate realistic, productive work rules, regulations and expectations from railroad labor, pouring more money into this antiquated system is a waste.

During the Rockefeller era, we, as voters, passed numerous bond issues to improve transportation, the environment and to cure social problems. The infusion of this money did not cure the problems then and won't cure the problems now until the cause of the problems is recognized and corrected.

In good conscience, Suffolk Life cannot recommend this investment, which is the equivalent of a gallon of gasoline per voter every week for the next thirty years. And why not?

The Questions & Answers

Traditionally, Suffolk Life publishes a series of questions and answers by the candidates. The answers are in a Yes or No format. They cover a range from philosophy to pertinent, specific issues.

Novice candidates have complained that this format is unfair. But we have found from experience that the voters do not care to wade through reams of rhetoric in hopes of determining the position the candidate takes. They want a simple Yes or No answer to the questions.

We publish these questions in hopes that you, the voters, can develop a true picture of the positions and philosophies of the candidates. To help you determine how close your position and the candidate's is, we recommend the voters read the questions over and answer with a Yes or No, then compare your answers to those of the candidates.

Some candidates, although served by certified mail with the questionnaires, have declined to respond. Most questions were sent out two weeks prior to the deadline for return to us by Friday, October 12th. Those we received by this deadline will be published in two sections. The county

questionnaire will be published in today's edition. Town questionnaires will be published on October 24th.

There are a few questions some candidates have left blank. These questions either did not pertain to their particular race or they did not understand them. Some questions came back with a great majority of questions not answered. We would be doubtful of any candidate who failed to answer more than the normal portion of the questions. These candidates either lack the understanding of the issues or don't have the courage of their convictions. They do not want you to know how they stand.

The questionnaires have been developed over a two-year period by the editor and news staff at Suffolk Life. For the most part, they concern themselves with and are derived from issues that have made news or will make news during the next two years.

We have attempted to be non-partisan and fair in all questions, giving no candidate or philosophy the edge. We hope you will study these questionnaires carefully to determine the caliber and quality of candidates who are seeking your vote and ask for your support this November 6th. And why not?

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Governments Can Go Bankrupt

We have just concluded recently our interviews with candidates for county offices, county legislature and town supervisor posts. Few candidates seeking your vote seem to realize your gravest concern -- survival.

They do not seem to be able to comprehend you do not have any more resources they can tax. They ignore the thousands of families who are fleeing Long Island each year because they can no longer afford to live here. They refuse to recognize you are working all the hours a person can physically work. They don't understand women are working out of necessity more than any other reason.

The candidates do recognize taxes are an issue in this campaign, but other than lip service, they pay no attention. However, almost every candidate has a host of priorities and projects he feels warrant the expenditure of additional tax dollars. Last week, Wayne County, Mich., the third most populated county in the nation, paid tribute to politicians' inability to hear. It went bankrupt. That government faced a \$1.6 million bi-weekly county payroll with only \$400,000 in the treasury to meet it.

Municipalities, yes, even big ones, can go bankrupt when they spend more money than can be raised by taxes. Suffolk County, like Wayne County, has been on a spending spree. This spending spree has not been limited to our county. Our school districts spend more money than almost any other in the nation. Our town governments from the East End

to Manhattan have budgets rivaling some smaller states. Our county budget has gone from \$100 million to \$707 million in less than a decade.

To support this budget, we tax real estate and sales, and receive millions of dollars in federal and state assistance. What we get for it is some of the best paid welfare recipients in the nation and a police force that can brag members make more than any other cops in the other 50 states. Our state government has the highest budget per capita in the nation.

To fund Albany's extravaganzas we place the highest tax burden in the nation on our businesses.

Our wage earners pay more state income taxes than any of the other 50 states. On top of this, we tax purchases and just about every other thing imaginable. The state's extravagant tastes have driven factories, offices and businesses from its borders. We have imported non-producers who make a profession of living off the dole to replace them. Wayne County's bankruptcy should sober up our high-flying politicians.

The taxpayers in New York, in Suffolk, in our towns and school districts cannot afford any more. They do not want new projects, they want spendable income left over after taxes. What happened in Wayne County is but a hairsbreadth away right here on Long Island. Face up to it, live up to it, cut government spending now before we run out of gimmicks that make it look like we are still in the black. And why not?

