

STATEMENT BY PRESIDENT CARL W. BUCHHEISTER OF THE NATIONAL AUDUBON
SOCIETY TO THE TEMPORARY STATE COMMISSION FOR THE PROTECTION AND
PRESERVATION OF THE ATLANTIC SHORE FRONT, JUNE, 1962

There is a need for a Coney Island and a Jones Beach in a metropolitan region, there is also a need for an area of unspoiled seashore not too far away, where a family can walk and carry a picnic basket across the dunes to find a secluded spot. We applaud Jones Beach but we earnestly hope the park authorities of Long Island and the State of New York do not push a good thing too far. Fire Island should not be split and dominated from end to end by a four-lane through highway inviting mass traffic. . . .

Fire Island offers New York's last chance - one of the last chances, for that matter, in the entire Northeast - to save a significant stretch of unspoiled seashore. We agree with the National Park Service and Secretary (of the Interior) Udall that some of Fire Island is still worth preserving as a National Seashore Recreation Area. But whether preserved by the state or federal government, or through some kind of cooperative federal-state project, it should be kept as natural as possible.

C O P Y

THE SECRETARY OF THE INTERIOR

WASHINGTON

June 20, 1962

Mr. Arthur R. Silsdorf, President
Fire Island Voters Association, Inc.
521 Fifth Avenue
New York 17, N.Y.

Dear Mr. Silsdorf:

In reply to your letter of June 15, 1962, I can tell you that I have given a great deal of thought to the problem of Fire Island since my visit there a few weeks ago. Fire Island would be a precious natural resource located anywhere on our coastline. But because it is within 50 miles of metropolitan New York it is even more valuable and worthy of the most enlightened thinking and planning. I have a number of thoughts about what can and should be done about Fire Island in the national interest and for the benefit of the public.

First, as you who live there are too well aware, is the important problem of providing long-range erosion control and hurricane protection. The Army Corps of Engineers' plan authorized by Congress in 1960 offers a sound long-range solution and it appears that the Congress will appropriate the funds necessary to begin work this year.

Beyond the immediate need for protection against storm and erosion is the need for farsighted planning for future recreational needs. It is here that Fire Island offers a great challenge and an opportunity which may not exist even a few years hence. Natural shoreline areas, both on our ocean coasts and inland waters, have been developed at such a rate in recent years that there are very few such areas left. Many of these developments, such as Jones Beach in your vicinity, are splendid examples of one way in which to provide for the outdoor recreation needs of our expanding population. But as our population grows, we need diversity of recreational opportunity. And, in particular, we need to provide for the preservation of natural open spaces free of automobile traffic, parking lots and hot dog stands.

Fire Island offers just such an opportunity. We must use our ingenuity to do our public works so thoughtfully that this generation and the succeeding generations who come to the public parks at the east and west ends will see the magnificent sand dunes, natural vegetation, bird life and the splendid beach untouched much as they are now. This is a different kind of planning than went into the creation of Jones Beach. It is perhaps even more difficult to achieve. That is why I have communicated with Governor Rockefeller suggesting that joint Federal-State thinking for this area begin now so that it might be included under the Shoreline Protection Plan passed by the Senate this year and now pending in the House.

The area between the two large public parks is shortly to receive large expenditures of public funds for erosion control, including restoration of the sand dunes and of the beach slope destroyed by the March storms. In this area are both established communities of summer cottages and undeveloped stretches of land. I believe that we should study joint Federal-State acquisition of the undeveloped areas so that they may be preserved in their natural state. The entire oceanfront, including the dunes and beach, should be studied with a view to protecting it under the Shoreline Protection Plan. We should certainly prevent any building on the dunes which contributed so much to the undermining that occurred in the March storms all along the Atlantic Coast.

My recommendation would be that the Federal, State and local authorities proceed now with boldness and imagination to keep as much of Fire Island as is still possible in its natural state, while at the same time preserving and protecting the area for public recreation.

I hope that this makes my position entirely clear. Let me repeat what I have said to many of your residents who have written to me in recent weeks: the Department of the Interior, under existing and pending authorizations of the Congress, stands ready to assist any shore locality in the important goal of acquiring and preserving areas such as Fire Island for the enjoyment of our people for generations to come. I will continue to urge such action. But as a practical matter, a sound conservation result will only be achieved on Fire Island with the cooperation of the State of New York and Suffolk County.

Sincerely yours,

s/Stewart L. Udall
Secretary of the Interior

Will Fire Island Be Paved... Or Saved?

L.I. COMMERCIAL REVIEW Round-up Of LI's Major Controversy In Q & A Form

by Paul B. Townsend, Editor & Publisher

WHAT IS THE FIRE ISLAND ROAD FIGHT REALLY ABOUT?

In conflict are two opposing philosophies of recreation-conservation. The Moses concept calls for more mass-use Jones Beaches with policed swimming and picnicking areas and giant parking fields easily accessible by parkways and bridges. The Udall concept urges more diversity of recreational opportunity with the preservation of natural resources free of cars and hot dog stands.

Robert Cushman Murphy of Old Field, curator emeritus of the American Museum of Natural History, has said "... he (Mr. Moses) believes himself thinking in terms of the greatest good for the greatest number. But it is high time that our society began to recognize the benchmarks at which the greatest number utterly wipes out the greatest good, once and forever."

And as Life Magazine last week editorialized "it is all too easy to equate the public interest with that version of the 'mass interest' which turns out to mean more automobiles and hot dog stands. Proscriptive seizure of property is a power to be used with restraint. If this means being a little less tender about the masses, so be it—and spread the word from Fire Island to Sleeping Bear Dunes."

WHAT IS THE ROAD PROPOSAL?

The Temporary State Commission on Protection and Preservation of the Atlantic Shore Front has adopted its Secretary's (L.I. State Park Commissioner Robert Moses) 32-yr-old plan of a road on Fire Island by piggy-backing it on the U.S. Corps of Engineers' anti-erosion program.

Adopted on July 27, the final report of the Commission provides for a 75-ft-wide roadway elevated to 20 ft above mean sea level with a 1:20 slope on each side of 400 ft requiring a total width at sea level of 875 ft. This 4-lane-highway would run for 20 miles connecting Fire Island State Park at the west end to Smith Point County Park in the east.

The Commission's Report has been approved by both the Suffolk and Nassau Bds of Supvrs.

WHAT WILL THE ROAD DO TO FIRE ISLAND?

Assuming the road to be constructed as close to the ocean as possible, it would require 475 ft of existing homes and property. Since in some places the island is only 500 ft wide, on the average it will take 60% of the land area.

As the N.Y. Times editorialized, "it will despoil, not enhance the natural charm of Fire Island . . . Among the things from which Fire Island must be protected is the entirely unnecessary highway that Mr. Moses has projected for an area that is already freely accessible without any such destructive development."

WILL THE ROAD HELP PROTECT FIRE ISLAND?

The original claim that a highway would in some way anchor the dunes in place is highly dubious. Along Jones Beach the highway is placed behind protecting dunes and the frequent underpasses promised in the Commission's Report will require that the Fire Island road also be protected by dunes.

On July 5th, a U.S. Army Corps of Engineers spokesman said: "A highway was not necessary when we made our study and is not necessary now." Even more recently the Engineers told Senators Javits and Keating that the authorized project, **without a road**, will provide protection against storms greater than any on record.

WHAT WILL THE ROAD COST?

The Commission's report estimates \$21 million for construction of the road. However, independent construction engineers estimate \$300 a ft for a 4-lane highway under Fire Island conditions or approximately \$30 million for the 20-mile road.

The Commission's Report omits any estimates for the balance of construction costs:

- FILL at 50c a cubic yard to make up the cross-section shown in the report involves \$18.5 million without any payment to the owners of the bay bottoms from which the fill would have to be taken;
- GROINS required to stabilize the ocean beach would cost \$4 million; and
- CONDEMNATION of existing property and houses to the required depth of 475 ft is estimated at \$21 million. (This same property now pays nearly \$400,000 a year in local taxes and contributed \$6 million annually in retail business and services.)

Thus the **TOTAL ROAD COST, including \$7 million for parking fields, access roads and turn-offs, would be \$80.5 million, almost 4 times the estimate in the Commission's report!**

The Real Issue on Fire Island

It was, of course, a foregone conclusion that the Temporary State Commission on the Atlantic Shorefront would formally approve the plans...

But the real issue is whether a costly, four-lane parkway is needed on Fire Island and would be preferable to preserving the clean beaches and dunes of the unspoiled parts of Fire Island as a natural recreation area free of the noises

and stench of heavy traffic.

We believe that if New York citizens and their legislators keep their eyes on the issue, the costs and the alternatives, the Fire Island highway will be rejected. At the same time Congress should be given an opportunity to consider the advisability of adding a Fire Island recreational seashore to the National Park system.

...Editorial, THE NEW YORK TIMES, (8/8/62)

WILL THE ROAD INCREASE PUBLIC ACCESS?

Although the claim of "greater public access" has been widely circulated in justification of the road, in fact the road would actually make what remained of Fire Island more private than it had ever been! A 20-mile 4-lane highway will allow people to drive from Fire Island State Park to Smith Point County Park . . . but it will not permit anyone to stop or to leave the highway or to use the beaches except the remaining property owners. And since the road will have to be protected by dunes, the riders will not even be able to enjoy an ocean view for most of the drive!

This \$80.5 million road actually provides additional access to only 2 miles of beach other than that now served by the two bridges. In between, with ferry service sharply curtailed or eliminated by road access, the public will be denied admission to the many communities on the island which now welcome transients by the thousands.

Actually, there are still 8 miles of undeveloped state-owned shore front at Jones Beach and another 5 miles of Fire Island State Park to be developed as well as 7½ miles of Smith Point County Park area—all already accessible to autos and buses.

WHO IS OPPOSING THE ROAD?

There is a fast-growing opposition to the road from Fire Islanders, conservationists, businessmen, press and public officials.

Suffolk's Congressman, Rep. Otis G. Pike, has joined Islip Town Supvr Thomas Harwood and Brookhaven Town Supvr Charles Dominy (the two towns most involved) in strong opposition to the road because it "does nothing to improve accessibility", "will delay rather than speed action on the Army's erosion control project", and provides "no benefit to the average taxpayer of Suffolk." Pike also stresses the concern of all south Suffolk with the increasing pollution problem of the Great South Bay and hits the road proposal because it makes a needed inlet "infinitely less likely and a great deal more expensive."

Assemblymen Prescott Huntington, Dorothy Bell Lawrence and W. F. Passanante and congressional candidates Walter Ormsby, Elizabeth Iglehart and John Bucalo have also spoken up against the road. Gov. Rockefeller has taken no position.

Press opposition in forthright editorials include the N.Y. Times, Life magazine, N.Y. World Telegram, L.I. Commercial REVIEW, Long Islander, Suffolk County News, L.I. Advance, Easthampton Star, Smithtown News, Mid-Island News, Babylon Town Leader, radio station WBAB, and Fire Island News.

Conservationist organizations lined up in opposition are: National Audubon Society, Conservationists United, Nassau and Suffolk Fish & Game Assns, Hempstead Town Resources Council, Federation of N.Y.S. Bird Clubs, N.Y. Marine District of Sportsmen's Council, Nature Conservancy, Linaen Society of N.Y., L.I. Beach Buggy Assn, Southside Garden Club, and the Coastal Wetlands Committee.

Business organizations actively opposing the road include the L.I. Assn, Bay Shore and Patchogue Chambers of Commerce, Natl Party Boat Owners Alliance, and the Regional Plan Assn.

It is most significant that to date no civic leader, recreation authority, or civic or recreation group has either spoken up for or endorsed the road proposal.

WHY NOT THE ENGINEERS' PLAN?

Congress in 1960 authorized the Fedl Beach Erosion Control Project calling for a \$42.5 million expenditure, 51% fedl, the balance state and local, to be conducted by the U.S. Corps of Engineers along the 83-mile oceanfront from Fire Island Inlet to Montauk Point. It involves restoration of the sand dunes to a height of 20 ft, creation of a gradual beach slope by hydraulic fill, and the building of up to 50 stone groins and jetties along the 83-mile stretch.

The Corps' capability for Fiscal '63 has been established at \$3.1 million and Senators Jacob Javits and Kenneth Keating, still opposed to the road plan as con-

fusing and a danger to the Engineers' program, are currently seeking an immediate appropriation increase from \$250,000 provided in the present budget for pre-construction engineering to the \$1.5 million needed as the fedl share for the U.S. Corps of Engineers to complete their anti-erosion planning and to start in on the first stage of anti-erosion construction between Moriches and Shinnecock Inlets this year.

The total cost for the Fire Island section of this plan is \$10,123,000 with the cost to Suffolk approximately \$2,250,000. Adding the road increases the cost to Suffolk by \$3 million based on the Commission's figures but \$12 million by more realistic estimates.

WHAT ABOUT THE NATL SEASHORE PROPOSAL?

Last week the N.Y. World-Telegram editorially hailed Rep. John V. Lindsay's bill for establishing a Fire Island Natl Seashore as "the proper vehicle" for an "enlightened new approach needed in charting Fire Island's future."

Lindsay's bill, introduced Aug. 20, would set aside 7,500 acres on Fire Island as a fedl reservation to "preserve for public use one of the few remaining natl seashore areas on the east coast." He protested the road cost as "outrageous, putting an exorbitant cost burden on the taxpayers while depriving them of the opportunity of enjoying the island in its natural state."

Secretary of the Interior Stewart L. Udall is enthusiastically behind the national seashore proposal. He said "Fire Island would be a precious natural resource located anywhere on our coastline. But because it is within 50 miles of metropolitan New York it is even more valuable and worthy of the most enlightened thinking and planning . . . As our population grows, we need diversity of recreational opportunity. And, in particular, we need to provide for the preservation of natural open spaces free of automobile traffic, parking lots and hot dog stands. Fire Island offers just such an opportunity. We must use our ingenuity to do our public works so thoughtfully that this generation and the succeeding generations who come to the public parks at the east and west ends will see the magnificent sand dunes, natural vegetation, bird life and the splendid beach untouched much as they are now. This is a different kind of planning than went into the creation of Jones Beach. It is perhaps even more difficult to achieve."

The natl seashore proposal will cost Suffolk nothing with the entire initial and maintenance costs being carried by the fedl govt. It would also provide the greatest economic benefits for a Natl Parks Service study shows that the "Cape Hatteras Natl Seashore has created considerable economic benefits to that region—increased property values and tourist expenditures and lowered tax rates in the nearby communities."

HOW CAN FIRE ISLAND BE SAVED?

Practically and politically, the road can be blocked only by clearly separating it from erosion control.

Mr. Moses says that Fire Island can have erosion control only if it also takes the road. With his vast prestige, tremendous political power, and unlimited patronage Mr. Moses is able to gain concurrence from many office holders and some newspapers. But the unrevealed high cost and the unsupported rationalizations of "greater public access" and "anchoring the dunes" are beginning to worry his supporters as more and more political leaders and objective newspapers hit the omissions and weaknesses in the Commission's report.

The Fire Island Voters Assn is continuing its attack on the unneeded, destructive road while at the same time pushing vigorously for Corps of Engineers program. And the Citizens Committee for a Fire Island Natl Seashore (60 Fire Island Avenue, Babylon) is organizing support on the mainland for Lindsay's bill.

If these, and the many other organizations and individuals who feel that Fire Island is worth saving for this and future generations, continue to make their voices heard and will make their voices felt at all three levels of government that must appropriate the funds needed for the road—there is no doubt but that this unneeded, unwanted & tremendously costly road will never be built.



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

WILLIAM J. RONAN
SECRETARY TO THE GOVERNOR

September 10, 1962

Dear Mrs. Cleaver:

Governor Rockefeller has asked me to thank you for your recent letter regarding the proposed highway on Fire Island.

The Governor appreciates your making your views known to him on this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "William J. Ronan". The signature is written in a cursive style with a large, looping initial "W".

Mrs. Charlotte Cleaver
8309 Talbot Street
Kew Gardens 15, New York

F I R E I S L A N D V O T E R S A S S N .
ROOM 1405 342 MADISON AVENUE New York 17, N. Y.

NEWS BULLETIN 9/12/62

I. LETTERS ARE IMPORTANT! Please encourage friends to send them to:

Governor Nelson A. Rockefeller, Executive Chamber, Albany, N. Y.
(urging him to stop the road and to support the National Seashore proposal)

Rep. John V. Lindsay, House Office Bldg., Washington 25, D. C.
Rep. William Fitts Ryan, House Office Bldg., Washington 25, D. C.
(appreciation for introducing bills proposing a F. I. Nat. Seashore)

Rep. Otis G. Pike, House Office Bldg., Washington 25, D. C.
Supervisor Charles R. Dominy, Brookhaven Town Hall, Patchogue, L. I.
Supervisor Thomas J. Harwood, Islip Town Hall, Islip, L. I.
Assemblyman Prescott B. Huntington, St. James, L. I.
(thanks for their forthright statements opposing the road)

Senator Jacob K. Javits, Senate Office Bldg., Washington 25, D. C.
Senator Kenneth Keating, Senate Office Bldg., Washington 25, D. C.
(urge to sponsor a F. I. National Seashore bill in the Senate,
thanks for efforts to push Engineers Plan and up appropriation for it)

Sec. of Interior Stewart L. Udall, Interior Dept., Washington 25, D. C.
House Interior & Insular Affairs Committee Chairman Wayne N. Aspinall,
House Office Bldg., Washington 25, D. C.
House National Park Sub-Committee Chairman J. T. Rutherford, House
Office Bldg., Washington 25, D. C.
(urge serious and favorable consideration of bills proposing a Fire
Island National Seashore and that public hearings be held soon)

II. REPRINTS ARE AVAILABLE of the Q & A Summary by the L. I.
Commercial Review.

If you can use extra copies mail your request to F. I. V. A.'s N. Y. Office.
This will serve as a Fact Summary until the brochures are completed.

III. FUNDS ARE NEEDED so please do what you can to meet and exceed your
community's quota. Send all contributions to Joseph J. Shapiro at the
N. Y. address of the F. I. V. A. Be sure to send names and addresses
of contributors in also so that they may be added to the mailing list.

IV. RECRUIT SUPPORT FROM OFFICE-HOLDERS & ORGANIZATIONS.
RESOLUTIONS FROM GROUPS AND PUBLIC STATEMENTS BY
ASSEMBLYMEN, STATE SENATORS, & CONGRESSMEN
OPPOSING THE ROAD AND FAVORING A NATIONAL SEASHORE
ARE MOST VALUABLE. Get copies to the F. I. V. A. office so that
they can be publicized.

9/12/62

MINUTES of a MEETING of the "CITIZEN'S COMMITTEE FOR A FIRE ISLAND NATIONAL SEA SHORE"

held Sept. 12, 1962 at the office of Irving Like, Esq., 200 West Main St., Babylon, N.Y.

Present were:

Helen Oak tel. home 212 TE 1 1644
[redacted] bus. 212 MU 8 7900

John B. Armstrong home 212 MU 6 0125
[redacted]

Paul Townsend PI 7 7500
[redacted] RA.

Irving Like MO 9 3000
[redacted]

E. Eugene Henkel JU 1 0880
[redacted]

William Marran bus. GR 5 4900
[redacted] home RR 2 0287

Thoburn G. Cleaver 212 VI 6 0969
[redacted]

Robert H. Spencer home 914GR8 0764
[redacted] bus. 212PL2 7800

Mr. & Mrs. F.A. Sherman AT 6 1259
[redacted] JU 3 5405

Mr. & Mrs. Ripp RM 3 6776
[redacted]

Maurice Barbash off. MO 9 3236
[redacted] home MO 6 7079

Joseph F. Dempsey JU 1 8854
[redacted]

John E. Springhorn RM 2 6000
[redacted] RM 3 6393

Mr. & Mrs. F.H. Low
[redacted]

By general agreement, Maurice Barbash was selected as temporary chairman, and Thoburn Cleaver as Secretary.

The purpose of this meeting was to set up a working organization of various committees, all with the end purpose to promote the formation of a Fire Island National Sea Shore. Individuals heading up committees must be volunteers who are willing to work tirelessly toward that end.

Committees and Committee heads

SPEAKERS COMMITTEE- Mrs. Sherman, charged with listing suitable business and civic organizations; obtaining schedules of their meetings; arranging for speaking time at meetings to present arguments for a Fire Island National Sea Shore; arranging for speakers and delivery of speaker to the meeting at the correct time and place.

Volunteer Speakers- Messrs. Like, Marran, Barbash, Ripp, Armstrong
Note: Claire Sigal (not present) suggested to help

FUND RAISING COMMITTEE- Mr. Brewster (not present) Suggested head charged with obtaining sufficient funds to support the needs of the program.

MEMBERSHIP COMMITTEE- Bob Snyder(not present) and Joe Dempsey
charged with getting organizations and individuals to join
or affiliate- to carry on by resolutions within organizations,
to obtain contributions from organizations(liason with Fund
Raising Comm.), not members of organizations working for the
cause.

DONATION COMMITTEE- Mr. & Mrs. Low
charged with exploring the possibilities of obtaining donations
of land areas for the National Seashore from organizations and
individuals and to promote such gifts.