No Flush -- No Pay

Peter Cohalan, candidate for county executive, promised when elected, residents of the Southwest Sewer District a moratorium on taxes until the operation is working.

Although this is the time for promises from candidates, this promise is long overdue. It is only fair and just residents of this beleaguered, corrupt, fiscally mismanaged pork barrel project should not be taxed until they can pull down the lever and flush their own toilets. The project's

problems were caused by politicians who played games with these residents' lives.

The people were lied to from the beginning and conned ever since. The least our county can do is to postpone the unbearable taxes which these residents will have to pay to fund the incompetence of our past politicians. We agree with Cohalan. No flush, no pay. It's only fair and just. And why not?

Fuel oil has almost doubled in price in one year.

County and state legislators finally seem to be aware it just isn't right for them to be the recipients of twice the usual sales tax on this necessity. "They're talking" about cutting the tax in half or eliminating it entirely.

Don't expect anything to happen fast. The official attitude coming out of the governor's office and being carried via the editorial columns of major dailies such as Newsday and the New York Times is this cut in sales tax only comes to \$25. It is not significant to the average person.

That's a crock of bull if we ever heard one. There should never have been a sales tax on a necessity in the first place.

We sat back like complacent idiots, allowing politicians to tax us on fuels, utility bills, gas, plus other necessities. We might have been dumb in the past, but we are dumb no more.

Every taxpayer in the State of New York should be up in arms, angry at the fat cat politicians who have been milking us of 7 percent of our purchasing power to fund their assinine pet projects. They knew six months ago the price of fuel oil would double this winter. Because of incompetence and an inability to act instead of react, or just plain politics, they did not enact the necessary legislation to reduce or eliminate sales taxes on heating and utility bills.

The governor's office does not want the tax implemented until September of 1980 - one year from now. Many state and county legislators have expressed fear enactment of this legislation could upset their precious budget and screw up their spending

plans from the windfall taxes you're being forced to pay.

The price of fuel has driven all prices unmercifully upwards, the dollar amount the state and county is receiving from all sales has been rapidly increased. The incompetents we elected to office must think we do not realize they are receiving monies not budgeted for, not expected from the increased cost of everything, including fuel.

The sales tax on fuel, utilities and gas can be eliminated 100 percent now. Taxes from the increased price of other products will more than make up losses from elimination of sales tax on fuel and utility. Few have received raises, few businesses have showed profits compensating for the increased cost of petroleum products.

If we have had to learn to live with adjustments caused by these unanticipated expenditures, our government should damn well, too. Governor Carey's calling the legislature back into session the day after election. Every legislator must go back with the knowledge his constituents demand the elimination of sales tax on all petroleum and utilities products now! Not a year from now.

The \$25 savings in sales tax alone may only be peanuts to the governor and the editorial writers of the dailies, but that buys a year's supply of macaroni which has replaced meat on many of our dinner tables. When you come right down to it, we care about our own personal survival more than we care about our governments.

The legislator who doesn't hear this and doesn't act accordingly will live to regret his lack of response. And why not?

Readers' Opinion

"I would like to clarify"

Dear Mr. Willmott:

I would like to clarify the role of the State government concerning the Woodstock Reunion Concert at Parr Meadows this past September 8. It has been stated that because Parr Meadows is a race track and race tracks are licensed by the New York State Racing and Wagering Board, only the State had the power to stop this concert. In fact, the State had no jurisdiction at all.

According to the New York State Racing and Wagering Board, Parr Meadows no longer has a State license as a race track, it having expired. However, the question of having a State license is academic in any case, since even if Parr Meadows was still licensed, the State would not have any control over such concerts. State licenses give the

State control over racing activities only and do not affect other uses of private property. It should be noted that Belmont Park and Roosevelt Raceway have concerts at their facilities and the State has no jurisdiction over these events. The existence of a race track license does not give the State the ability to direct private individuals in the use of their property where it is unrelated to racing.

The only governmental control over this concert was the Town of Brookhaven, which must grant a permit, which it did in this case. Sincerely, John L. Behan, Member of Assembly, State of New York

"Such conducts...is a disgrace."

Dear Mr. Willmott:

Congressman William Carney's strong support for nuclear power, in the aftermath of the Three Mile Island accident, is irresponsible. He recently has opposed a bill which would have banned the licensing of any nuclear plant in a state that didn't have a plan for emergency evacuation.