PUBLIC RELATIONS & ADVERTISING COMMITTEE- Helen Oks, Messrs. Hankie
Spencer, Armstrong.
charged with all promotion work in this category, including
the preparation of tapes for radio, films, radio time, film
display, (possibly in conjunction with speakers), local and
city newspapers, etc.

PETITIONS COMMITTEE- Jack Ripp
charged with procuring and preparation of petitions, scheduling
and delivering.

LEGAL COMMITTEE- Jack Hart and Jim Fallon (neither one present)
charged with examination of bills scheduled for presentation
to the legislature and Governor, national bills presented
to Congress, to discover any which may have or present
hazards to our program.

ENGINEERING COMMITTEE- John Marraun(not Present)
Charged with examination, explanations, etc. of engineering
aspects which may arise.

LEGISLATIVE COMMITTEE- Chas. Webster(not present)
Charged with various aspects of lobbying and like methods.

Report on Hatteras

Mr. Townsend gave an oral report on a trip to Hatteras to
examine the effects of the storms of last year and early spring,
the physical aspects of the island chain, what had been done to
restore dunes, what was being done to combat erosion, experience
with roads, comparison of the road in existence there and that
proposed for Fire Island, conclusions which might be reached.

Meeting adjourned

19 TH
NEXT MEETING SCHEDULED FOR WEDNESDAY SEPT. 22, same hour, same place

T.G. Cleaver

CITIZEN'S COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE

Last Monday congressional aspirant Walter Ormsby announced that he supports a Fire Island National Seashore and, if elected, will introduce a bill in Congress for the creation of such a National Seashore. It is essential to have a congressman for the interested district introduce such a bill.

Now, it is vitally important that the support of State Senator Elisha T. Barrett and State Assemblyman Perry B. Duryea be obtained. ELECTION DAY IS NEAR. Write, making your views known, and ask for their support before elections.

If from Suffolk, write:

Elisha T. Barrett

158 4th Ave., Bayshore, N. Y.

Perry B. Duryea

Old Montauk Highway, Montauk, N. Y.

If from New York, write:

Rep. John V. Lindsay
House Office Bldg., Washington, D. C.

Rep. William Fitz Ryan
House Office Bldg., Washington, D. C.

Also, if you are a Democrat and are thinking of voting for Otis Pike, let him know your views. He wants your vote, but he has not fully supported you. Although he does not favor an expressway, he has not, as yet, supported a Fire Island National Seashore.

Letters may be left in Ferry office. Please do not date or seal letters. Use your home address for return.

FIRE ISLAND VOTERS ASSN.
Room 1405 342 MADISON AVENUE NEW YORK 17, N.Y.

SEPTEMBER 26, 1962
DIRECTOR'S NEWS BULLETIN

- I. A BULLETIN TO THE MEMBERSHIP IS BEING MAILED OUT THIS WEEK. YOUR EXECUTIVE COMMITTEE, AT A MEETING THURSDAY, DECIDED THE MOST EFFECTIVE ACTION AT THIS TIME BY THE MEMBERSHIP IS TO FLOOD THE GOVERNOR WITH INDIVIDUAL LETTERS PROTESTING THE ROAD AND ASKING HIS STAND PRIOR TO THE ELECTION. PLEASE TAKE WHATEVER ACTION POSSIBLE TO STIMULATE SUCH LETTERS BY YOUR ASSN'S MEMBERS AND BY THE MEMBERSHIP OF SYMPATHETIC ORGANIZATIONS.
- II. PETITIONS SHOULD BE SENT TO PAUL TOWNSEND, 600 OLD COUNTRY ROAD, GARDEN CITY, L.I., OR THEY CAN BE DROPPED OFF AT OUR ASSOCIATION OFFICE IN N.Y.C. WE ARE ARRANGING AN APPOINTMENT WHERE THEY CAN BE PRESENTED DIRECTLY TO THE GOVERNOR SO ALL NOW ON HAND IN YOUR COMMUNITY SHOULD BE SENT IN BY OCTOBER 1ST. OTHERS WILL BE ASSEMBLED AT THE END OF OCTOBER FOR A SECOND PRESENTATION.
- III. IF THE GOVERNOR DOES NOT TAKE A STAND OPPOSING THE ROAD, THEN OUR MAJOR EFFORT WILL BE TO BLOCK THE PASSAGE BY ALBANY LEGISLATURE OF THE BILL PROPOSED BY THE TEMPORARY COMMISSION TO AMEND THE STATE HIGHWAY LAW TO PROVIDE FOR AN OCEAN BOULEVARD ON FIRE ISLAND, AS PART OF THE STATE HIGHWAY SYSTEM. IT IS IMPORTANT NOW TO GET AS MANY ASSEMBLYMEN AND STATE SENATORS AS POSSIBLE COMMITTED TO OPPOSING THIS FIRE ISLAND ROAD BILL. ATTACHED IS A PROPOSED LETTER TO CANDIDATES FOR THE STATE LEGISLATURE THAT YOUR VARIOUS ASSOCIATIONS CAN SEND. PLEASE MOVE ON THIS AT ONCE.
- IV. A LIST OF DIRECTORS 'S ALSO ATTACHED. THIS IS FOR USE OF THE OFFICE AND OF COMMITTEES - (ALSO A NEW LETTERHEAD WILL BE PRINTED) SO PLEASE CHECK IT FOR ACCURACY AND PHONE IN ANY CORRECTIONS.
- V. THE CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE IS MUSHROOMING ITS ACTIVITIES AND LAUNCHED AN EDUCATIONAL DRIVE LAST WEEK WITH A FLIGHT OF CIVIC AND BUSINESS LEADERS TO WASHINGTON AND HATTERAS. YOU WILL HEAR MUCH MORE FROM THIS ALLY AS IT ROUNDS UP SUPPORT FOR A POSITIVE, NON-DESTRUCTIVE, AND ECONOMICAL SOLUTION TO THE EROSION PROBLEM.
- VI. IF YOU KNOW WHERE THERE ARE ANY GOOD TRANSPARENCIES OR COLOR SLIDES OF FIRE ISLAND SCENES, PLEASE CONTACT BOB SPENCER WHO IS PREPARING A PRESENTATION FOR GENERAL USE.

CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE

PROPOSED PARTIAL AGENDA MEETING OF SEPTEMBER 26

I. REPORTS OF STANDING COMMITTEES

II. REPORT ON THE WASHINGTON-HATTERAS FLIGHT

- A. EVALUATION
- B. PIKE
- C. FOLLOW-UP ON GUESTS AND INVITEES
- D. POSSIBLE FLIGHT OVER FIRE ISLAND

III. ENLISTMENT OF SUPPORT OF ORGANIZED GROUPS

- A. LIST OF POTENTIAL SUPPORTING ORGANIZATIONS
 - 1. LEAGUE OF WOMEN VOTERS
 - 2. SUFFOLK COUNTY TAXPAYERS ASSOCIATION
 - 3. UNIONS
 - 4. CHAMBERS OF COMMERCE
 - 5. SERVICE CLUBS
 - 6. SPORTSMAN'S CLUBS
 - 7. CONSERVATIONIST GROUPS
 - 8. GARDEN CLUBS
 - 9. CIVIC ASSOCIATIONS
 - 10. L.I. ASSN., L.I. REAL ESTATE Bd., L.I. HOME BUILDERS INSTITUTE

B. ASSIGNMENT

C. SPECIFICS ASKED:

- 1. RESOLUTION OPPOSING ROAD & SUPPORTING NATIONAL SEASHORE.
- 2. DISSEMINATION OF RESOLUTION TO PRESS, CIT COMM, GOV. OFFICIALS.
- 3. MEMBERSHIP ACTION WITH LETTERS TO GOVERNOR AND TO CONGRESSMAN, STATE SENATOR AND ASSEMBLYMAN.
- 4. SOLICITATION OF SUPPORT FROM SIMILAR GROUPS IN AREA AND IN THE STATE.
- 5. INDIVIDUAL LETTERS TO THE EDITORS.
- 6. REPRESENTATIVE TO SERVE AS DIRECTOR OF CITIZENS COMMITTEE FOR EFFECTIVE LIASON.

IV. DIRECT CONTACT TO ALL CANDIDATES

- A. LETTER FROM CITIZENS COMMITTEE
- B. ENCLOSE FACT SHEET ON FIRE ISLAND ROAD AND ON NATIONAL SEASHORE.

V. PRESSURE ON EIGHT SUPERVISORS WHO VOTED FOR ROAD

- A. STIMULATE LETTERS AND EDITORIALS IN THEIR AREAS ASKING WHY THEY VOTED FOR THE ROAD.
- B. SHOW THEM HOW MUCH MORE THE ROAD WILL COST THAN IS ESTIMATED, THE LOSS IN TAXABLE PROPERTY RESULTING, AND HOW A NATIONAL SEASHORE WOULD HAVE THE FEDERAL GOVERNMENT PAYING THE ENTIRE COST OF EROSION-CONTROL PLUS OTHER ADVANTAGES TO THE COUNTY.

VI. INFORMATIONAL TOOLS

- A. DRAFT OF TYPICAL LETTER TO AN ORGANIZATION ASKING FOR SUPPORT.
- B. REPRINT OF REVIEW Q&A ON FIRE ISLAND ROAD PROPOSAL.
- C. OUTLINE OF A TALK TO A GROUP.
- D. REPRINT OF FEATURE ARTICLE ON PROPOSED FIRE ISLAND NATIONAL SEASHORE.
- E. BROCHURE ON FIRE ISLAND VOTERS ASSN ANSWER TO ROAD PROPOSAL.
- F. DRAFT OF POSSIBLE RESOLUTIONS.
- G. REPRINT OF PIKE'S LETTER TO DENNISON.
- H. REPRINT OF UDALL'S LETTER.
- I. REPRINTS OF EDITORIALS IN LIFE, WORLD-TELEGRAM, TIME ETC.

VII. RESEARCH NEEDED

- A. LINE BY LINE COUNTER TO COMMISSION'S FINAL REPORT.
- B. DETAILED ENGINEER'S ANALYSIS AND COST ESTIMATES OF PROPOSED ROAD.
- C. BREAKDOWN OF \$22 MILLIONS REFERRED TO IN REPORT FOR PAST REPLENISHMENT OF BEACH.
- D. COSTS OF JONES BEACH REPLENISHMENT.
- E. ANALYSIS OF ENTIRE JONES BEACH MILEAGE - HOW EACH MILE IS USED, HOW FAR ROAD IS FROM OCEAN, HOW MUCH DRIVER CAN SEE OF OCEAN, WHERE CARS CAN PARK AND USE BEACH.
- F. CHECK OWNERSHIP OF ALL FIRE ISLAND TRACTS AND NEARBY BAY BOTTOM LAND.
- G. GET INFORMATION OF HOW HENRY F. DUPONT IS RIPRAPPING A MILE OF BEACHFRONT IN SOUTHAMPTON.
- H. CHECK WITH AAA AND WITH REGIONAL PLAN ASSN.
- I. WHO USES GILGO PAVILION.

FROM: CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE
42 FIRE ISLAND AVE., BABYLON, L.I., N.Y.
MOHAWK 9-3236

FOR IMMEDIATE RELEASE

L. I. BUSINESS & CIVIC LEADERS SEE NATIONAL
OFFICIALS ON FIRE ISLAND SEASHORE PROPOSAL

LEADERS OF TEN LONG ISLAND REGIONAL CIVIC AND BUSINESS ASSOCIATIONS CONFERRED WITH INTERIOR DEPARTMENT OFFICIALS IN WASHINGTON AND MADE AN AERIAL INSPECTION OF THE CAPE HATTERAS NATIONAL SEASHORE ON FRIDAY.

THE TRIP MARKED THE START OF AN EDUCATIONAL CAMPAIGN BY THE CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE TO INFORM LONG ISLANDERS OF THE "GREAT ECONOMIC, RECREATION AND CONSERVATION ADVANTAGES OF PRESERVING SOME 7,000 UNDEVELOPED ACRES ON FIRE ISLAND AS A NATIONAL PARK.

TAKING THE INSPECTION FLIGHT WERE: JOSEPH PINTER, PRES. OF PINTER BROS., OF DEER PARK AND SUFFOLK COUNTY VICE-PRES. OF THE LONG ISLAND ASSOCIATION; MRS. DONALD LARSON, OF HUNTINGTON, 1ST V.P. OF THE SUFFOLK COUNTY LEAGUE OF WOMEN VOTERS; R. W. HOPEWELL, PRES. OF THE GREATER BAY SHORE CHAMBER OF COMMERCE; RICHARD H. EGGERS JR., OF FRAMINGDALE, EXEC. VICE-PRES. OF THE L. I. REAL ESTATE BOARD; FRANK W. SCHENCK, DIRECTOR OF THE PATCHOGUE CHAMBER OF COMMERCE; WILLIAM R. DONALDSON OF FORT SALONGA, VICE-PRES. OF THE SUFFOLK COUNTY TAXPAYERS ASSN.; JOHN BRASLOW OF DEER PARK, DEM. CANDIDATE FOR ASSEMBLY, 3RD ASSEMBLY DISTRICT; LESLIE L. LOWEY OF GREAT NECK, DIRECTOR OF THE L. I. HOME BUILDERS INSTITUTE; PAUL B. TOWNSEND OF GARDEN CITY, SECRETARY OF THE L. I. VISITORS BUREAU; AND MAURICE BARBASH OF BABYLON, CHAIRMAN OF THE CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE.

JOINING THE GROUP AT LUNCHEON IN THE CONGRESSIONAL HOTEL IN WASHINGTON WERE REP. OTIS PIKE (D-RIVERHEAD), NATIONAL PARKS SERVICE ASS'T DIRECTOR BEN THOMPSON, HATTERAS NATIONAL SEASHORE ASS'T SUPERINTENDENT RAYMOND RUNDALL, DARE COUNTY TOURIST BUREAU DIRECTOR AYCOCK BROWN, AND LEGISLATIVE ASSISTANTS TO SENATORS

JAVITS AND KEATING AND REP. JOHN V. LINDSAY (R-N.Y.C.).

BILLS HAVE BEEN INTRODUCED IN THIS SESSION OF CONGRESS BY REP. LINDSAY AND REP. WILLIAM FITTS RYAN (D-N.Y.C.) TO ESTABLISH A NATIONAL PARK ON FIRE ISLAND WHICH WOULD BLOCK THE 4-LANE HIGHWAY PROPOSED BY THE STATE COMMISSION ON PROTECTION OF THE ATLANTIC SHORE. CAPE HATTERAS IS THE OLDEST NATIONAL SEASHORE. CAPE COD BECAME ONE LAST YEAR AND TWO WEEKS AGO THE PRESIDENT SIGNED A BILL CREATING ONE AT POINT REYES, 35 MILES NORTH OF SAN FRANCISCO. A BILL TO MAKE PADRE ISLAND, TEXAS, ONE HAS PASSED BOTH HOUSES AND BILLS ARE PENDING FOR NATIONAL SEASHORES IN THE GREAT LAKES REGION.

ASS'T. DIRECTOR THOMPSON TOLD THE L. I. LEADERS THAT STUDIES SHOW THAT NATIONAL PARKS CREATE CONSIDERABLE ECONOMIC BENEFITS TO THEIR AREAS, INCREASING PROPERTY VALUES, EXPANDING TOURIST EXPENDITURES AND LOWERING TAX RATES IN NEARBY COMMUNITIES. HE EXPLAINED THAT AS A NATIONAL PARK FIRE ISLAND'S EROSION PROBLEMS WOULD BE TAKEN OVER AND COMPLETELY FINANCED BY THE FEDERAL GOVERNMENT AND THAT "SUITABLE ACCESS" WOULD BE PROVIDED TO THE 15 MILES OF DIVERSE RECREATIONAL OPPORTUNITIES.

IN A PRE-LUNCHEON CONFERENCE AT THE INTERIOR DEPARTMENT, STEWART UDALL'S ASSISTANT WALTER POZEN SAID THAT THEIR STUDIES TAKEN IN 1955 AND AGAIN THIS YEAR FOLLOWING THE MARCH STORM PROVED THAT "FIRE ISLAND REPRESENTS ONE OF THE LAST GREAT OPPORTUNITIES TO PRESERVE AN INVALUABLE NATURAL RESOURCE" AND POINTED OUT THAT "FIRE ISLAND IS OF EXTREME IMPORTANCE BECAUSE OF ITS NATURAL FEATURES AND ITS CLOSE PROXIMITY TO LARGE CENTERS OF POPULATION. QUERIED RATIONALE ADVANCED BY PROPONENTS OF A 4-LANE HIGHWAY THAT IT WOULD "ANCHOR THE DUNES" ASS'T POZEN SAID "OUR PARK SERVICE EXPERTS DO NOT BELIEVE THAT A ROAD ON TOP OF A DUNE HAS ANY EFFECT ON EROSION CONTROL." HE ADDED THAT "IF FIRE ISLAND WAS A NATIONAL SEASHORE THE PARK SERVICE WOULD WORK WITH THE ARMY CORPS OF ENGINEERS TO STABILIZE THE SHORELINE AS WE ARE DOING AT OUR OTHER SHORE AREAS WITH ALL THE COST OF EROSION CONTROL WORK PAID FOR BY THE FEDERAL GOVERNMENT."

Aycock Brown, Director of the Tourist Bureau in the area of Cape Hatteras National Seashore told the group that "we have doubled the number of hotels and doubled the length of our tourist season as a result of the National Seashore at Hatteras. Because there is now all year interest with the varied recreation offered, some hotels stay open year-round." He said his publicity job was the "easiest in the country" because the national government publicizes the national seashore as one of our great national assets.

In welcoming the group and the special guests Citizens Committee Chairman Maurice Barbash told them his committee is convinced that through making Fire Island a national park "more people will be able to thereby enjoy a greater amount and variety of recreation, that it will become a stimulus to the region's economy, help in attracting desirable new industry and recruitment for present plants, be a valuable nature laboratory for our schools, and will solve the erosion problem at the lowest cost to our taxpayers."

"It is most appropriate that a national park be created on the home area of the President who gave the greatest impetus to conservation - Theodore Roosevelt!" Barbash said and quoted General Omar Bradley who in 1959 surveyed his native land saying "Year after year our scenic treasures are being plundered by what we call our advancing civilization. If we are not careful we shall leave our children a legacy of billion-dollar roads leading nowhere except to other congested places like those they left behind. We are building ourselves an asphalt treadmill and allowing the green areas of our nation to disappear."



Suffolk County Fish and Game Association, Inc.



P. O. Box 513, Patchogue, New York

October 1, 1962

FIRE ISLAND NATIONAL SEASHORE AREA

The Temporary State Commission on the Atlantic Shorefront under the chairmanship of Joseph Carlino, has approved of a proposed four lane highway to be constructed on top of dunes as a solution to the destiny of Fire Island.

It is evident to us that preservation of wide expanses of beach is preferable to a costly highway, therefore our association proposes the alternate of a "Fire Island National Seashore Area" under our National Parks systems.

An example of such an area is represented by a recent bill signed by the President authorizing the establishment of a 27,000 acre Cape Cod National Seashore Area at a cost of \$16 million dollars. Contrary to some Sportsmen's beliefs this facility will offer hunting, as well as fishing, camping, boating, swimming, hiking trails, and observation points. According to National Park spokesmen, a limit will be set on these facilities to insure that recreation doesn't run away with conservation. While this park will not become a physical reality for several years, its authorization stops forever the developers bulldozer from spoiling the natural beauty of Cape Cod.

Another similiar area established in 1937 is located at Cape Hatteras. This area which is open all year, offers hunting, fishing, boating, camping, and nature walks.

As a "Fire Island National Seashore Area," the burden of costs for desperately needed erosion control would be entirely in the hands of the Federal government and would not end up as a constant drain on the taxpayers of New York State. Erosion is a constant "put and take" process, requiring periodic expenditures that the state should not underwrite, even in part, especially if Fire Island is left to commercial private development.

In fulfilling our obligation to provide outdoor recreational oportunites for future generations, deciding the future of Fire Island represents a golden opportunity. Remember the seashore we save today is all that ever will be saved!

We feel that the proposals of the Temporary Commission fall far short of fulfilling this obligation or serving the best intersets of the taxpayers and sportsmen of New York State.



THE SENATE
STATE OF NEW YORK
ALBANY

ELISHA T. BARRETT
1ST DISTRICT
CHAIRMAN
COMMITTEE ON HIGHWAYS
AND PARKWAYS

158 FOURTH AVENUE
BAY SHORE, LONG ISLAND, N.Y.

October 9, 1962.

Mr. Thoburn G. Cleaver, President
Davis Park Association
Box 814
Patchogue, New York

Dear Mr. Cleaver:

Thanks so much for your letter of October 7th. I appreciate having the views of the members of the Davis Park Association and I assure you that the views of your organization will be given every consideration if the question of the road comes before the Legislature.

Might I clear up what appears to be a misconception on your part by telling you that any bill that might come before the Committee on Highways and Parkways would not contain an appropriation. If the road is to be built, the appropriation would be included in the Governor's budget. The bill - if one is introduced - would be referred to the Committee on Finance and not the Committee on Highways and Parkways in view of the fact that the bill, by its wording, would have budget implications.