A check of Mr. Carney's campaign contributions indicates that a majority of his financial support comes from large corporations and special interests outside of Suffolk County. Oil and utility companies, as well as the manufacturers and engineers for

the Shoreham and Jamesport Nuclear Reactors (Westinghouse, General Electric and Stone & Webster), are all contributors to his campaign.

Such conduct, on the part of the man who now holds Otis Pike's seat, is a disgrace. We urge all citizens concerned about the dangers of nuclear power to express their dissatisfaction directly to Mr. Carney at: Congressman William Carney, House of Representatives, Washington, D.C. 20515. Sincerely,

Al Kirby, President Suffolk for Safe Energy

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SUFFOLK LIFE

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General Information

LETTERS TO THE EDITOR - We encourage our readers to express their views regardless of opinion through 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 cannot be returned for any reason. ERRORS - Responsibility for errors in advertisements is limited to the value of the space occupied by the error.

willmotts and why-nots

David J. Willmott, Editor

Cohalan . . . cont. from the cover

economically. The county will get out of areas it doesn't belong in.

Powers and responsibilities will be returned to towns, which are better able to handle them. We expect county employees to respond to the motivation Cohalan will provide. They will be more productive and responsive to your needs.

Cohalan has the vision to anticipate problems before they happen. He will act instead of react.

Cohalan has heard your message. You want taxes cut. You want an economic base built for Long Island. You want your government to provide those services needed, but not to duplicate private industry and services already provided on the town and state levels. Cohalan has done all this in Islip. We will expect him to do no less in Suffolk.

Cohalan's Democratic opponent, Dr. Martin Feldman, has a keen awareness of county government. We believe he also is honest but could be influenced.

Feldman has no practical, proven administrative experience. Feldman introduced Initiative and Referendum

for Suffolk County. As its author, we thought he believed in it. However, when Feldman, as a legislator, was asked to allow people to vote on their choice of weighted Board of Supervisors or the County Legislature, he voted "no." This was hypocritical, a direct contradiction to the concept of I & R. He since has changed his mind.

This flip flop on such an important issue leaves him with a lack of credibility.

William Matthews, the Conservative candidate, appears to have little knowledge of the executive position or the major issues confronting the county.

Michael Graziano tells you he is running to win but uses his candidacy as a platform for his personal views. There is no question in our mind the superior candidate, the only hope for Suffolk, is Cohalan.

Suffolk Life strongly endorses his candidacy; we encourage you to join us by voting for him. He is the best candidate to ever seek this office.

knew the starting salaries before the test. Something is wrong.

Finnerty's Democratic opponent's reason for running is that "he is following in other parole officers' footsteps," namely Finnerty. This to us is not quite the reason somebody

should be seeking this important office.

Harold Harr, the Conservative candidate, lacks the experience to be considered a serious candidate, although he is a likeable person.

Suffolk Life endorses Finnerty for sheriff.

Readers' Opinion

Dear Mr. Willmott:

I am responding to your editorial of October 17 entitled "Gallon of Gas." I can see why you would have opposed the Bond Issue if, as you believed, it would have cost each of us the price of a gallon of gas per week. The cost is rather \$1.21 per person per year, over the life of the bonds. With this modest investment, Long Island will gain rail freight service for large modern freight cars and trailers on flat cars that provide economical freight service to the rest of the nation. We will eliminate the wasteful "deadhead" runs of empty commuter trains from Manhattan back to the terminals in Suffolk County because the railroad does not have space to keep them in Manhattan after the morning rush hour. The 70 new cars will give needed relief to the more than 3,000 commuters who must stand each day.

The 1974 Railroad Bond Issue provided us with 111 miles of welded rail, 61 miles of new signal equipment and a new fleet of 17 diesel locomotives, all of which serve Suffolk County. Any improvement which results in better operating efficiency, fuel savings or better service on the Long Island Rail Road will benefit all of its patrons.

The State Department of Transportation is using federal and state highway funds to improve parking at ten railroad stations in Suffolk County: Stony Brook, Smithtown, Huntington, Ronkonkoma, Mastic-Shirley, Wyandanch, Port Jefferson, Sayville,

Brentwood, and Deer Park. Free and available parking will make it more attractive for commuters to switch to energy efficient rail transportation.