Very sincerely yours,

A handwritten signature in blue ink, appearing to read "Elisha T. Barrett". The signature is written in a cursive style and is positioned to the right of the typed name.

ETB:adb

The New York State Conservation Council, at their annual meeting October 12th in Lake Placid, unanimously endorsed this resolution calling for preservation of Fire Island as a National Seashore Area as presented by the Suffolk County Fish and Game Association and seconded by the Nassau County Fish and Game Association:

WHEREAS open beach front available for fishing, camping, hiking and hunting on Long Island is disappearing from public access at an alarming rate primarily due to the tremendous housing boom on Long Island and in part to considerable erosion and

WHEREAS one of the primary reasons for the existance of the Suffolk County Fish and Game Association and its affiliation with the New York State conservation council is to preserve outdoor recreational opportunities on Long Island and

WHEREAS the preservation of Cape Cod as a national seashore was instituted by the endorsement of such by the Massachusetts State Legislature and Governor and

WHEREAS endorsement by the Legislature and or the Governor of New York State would in effect guarantee the preservation of Fire Island as a national seashore and preserve our last remaining open beach in its natural state for our people to enjoy for all time

THEREFORE we the Suffolk County Fish and Game Association through our affiliated clubs and individuals representing some 8,000 Long Island Sportsmen and Conservationists request that for the enjoyment and contentment that outdoor recreation brings and for the benefit of all N. Y. State residents Fire Island be preserved as a national seashore area.

FROM: Citizens Committee for a Fire Island National Seashore
265 W. Main St., Babylon, N.Y. MOHawk 9-3236

FOR RELEASE: Friday (10/12/62) A.M. 's

L. I. CITIZENS COMMITTEE HEAD ASKS NATIONAL RESOURCES COUNCIL
TO HELP BLOCK ROAD AND SAVE FIRE ISLAND FOR A NATIONAL SEASHORE PARK

The National Resources Council of America's annual meeting last night (Thurs.) at Lake Placid, N.Y., attended by representatives of thirty-five national conservation and scientific societies heard the following plea for support from Babylon (L.I.) builder Maurice Barbash, Chairman of the Citizens Committee for a Fire Island National Seashore:

"I speak for a growing landslide of support in the Long Island area for establishing a National Seashore on Fire Island. It is most appropriate that a national park be created on this home area of the President who gave the greatest impetus to conservation - - Theodore Roosevelt.

"However, Fire Island's priceless unspoiled natural dunes, beaches and vegetation face the double threat of destruction from storm erosion and from a proposed four-lane ocean parkway until Congress passes legislation introduced in August to preserve some undeveloped 7,000 acres on approximately 15 miles of Fire Island barrier beach as a national seashore.

"In a letter this June, Secretary of the Interior Stewart Udall said that 'Fire Island would be a precious natural resource located anywhere on our coastline. But because it is within 50 miles of metropolitan New York it is even more valuable and worthy of the most enlightened thinking and planning'.

"The National Park Service in 1955 rated Fire Island as among the 'highest priority' after surveying the entire shoreline for opportunities for conservation of natural seashores and, in a special report following the March storm damage this year, they described the remaining 15 miles of undeveloped dunes as 'one of the most outstanding remaining opportunities on the Atlantic Coast'.

"Our Citizens Committee has been studying various plans for Fire Island and we are convinced that through making Fire Island a national park more people will be able to there enjoy a greater amount and variety of recreation, that it will become a stimulus to the region's economy, help in attracting desirable new industry and in recruitment for present plants, be a valuable nature laboratory for our schools and will solve the erosion problem at the lowest cost to our taxpayers.

"Why do I come to speak to you here at Lake Placid? It is because we need the help of conservationists throughout New York State and the country to help us push through

necessary legislation at the next session of Congress and to block the efforts of the Temporary State Commission on Protection and Preservation of the Atlantic Shore Front to piggy-back a four-lane ocean parkway on the U. S. Corps of Engineers anti-erosion program for Fire Island.

"The Commission is recommending that New York State place a 75-foot-wide roadway elevated 20 feet above mean sea level with a 1:20 slope on each side requiring an 875 foot base to run for 20 miles connecting Fire Island State Park at the west end to Smith Point County Park in the east.

"Since the island is only 300 feet wide in some places and averages little more than 1,000 feet in width, the parkway would take at least 60% of the island. As the New York Times editorialized, 'it will despoil, not enhance the natural charm of Fire Island.. Among the things from which Fire Island must be protected is the entirely unnecessary highway that Mr. Moses has projected for an area that is already freely accessible without any such destructive development'.

"Not only will this ocean parkway not 'anchor the dunes' as claimed by the Commission, it will create additional problems of erosion from rain and wind according to Interior Department experts and barrier beach veterans. The other claim for the unneeded, unwanted road is that it will provide 'greater public access' when, in fact, it will do exactly the opposite since the community parking lots will be limited to residents only.

"It is most significant that no civic or recreation leader or group has yet endorsed the road plan while many newspapers, conservationist and business organizations, and our local Congressman and Town Supervisors have spoken out strongly against the road.

"Meanwhile, there is mushrooming support for the National Seashore proposal on Long Island. And contrary to the experience on Cape Cod, Cape Hatteras and other sites when a national seashore was proposed, the vast majority of Fire Island residents are enthusiastically in favor agreeing with the Republican candidate for Congress in our district that the 'best interests of the residents of Suffolk County and Fire Island can best be served by setting up a National Seashore'.

"National Audubon Society president Carl Buchheister told the Temporary State Commission that 'there is a need for a Coney Island and a Jones Beach in a metropolitan region. There is also a need for an area of unspoiled seashore not too far away, where a family can walk and carry a picnic basket across the dunes to find a secluded spot. We applaud Jones Beach but we earnestly hope the park authorities of Long Island and the State of New York do not push a good thing too far. Fire Island should not be split and dominated from end to end by a four lane, through highway inviting mass traffic...Fire Island offers New York's last chance -- one of the last chances, for that matter, in the

entire Northeast -- to save a significant stretch of unspoiled seashore'.

"We on Long Island agree and I am confident that you gentlemen, representing as you do national conservation and scientific societies concerned about renewable natural resources, will also agree. But I pray that you will do more. Please bring the prestige of your organizations and the weight of your memberships to bear to block Fire Island road legislation in Albany and to support Fire Island National Seashore legislation in Washington.

"Time is running out for this wonderful unspoiled barrier beach with its great variety of recreational resources. We, you and I, now have our last chance to preserve its priceless natural values for this and future generations to enjoy and to seek out for mental and physical restoration. Please act now. Once paved, Fire Island will never be saved! "

Long Island Visitors Bureau, Inc.
7 Roosevelt Motor Inn, East Meadow, Long Island

FOR IMMEDIATE RELEASE

FIRE ISLAND NATIONAL SEASHORE SUPPORTED
BY THE LONG ISLAND VISITORS BUREAU

Strong support for the establishment of a national seashore park on Fire Island as a boost to the Long Island economy came this week from the Long Island Visitors Bureau which is made up of motels, restaurants, and transportation and recreation firms concerned with increasing tourist business in Suffolk and Nassau Counties.

"Studies show that national parks throughout the country have stimulated tourist business resulting in increased property values, more jobs and retail business," said Nat Sedley, owner of the Bay Shore and Roosevelt Motor Inns and president of the L. I. Visitors Bureau.

"Our investigation of national seashores disclosed that the Dare County Visitors bureau credits the Cape Hatteras National Seashore with more than doubling the length of their tourist season with all motels near the park now open six months and some open all year", Sedley pointed out.

"A national seashore park on the Fire Island barrier beach will add a variety of oceanfront recreation - bird-watching, nature walks, camping, fishing - to our famed Jones Beach, historical sites and sports facilities. This will attract more visitors to Long Island and help in the recruitment of research and engineering personnel for our local defense firms.

"In addition, we found that there are tremendous publicity values for a national seashore in national magazines and governmental publications. With the sharply increasing demand for national parks all over the country, it is only sound planning and good business for Long Island to get the great boost in recreational facilities that a national seashore park would give us," Sedley's statement concluded.

STATEMENT BY MAURICE BARBASH, CHAIRMAN OF THE CITIZENS
COMMITTEE FOR A FIRE ISLAND NATIONAL SEASHORE, AT A PRESS
LUNCHEON AT FRIEDE'S REVERSIDE INN ON MONDAY, OCT. 22, 1962

The Citizens Committee for a Fire Island National Seashore is convinced that the highest and best use for the approximately 7,000 undeveloped acres remaining on some 15 miles of unspoiled Fire Island barrier beach is to preserve them in a national seashore park.

Our committee has the utmost respect for the many great accomplishments of Robert Moses and for the distinguished members of the Temporary State Commission which has proposed super-imposing a four-lane dune parkway on the U. S. Corps of Engineers anti-erosion program. However, we respectfully and strongly disagree with Commissioner Moses on his cost estimates for the dune parkway, that it will help "anchor the dunes," or that it will give "greater public access" to Fire Island. And most important, we oppose the parkway because it would for all time completely destroy the great natural values of this priceless barrier beach.

A week ago last Friday at their annual meeting at Lake Placid the New York State Conservation Council unanimously approved a resolution calling for a Fire Island National Seashore. The night before I addressed the Natural Resources Council of America which was holding its annual meeting at Lake Placid concurrently and the attending representatives of thirty-five national conservation and scientific societies were enthusiastic in their support for a Fire Island National Seashore. Conservation groups thruout the island, the state and the nation will be rallying to support this effort to preserve what the National Park Service has described as recently as this April as "one of the most outstanding remaining opportunities on the Atlantic Coast".

Our Citizens Committee is convinced that through making Fire Island a national park more people will be able to there enjoy a greater amount and variety of recreation, that as a national seashore Fire Island will become a stimulus to Long Island's economy, that its special recreation values will help in attracting desirable new industry and in recruitment of scientific personnel for local companies, that preserved it will be

a valuable nature laboratory for our schools, and that the help of the National Park Service will enable us to solve our erosion and pollution problems at the lowest cost to local taxpayers.

Bills proposing the establishment of the Fire Island National Seashore were introduced in Congress this August by Rep. John V. Lindsay (R-N.Y.C.) and by Rep. William Fitts Ryan (D-N.Y.C.). The proposal has been endorsed by Secretary of the Interior Stewart L. Udall, Candidate for Congress in the 1st District Walter Ormsby (R-Bayport), Candidate for Assembly in the 3rd District John Braslow (D-Deer Park), and Assemblyman in the 2nd District Prescott Huntington (R-St. James). We are confident there is much more support to come and we have launched an educational campaign contacting civic, business, and conservationist groups thruout the island and the state with information and speakers.

In 1959, General Omar Bradley said "year after year our scenic treasures are being plundered by what we call our advancing civilization. If we are not careful we shall leave our children a legacy of billion-dollar roads leading nowhere except to other congested places like those they left behind. We are building ourselves an asphalt treadmill and allowing the green areas of our nation to disappear!"

This densely populated northeast section of our nation has 25% of the population but only 4% of the nation's recreation areas. It is most appropriate that a national park be created here on Long Island, the home area of Teddy Roosevelt who as President gave the greatest impetus to conservation.

We in Suffolk County should work to preserve this last unspoiled section of our vanishing coastline. Time is running out. This is our last chance to preserve one of Long Island's priceless natural resources, for the enjoyment and the mental and physical restoration of this and future generations.

-- NEXT MEETING NOV.7,8:00 PM, 200 W.Main St., Babylon

MINUTES OF A MEETING OF THE "CITIZENS COMMITTEE FOR A FIRE ISLAND
NATIONAL SEA SHORE"

held at 200 W.Main St., Babylon, on OCTOBER 24, 1962

Present:

| | | |
|----------------------------|----------------------|-----------------|
| Mr. & Mrs. Maurice Barbash | Mr. & Mrs. Jack Ripp | Eugene Henkel |
| Douglas Brewster | Claire Siegel | Thoburn Cleaver |
| Paul Townsend | Mrs. Mm. Carl | |

Mr. Townsend informed the committee that FIVA is issuing a bulletin to its entire mailing list of approximately 3000, on October 25, which will include certain recommendations for indorsement of political candidates. A letter was read from State Senator Barret in which he stated that he would not introduce nor support any bill for a road on Fire Island. The Town Board of Islip has publically announced its support of a National Sea Shore for Fire Island.

Mr. Barbash has been approached with a request to turn over the names listed on the petitions initiated by the Committee directed to Keating and Javits- however this could not be followed thru because the petitions had already been turned over thru the regular party channels. It was felt that this committee could hardly delegate a committee of conservationists for active political work. An individual who chanced to be a member of this committee could organize such as an individual.

Reports of Committees:

SPEAKERS COMMITTEE- Claire Siegel

Committments for November speaking dates are too heavy and groups are now being asked to supply alternate dates. The paid secretary Mrs. Henne MO 9 3235 9:00 to 12:00 daily, has started to work. More speakers are needed and four names were submitted for exploration. The scheduled meeting for setting up material for the speakers was cancelled and has not been held at a later date.

FUND RAISING- Douglas Brewster

Progress in both cash and promises is being made- Sayville will be the area for the next effort.

MEMBERSHIP- Bob Snyder

Resolutions from many groups have been received. These are to be listed and published, forming a source for a publicity release.

DONATION- MRS. CARL will undertake to handle this phase

PUBLIC RELATIONS- Eugene Henkel

A beach buggy tour with a photographer will be undertaken Oct. 27, during which it is hoped to get material for the speakers kit. A layout for the kit, consisting of slide and artist material was displayed and extensively discussed. The chairman was empowered to make a final approval Oct. 25, so that the work could get started.

Completion date MUST be NOV. 13.

PETITIONS- Jack Ripp

Is now trying to get Skin Divers National Magazine to back up the Sea Shore as the only area in this vicinity where skin diving is permissable or desirable. Hopes to get the same results as the magazine was able to accomplish in Florida.

LEGAL- Irving Like

Absent, ill. Reported that the lawyer group has compartmented the work and it is proceeding.

ENGINEERING- John Marran, Absent, no report

EDUCATIONAL - Einar Grell, Absent, no report

NEXT MEETING- NOV. 7- Same place- same time

WILLIAM F. RYAN
20TH DISTRICT, NEW YORK

COMMITTEE:
SCIENCE AND ASTRONAUTICS

1517 NEW HOUSE OFFICE BUILDING
WASHINGTON 25, D.C.
CAPITOL 4-3121, EXT. 6616

DISTRICT OFFICE:
ROOM 308
100 WEST 72ND STREET
NEW YORK 23, N.Y.
TRAFALGAR 7-4192

Congress of the United States
House of Representatives
Washington, D. C.

November 14, 1962

Mrs. T. G. Cleaver
8309 Talbot Street
Kew Gardens 15, New York

Dear Mrs. Cleaver:

Thank you for your letter of October 24th.

I appreciate your support for legislation to make Fire Island a National Seashore Park, preserving it from commercial exploitation. I agree that the island should be kept as much as possible in its present state and that major public construction projects are not appropriate for this area. I also feel that the Corps of Engineers should be able to carry out its project to stop beach erosion on the island.

I am sure you will be interested in the enclosed copy of my bill, H. R. 13028. It contains features which I feel are particularly important. I am also enclosing a copy of remarks I made on the Floor of the House on August 30th.

With kindest regards,

Sincerely,



William F. Ryan
Member of Congress

WFR:jes
Encls.

87TH CONGRESS
2^D SESSION

H. R. 13028

IN THE HOUSE OF REPRESENTATIVES

AUGUST 30, 1962

Mr. RYAN of New York introduced the following bill; which was referred to the Committee on Interior and Insular Affairs

A BILL

To provide for the establishment of the Fire Island National Seashore, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, for the purpose of preserving certain relatively unde-
4 veloped portions of Fire Island and related lands in the State
5 of New York for the benefit and enjoyment of the people
6 of the United States, the Secretary of the Interior is author-
7 ized to establish the Fire Island National Seashore in the
8 manner prescribed in this Act. The seashore may comprise
9 the relatively undeveloped beaches, dunes, and shoreline
10 areas lying generally between the westerly limits of Fire

1 Island and a line approximately two miles of Moriches
2 Inlet.

3 SEC. 2. The Secretary of the Interior shall, within the
4 limits described in the first section of this Act, prescribe a
5 detailed boundary for the Fire Island National Seashore by
6 publication of notice thereof in the Federal Register. The
7 boundary description may, within the limits described in the
8 first section of this Act, be adjusted from time to time by
9 publication of an amended description in the Federal Register.

10 SEC. 3. Within the boundaries of the Fire Island Na-
11 tional Seashore, the Secretary of the Interior is authorized to
12 procure real property and interests therein by purchase with
13 donated or appropriated funds, donation, or exchange, or
14 otherwise; except that real property or interests therein with-
15 in the limits of incorporated or unincorporated villages, ex-
16 cept for ocean front dunes, beaches, and submerged lands,
17 may be procured only with the consent of the owners, and
18 real property owned by the State of New York or any politi-
19 cal subdivision thereof within the boundaries of the seashore
20 may be acquired only with the concurrence of such State or
21 political subdivision. Notwithstanding any other provision
22 of law, any Federal property located within the seashore may,
23 with the concurrence of the agency having custody thereof,
24 be transferred without consideration to the administrative

1 jurisdiction of the Secretary of the Interior for use by him
2 in carrying out the provisions of this Act.

3 SEC. 4. The Secretary of the Interior shall administer
4 the Fire Island National Seashore subject to the provisions
5 of the Act of August 25, 1916 (16 U.S.C. 1 et seq.), as
6 amended and supplemented, except that authority otherwise
7 available to the Secretary for the conservation and manage-
8 ment of natural resources may be utilized to the extent he
9 finds such authority will further the purposes of this Act.

10 SEC. 5. Nothing in this Act shall interfere with the
11 authority of the Chief of Engineers, Department of the Army,
12 or of the State of New York to undertake any shore erosion
13 control or beach protection measures on lands within the
14 Fire Island National Seashore if and to the extent that such
15 measures are approved by the Secretary of the Interior as
16 being generally consistent with the administration of the sea-
17 shore pursuant to this Act.

18 SEC. 6. There are authorized to be appropriated such
19 sums as are necessary to carry out the provisions of this
20 Act.

87TH CONGRESS
2D SESSION

H. R. 13028

A BILL

To provide for the establishment of the Fire Island National Seashore, and for other purposes.

By Mr. RYAN of New York

AUGUST 30, 1962

Referred to the Committee on Interior and Insular
Affairs

with groups of labor, industry, and farm leaders to discuss them.

The President's trade bill gives him more authority and less restrictions in the negotiation of trade agreements than ever before. The peril-point clause has been so watered down that it will be ineffective.

The administration has admitted that President Kennedy's bill, if enacted into law, will destroy many American businesses and will displace thousands of workers. The only argument concerns how serious the damage will be. Included in President Kennedy's proposal is a provision to give specific assistance to those industries and workers who are displaced as a result of this legislation.

It is shocking to realize that our Government is taking action which admittedly will destroy segments of our American economy, and will eliminate the jobs of our workers in those segments of the economy.

This authority and power given to the President if this legislation is enacted can be used to the benefit of the United States or to the economic undoing of our country. I voted against this legislation as I have as yet seen no reason to believe that it will, if enacted, be administered under any different philosophy than the present law.

THE UNITED STATES MUST CONTINUE TO BUILD ITS GREAT ECONOMY

We must continue to better the quality of our production. We must be competitive in trade. Let us trade when it is to our advantage. We must cease spending abroad unnecessarily just to help other countries to gain an economic advantage.

To be strong militarily we must be strong economically. We must return to a plain common sense plan in our trade relations. We must demand that reciprocal trade means that we receive benefits as well as give them.

No law that Congress can pass will alone solve our trade problems. We must demand that those who make our trade agreements keep American interests of primary consideration and not of secondary concern.

The House Ways and Means Committee did place in President Kennedy's trade bill a section that can be very beneficial if properly carried out. It calls for the appointment by the President, and confirmation by the Senate, of a trade coordinator, who would oversee the making of our trade agreements. If this person is capable and dedicated to our well-being and if the Government does not tie his hands, he can see that trade treaties are made to benefit our country.

On the other hand, if he should follow the philosophy of the last 20 years and be guided by an exaggerated spirit of altruism toward the world at the expense of American interests, then our economy will continue to suffer.

There are frantic protestations that our outflow of gold and our indebtedness abroad are improving, but such is not the case.

We must consider all our expenditures abroad. The dollar that we spend for

foreign aid, the dollar spent in the U.N. action in Katanga, the dollar spent for Polish ham, the dollar spent to maintain our troops in Germany, all add to our depletion of gold or our balance-of-payments deficit.

There is an even more important factor that could help to reverse our catastrophic payments deficit, a factor that appears to have been almost overlooked by officials in Washington. That is our own self-interest in buying our own products. If Indiana limestone had been used for the New York urban renewal project, the Lincoln Center, instead of travertine stone from Italy; if we had purchased glass from Vincennes, Ind., instead of from Germany, raincoats from Washington, Ind., instead of Japan, we would have stopped several millions of dollars from going abroad, and at the same time bettered our domestic economy.