I have inspected the track rehabilitation performed by the Long Island Rail Road crews and by contractors during the past two years. The Long Island Rail Road track crews achieved slightly better daily production than the contract operation; and both produced excellent quality workmanship. Trains can safely operate at speeds of 80 miles per hour on the new and rehabilitated track, except for a few locations east of Southampton where curves mandate lower speeds. The railroad must continue to upgrade its track so that all slow orders can be removed from the entire system as they have been on the Montauk Branch.

The railroad is a vital asset to Long Island and is improving its facilities. The funds that can be provided by the passage of the 1979 Energy Conservation Through Improved Transportation Bond Act are needed to continue these improvements. I trust that the voters will see the wisdom of investing the price of a gallon of gasoline each year to assure adequate rail transportation and save many gallons of fuel.

Sincerely,
A.H. Emery
Regional Director
NYS Dept. of Transportation

Dear Mr. Willmott:

I read with great interest your editorial on the \$500 million transportation bond issue. I proposition should be defeated by the voters this November. I would like to take this agree with your conclusion that this opportunity to explain why I have taken this position.

First, the \$500 million bond issue is really a \$980 million bond issue. The passage of the proposition would result in the authorization not only of \$500 million in state bonds, but also another \$480 million in Triborough Bridge and Tunnel Authority Bonds, Port Authority Bonds, federal funds, local government funds, and private investment. Of this \$980 million, \$847 million would go to mass transit and \$133 million to local highway improvement.

I realize the need for mass transit, particularly during times of expensive and uncertain gasoline supplies. However, no where is the need for improved mass transit more acute than eastern Long Island. To be honest, mass transit is virtually non-existent. While \$211 million in mass transit funds would go to the Long Island Railroad, an infinitesimal portion of that money would find its way to eastern Long Island. Nor is there any promise that the needs of our area will ever be addressed on the subject of mass transit in the future.

My opposition to the bond issue is not solely couched in my feeling eastern Long Island

has been shortchanged. The inefficient management of mass transit on Long Island is also to be considered, as was so ably stated in your editorial. A number of transportation bond issues have done little to improve rail and bus service. I am not convinced they ever will unless tighter administrative practices are instituted.

The bond issue also included \$133 million in funds for local roads. Of this amount \$6.6 million would go to Suffolk County and its towns and villages. Of this money, \$4.9 million would be financed by state bonds and the remainder from the local governments themselves. Our local governments would receive a more substantial benefit from this component of the bond issue than from mass transit, and it would result in needed improvements in our local roads.

However, this benefit does not outweigh those factors which I feel require the defeat of the bond issue. The local highway component of the bond issue is less than 14 percent of the entire bond issue. This factor coupled with the indirect benefits of improving the Long Island Railroad that would accrue to eastern Long Island, and the continued lack of efficiency in the utilization of past transportation bond funds across the state only serve to underline that this year's bond issue would be an unwise investment.

Sincerely,
John L. Behan
Member of Assembly



Jean Tuthill - County Treasurer

ween these two functions means the difference between losing or gaining millions of dollars in revenue for the county.

Jean Tuthill has proved shrewd at making investments, right down to counting the minutes. This has resulted in more than \$64 million dollars in interest income to the county during her 5½ years as treasurer. Based on Tuthill's past experience and her track record as an investor of our tax funds, we endorse her.

Suffolk Life endorses Tuthill for reelection as county treasurer.

The county treasurer's office is one of the least colorful, yet most important positions in the county.

The county treasurer's job is the collection of taxes and issuing of checks to pay the bills. What happens in bet-

John Finnerty - Sheriff

The selection of the candidate to endorse for sheriff was easy. John Finnerty has the experience, the ability and has done a decent job as sheriff.

When questioned about ways to economize in the sheriff's office, he realistically recommended the county's taking over the prison facilities at Pilgrim State Hospital. That existing structure could be refitted and modernized for less than \$2 million. Currently, the county is considering building a brand new facility at a cost of several million dollars more.

Finnerty points out a west end facility would cut down on transportation costs by 70 percent. Labor costs could be cut 60 percent by eliminating the time wasted to move inmates from Riverhead



to the Hauppauge Court.

Currently, deputies travel 2,700 miles per day transporting inmates.

We were disturbed by Finnerty's assumption that higher salaries would attract better quality prison guards. Finnerty claimed last year he had trouble finding people to work as jail guards at current starting salaries.

Then he admitted that more than 6,300 people took the Civil Service test to fill the few positions he had opened. They

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