Despite the optimistic statements that our trade conditions and balance of payments are improving, let us take a look at the progress or lack of progress that we are making under our present spending program. But a few short years ago we were the creditor nation of the world. Following the course that we have been following we are now one of the world's deficit nations. Is our condition improving? Under the legislation in force today, or under the new Kennedy Trade Agreements Act of 1962, only the President can improve our present adverse conditions.

NEGRO ELKS REFUSE TO BACK MEDICARE

(Mr. CURTIS of Missouri asked and was given permission to extend his remarks at this point in the RECORD and to include extraneous matter.)

Mr. CURTIS of Missouri. Mr. Speaker, I want to call attention of the House to an item which appeared in this morning's Washington Post entitled "Negro Elks Refuse To Back Medicare." I think this is a very significant item for several reasons. One, of course, it becomes quite apparent that the people are beginning to understand the limitations of the present administration proposal as well as some of its gross errors, which instead of helping the problem of health care for the aged would probably damage it. The second point of interest, I believe, is this business of executive officials lobbying throughout the country with various organizations to promote their particular program. Who paid the expenses of Hobart Taylor, legal adviser to Vice President Johnson, and Andrew Hatcher, press aid to the President, to go to Detroit to conduct this kind of lobbying? I suspect that the U.S. taxpayers footed the bill.

NEGRO ELKS REFUSE TO BACK MEDICARE

DETROIT, August 29.—The world's largest Negro fraternal organization today refused to endorse President Kennedy's medicare bill, despite urgings from a three-man task force from Washington.

Hobson E. Reynolds, grand exalted ruler of the 555,000-member Improved Benevolent Protective Order of Elks, in convention here,

said the White House team consisted of Hobart Taylor, legal adviser to Vice President Johnson; Ethel Payne, Democratic national committeewoman; and Andrew Hatcher, press aid to the President.

CORRECTION OF THE RECORD

Mr. RYAN of New York. Mr. Speaker, I ask unanimous consent that the permanent bound volumes of the CONGRESSIONAL RECORD be corrected as follows:

In my remarks headed "Danger in Albany, Ga.," starting on column 3 of page 14322 for the RECORD of August 1, 1962, the sentence which reads in part, "Dr. William G. Anderson, and other leaders have shown fantastic demonstration, leadership, and organization," should read "Dr. William G. Anderson, and other leaders have shown fantastic determination, leadership, and organization." And the sentence which reads "In his cell—calm, quite, unafraid but heartsick at the brutalities of Albany," should read, "In his cell—calm, quiet, unafraid but heartsick at the brutalities of Albany—", changing the word "quite" to quiet."

THE SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

A FIRE ISLAND NATIONAL SEASHORE

THE SPEAKER pro tempore (Mr. HAGAN of Georgia). Under previous order of the House, the gentleman from New York [Mr. RYAN] is recognized for 15 minutes.

(Mr. RYAN of New York asked and was given permission to revise and extend his remarks.)

Mr. RYAN of New York. Mr. Speaker, along the southern shore of Long Island, N.Y., there stretches a long, narrow strip of offshore beaches and dunes called Fire Island which, while conveniently near New York City, has not yet been overrun by our modern mechanized civilization. It is the last piece of our natural heritage near New York; we must preserve it.

Today I have introduced a bill which will do just this. I strongly urge immediate and bipartisan support of this effort to save Fire Island by making it a national seashore.

The threats to Fire Island are twofold. First, there is the threat of erosion by the sea, which has already seriously damaged the island. If the sea is allowed to continue its attack unchecked, there soon will be no Fire Island at all. The loss of this protective outer beach, moreover, would expose the Long Island shoreline to extensive damage from each storm that blows in off the Atlantic.

In July 1958, the Army Corps of Engineers issued a report on "Beach Erosion Control and Hurricane Study" for the entire area between Fire Island Inlet and Montauk Point. This report called for a \$40 million joint Federal, State, and local project to protect the area. In 1960 the Congress acted on the Corps of Engineers report by authorizing the

project. Nothing has yet been done, however; and last March the island was further damaged.

Sections 4 and 5 of my bill take cognizance of the need to combat this threat of erosion. Section 5 assures that the establishment of the seashore will not confuse or interfere with either the Corps of Engineers project or other valid conservation efforts by New York State. Section 4 gives the Secretary of the Interior the power to apply in the Fire Island National Seashore whatever authority to implement conservation measures he has been granted under other laws. This means he will be able to take certain essential conservation measures on his own should the Corps of Engineers project be further stalled.

The second threat is even more immediately urgent. It is a manmade menace—that of bringing progress to Fire Island. Progress in this context means a four-lane superhighway running the length of the island, connected to the mainland by bridges at either end. It means the roar of speeding cars, the stench of engine fumes, and the ugliness of litter over the dunes. It means an end to Fire Island, an end to our last natural preserve within miles of New York City. With its disappearance there will be no place to which citizens who value the quiet of natural surroundings can retreat. This is not the type of progress America needs.

There are further problems with the road. As proposed by Mr. Moses and the temporary State commission on protection and preservation of the Atlantic shore front, the road is a possible conservation hazard. In case of storm the planned underpasses through the frontal dunes would act as channels for the waters to use in undercutting the dunes. Moreover, it is generally agreed that natural vegetation, not asphalt, is the most practical dune protection available.

Another important point about the road is that it would disrupt the presently existing communities on the island; the residents are aware of this threat and are, consequently, totally opposed. The road is especially unfair in that a good part of its cost would be paid for by tax assessments on the unhappy Fire Island residents.

Mr. Speaker, the need for the seashore is not new; it has long been recognized and supported by responsible conservation interests, including the Department of the Interior. The need to make Fire Island a national seashore is even more urgent now that the double menace of natural erosion and false progress threatens it.

A MAN, HIS WIFE, AND THEIR IDEAL

The SPEAKER pro tempore. Under previous order of the House, the gentleman from California [Mr. GUBSER] is recognized for 30 minutes.

(Mr. GUBSER asked and was given permission to revise and extend his remarks and include extraneous matter.)

Mr. GUBSER. Mr. Speaker, in a very short time one of the century's most colorful and imaginative ideas will begin to take shape along the cliffs of Mon-

terey Bay in my congressional district. On 40 beautiful acres bordering the Pacific at Lighthouse Point in Santa Cruz, Calif., Mr. and Mrs. Peter J. Pasetta will begin construction of the Court of the Seven Seas and International Village.

In tomorrow's mail, each Member of the House and Senate will receive a detailed brochure describing this unique undertaking. I am sure you will be fascinated with this ideal of Peter and Alice Pasetta just as I have been.

The Court of the Seven Seas and International Village is much more than a commercial venture. In fact, its commercial aspects are overshadowed by the tremendous possibilities for promoting international goodwill and understanding. This is the real purpose and the real motivation behind this ideal of a man and his wife.

I first learned to know Peter J. Pasetta in 1948 as a fellow member of the Santa Clara County Board of Freeholders when, with 13 others, we participated in writing a charter to promote the cause of better government. His work on this board was a reflection of his lifelong attitude of accomplishing good for his community ahead of personal gain.

There are many successful businessmen in this world, and Peter Pasetta is one of them. But few, if any, have ever displayed his talent for conducting his personal business in a manner which was always in the best interest of his community.

Thus, the story behind this ideal for the Court of the Seven Seas and International Village is not surprising. Peter and Alice Pasetta saw an opportunity to accomplish good for the world just as they have accomplished it for their community. Once again they are making plans where business acumen and ability will serve a higher ideal with complete compatibility.

In 1956 when President Eisenhower conceived and announced his people-to-people program, they were deeply impressed with its concept and its possibilities. It seemed to them to offer a new and greater opportunity for service. They resolved at that time to organize a people-to-people program of their own; one which would help Americans to understand the peoples of other lands, and through such greater understanding, would help develop a genuine interest in them and a proper respect for their beliefs, their traditions, and their cultures.

In order to accomplish this they planned to establish a little world community, to be known as The Court of the Seven Seas, and to include an international village consisting of 75 to 100 retail shops, operated by the small businessmen of friendly nations and displaying the finest creations of foreign art and craftsmanship.

Within the village they planned to provide more than 100,000 square feet of display space, to be offered to friendly nations without charge, for cultural exhibits depicting the life and customs, the artistic, industrial, and scientific achievements of our world neighbors. At the same time, they envisaged a com-

munity which would include a large hotel and convention auditorium providing exceptional facilities for the entertainment of foreign visitors and for the employment of foreign students studying in schools of the area.

For several years Peter and Alice Pasetta were unable to find a suitable location for their project, but in 1959 acquired 40 seashore acres at Santa Cruz, Calif., which are magnificently situated on the towering cliffs which overlook Monterey Bay.

Then began the search for suitable architecture in which to house their world community. After many months and several disappointments the Pasettas succeeded in enlisting the assistance of the architects of the Frank Lloyd Wright Foundation—who entered into the project with great enthusiasm. Under the direction of William Wesley Peters, chief architect of the foundation, 14 separate buildings have been designed to form a structural group of exceptional charm.

International Village and the Court of the Seven Seas is not the first embellishment of California's great natural beauty to be undertaken by Frank Lloyd Wright architects. The magnificent administration buildings of Marin County, to be dedicated this fall, have already stopped traffic on nearby highways as tourists take the time to set up their cameras and photograph structures which seem to them to rise from a dream world. There is no doubt, in my opinion, that this new Frank Lloyd Wright creation will attract an even greater amount of admiring attention, and the Court of the Seven Seas, at Santa Cruz, Calif., will become one of the architectural showplaces of the Nation.

Culturally, the village will contribute greatly to the visitors' knowledge and understanding of other lands. The very nature of such a world market admirably lends itself to a program of cultural education since foreign imports are more fully appreciated when they are displayed in the atmosphere in which they were created. And such an atmosphere will be re-created appropriate to each country and region represented. But, in addition, a supporting cultural program will be maintained designed to convey the maximum amount of information about other parts of the world to visitors.

Commercially, the facilities of the court will help to fill the present urgent demand for luxury hotel and convention accommodations in northern California's most popular seaside resort. The shops of International Village will help to satisfy the hunger of Americans for things that are different and better, and exotic. The finest of imported consumer goods will be properly displayed, identified as to origin, and guaranteed as to authenticity. So many countries will be represented that a day in International Village will afford the visitor a glimpse into nearly every corner of the globe.

International Village, to be located within the Court of the Seven Seas, will probably be the first commercial community of its kind to be established anywhere in the world. Seventy-five to a hundred separate establishments, trans-

CONSERVATIONISTS UNITED FOR LONG ISLAND
Founded 1956

Setauket LI NY
November 1962

Small edition of Special Bulletin (No. 52)

New Ideas Spread Slowly

The need for maritime National Parks to be used as research centers, is rather a new idea. Seashore has been considered as a pleasant place to swim and picnic, but its scientific values are now coming to be recognized as part of the burgeoning science of oceanography.

Besides this point, many people have felt that all National Parks must be large, without knowing that there are already two very small ones. Hot Springs National Park in Arkansas and Platte National Park in Oklahoma each contain $1\frac{1}{2}$ square miles. Fire Island National Seashore will stretch for 15 to 17 miles of Fire Island, and will include the varying width between ocean and bay.

The concept of National Parks has consisted of mountain and valley scenery, canyons and waterfalls, or of spectacular desert growth and strange outcroppings. In fact, the main argument against the creation of Everglades National Park in Florida was that there were "no mountains" or any special scenery. We all now know its value.

National Parks must include every aspect of nature because we have forged ahead in our appreciation of the enormous opportunities for discovery throughout all the natural world. Through the study of bird-flight man learned to fly. We don't know yet what knowledge, skills, inventions, will come out of the study of the oceans and their shores, if the shores are left in their natural state. There may be things as exciting as Telstar, which few of us knew anything about while the work to create it was going on. Today's inventions should certainly lead us to keeping our minds open to tomorrow's inventions. We don't run a road through the middle of Brookhaven Laboratory: all our precious seashore areas are potential laboratories. Recreation, Aesthetics, Ecology, Economics, Research, are now united in our National Parks. Keep them all. Use them all. Understand that areas designated extremely valuable, as is Fire Island, by our whole incomparable National Park Service, by our whole Department of the Interior, by our Audubon Society and countless other organizations, can't lightly be thrown down the drain.

National Parks have always been used as living museums, where well-trained Rangers share knowledge with us all. Now we go a step further and bring the scientists in. They can't work on a concrete road where the fill has killed off the normal vegetation. They will get to their work without a four-lane highway which would kill everything growing on our seashore that should be saved for all time.

We need all kinds of parks; every zone of vegetation at all levels, including maritime vegetation. We need highlands, dry lands, wetlands, marine areas, every kind of climate that is so generously found in our great country from Alaska to Key West and from Hawaii to Fire Island.

Fire Island Seashore offers an incomparable 4-part ecologic unit of ocean, bay, dunes and holly forest climax. There are also holly forests on Cape Cod and Sandy Hook. Each of these stands is sufficiently different from the other to warrant saving all. Nature never repeats exactly. There may be something in one of them to approach California's success in crossing a wild strawberry with a European strawberry and getting a fifteen million dollar business which reaches into Oregon, Washington and British Columbia. There is always something new to find in Nature.

I am tired of quoting California to New York. She has Point Reyes National Seashore safe, while we still fight so hard for Fire Island. Can't we do something worth quoting to California? The road would make us a laughing-stock except for the tragedy of such waste.

Yet, again in California: By investing 40 million dollars in public lands, 32 million has been spent by trusts, organizations and such. The original 40 million spiralled up in value to 300 million, a legacy in dollars to the children, and the children still possess nature's wild-land bounty. The Federal Reserve Bank's statistics report that \$1.00 spent in an area circulation has an impact of \$29.00 in local economy. Spending for parks is a perpetuation of income. The hunting

industry brings in great sums a year, but never destroys natural habitat. A Pennsylvania mountaineer said, after taking in paying guests, that a hunter or a fisherman is worth an acre of potatoes, besides being very much "easier to pick"! Conservation and economics are pals.

At the First World Conference on National Parks, held in Seattle last July, the need for maritime laboratories was emphatically stressed. The man who looks at the Pacific saying: "That's a lot of water" meets the rejoinder "and you see only the top of it."

The ocean's mountains and valleys, the vegetation and wildlife of seas and bays, hold out enormous excitement of exploration to maritime students. More food will be found for this hungry world when the studies of fish populations are carried farther. In Japan, seaweed is a staple and palatable, harvested food. Skin-diving, by the way, is giving impetus to research. Naturally, all this is tied ecologically up to land, which points directly to the need of Fire Island National Seashore.

Our National Parks Service is equipped as is no other service to direct the wisest use of all our National Seashores.

Grace E. Barstow Murphy
President

Extra copies printed on request.

Statement by Dr. Carleton Ray, Associate Curator, New York Aquarium

"Dunes and beach make areas of very delicate ecological adjustment, which a Fire Island highway would wreck. The best assurance of adequate management of this stretch of land and ocean would be its designation as a National Seashore."

Minutes of a meeting of the

CITIZENS COMMITTEE FOR A FIRE ISLAND NATIONAL SEA SHORE

held at 200 W. Main St., Babylon, on Thursday, Nov. 29, 1962.

Present were:

| | | |
|-------------------|-------------------|--------------------|
| Hewlett R. Bishop | Joseph F. Dempsey | Theodore A. Kerpez |
| Douglas Brewster | Stanley Fay | Irving Like |
| Maurice Barbash | George Henrichs | Leonard Lacara |
| Thoburn Cleaver | Jack Hart | Jack Ripp |
| Mrs. Fred Sherman | Claire Siegel | John Wolbarst |

The chairman announced that in connection with a letter to the NY Times by a physician from the Boston area advocating more physical activity, the committee had written to advocate the National Sea Shore on Fire Island and now had a letter in response expressing his (Dr. White) concurrence with our program. A letter will be sent to Justice Douglas of the US Supreme Court asking his help in obtaining our program. Mr. Robert E. Young of the N.Y. State Conservation Council has supplied the Committee with a letter outlining the procedure in the state legislature necessary to establish a road on Fire Island and likewise the procedure to defeat such a measure. Hoffstra College has publicly opposed the expressway and favors the National Sea Shore. Regional Planning has expressed opposition to the expressway. A letter has been received from the Sup't of Public Works, State of New York, which definitely denies that any work or planning has been undertaken on the expressway and states none would be until the expressway should be authorized by the legislature. A letter has been written to Supervisor Cromarty requesting him to arrange a meeting of the entire group of Suffolk supervisors, with representatives of the National Park System so that all supervisors will be shown exactly how the benefits of the National Sea Shore are superior to any other scheme to combat erosion. In this connection we should all remember that all work done on Federal ~~prop~~ property is paid for by Federal funds, that inlet and bay pollution would be studied in connection with the US Dep't of Health, that National Park System prefers to negotiate in acquisition of private property, that certain areas would be required to have access by road, but no expressway, only for use of the National Park Service. These are questions which are constantly being asked of our speakers. Road cost has been a subject of widely variable sums, Harry Little has been retained to do an analysis of the road cost.

Officials of the L.I. Press have intimated that the Press would support the National Sea Shore if our efforts to defeat the expressway are successful. Efforts to obtain maintenance costs on the Jones Beach road have proved unsuccessful so far, the only cost which has been released has been a per mile figure for replacing lights, signs, snow removal. It is believed that the Corps of Engineers has a record of the dredging permits from which some figures could be worked up but efforts to date have been met with the statement that the commission claims that much of the dredging was necessary to clean out the State channel, and that this material was merely disposed of on the Jones Beach dunes as the easiest means to get rid of it.

It is believed that Otis Pike is one of the key personnel needed to be completely sympathetic with the National Sea Shore for Fire Island program. The New York Aquarium Director has publicly indorsed the National Sea Shore for Fire Island.

The National Resources Council has approached the Committee with a request for a listing of Organizations opposing the Expressway.

Mr. Carl Gustafson who is associated with the Lawrence Rockefeller group in an advisory capacity, is an extremely important contact and is believed to be able to discuss matters directly with the Governor. He is believed to be author of the bill which includes federal gov. contributions to State acquisition of Public Land.

Preparation of a FIRE ISLAND BROCHURE is underway by the Committee. Writing letters to local and state political figures should continue with unabated vigor.

SPEAKERS COMMITTEE- Mrs. Fred Sherman, Mrs. Claire Siegel

Lions Clubs and Catholic Daughters of America still have 12 confirmed engagements, ten have been completed with these groups

Work will start exploring the possibility of speaking engagements with Unions, Fire Departments, Knights of Columbus groups, and Colleges. Special stress is to be laid in search for engagements in Nassau and Suffolk and particularly in the eastern districts of the island.

FUND RAISING- Douglas Brewster

Funds and contributions continue to come in, the "speakers kit" expense has amounted to approximately \$700. counting the kits and associated costs.

MEMBERSHIP- Bob Snyder

Absent, no report

DONATIONS- Mr. and Mrs. Francis Low

The committee extends congratulations to Mrs. Low who has been appointed (elected) to the Board of Trustees of the American Museum of Natural History.

PUBLIC RELATIONS- Eugene Henkel, absent

Three complete speakers kits have been delivered to the Committee
Three photo slide projectors have been acquired.

PETITIONS - Jack Ripp

Four hundred petitions were delivered to the Committee today.

LEGAL- Irving Like

Legal steps have been taken to compell the Long Island State Park Commission and the Jones Beach State Parkway Authority to disclose the cost of the Jones Beach-Captree Road, maintenance, including repairs caused by erosion. The cost is beng underwritten by the Suffolk County News, Babylon Leader, and L.I. Commercial Review.

ENGINEERING - John Marran, absent, no report

EDUCATION - Einar Grell, absent- Word has been received that the Science Teachers group is preparing a resolution favoring the National Sea Shore and introducing it into their classroom work.

GARDEN CLUBS- Mrs. Wm. Carl, absent- Federated Garden Clubs have put a resolution favoring the Sea Shore to committee.

January 6, 1963

Governor Nelson Rockefeller
Albany, N.Y.

Dear Governor Rockefeller:

Now that the new legislature
is about to function, it is my sincere hope that you
will not accept the recommendation of the Moses-Carlino



STATE OF NEW YORK
EXECUTIVE CHAMBER

This will acknowledge your communication addressed to Governor Rockefeller. The Governor appreciates having your views.

Governor Rockefeller would much prefer to answer you directly by a personal letter. He feels sure you will understand, however, that the heavy demands upon him during the Legislative Session make it impossible for him to do so.

Your communication is most welcome and your views are being carefully considered by the Governor's staff.

The comments, suggestions and criticisms presented through communications like yours are most helpful to the Governor in his efforts to provide the best possible service to the more than 16 million people of the State.

WILLIAM J. RONAN
Secretary to the Governor

Protection
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January 6, 1963

Governor Nelson Rockefeller
Albany, N.Y.

Dear Governor Rockefeller:

Now that the new legislature is about to function, it is my sincere hope that you will not accept the recommendation of the Moses-Carlino dominated Temporary State Commission on the Protection and Preservation of the Atlantic Shore Front, calling for construction of a roadway (which can not accurately be described as other than an "expressway") running the length of Fire Island and which would cost the tax payers, and I'm one, some eighty millions dollars.

Personally I am convinced that we should proceed at once to put the Army Engineers Plan into work, meanwhile exerting every effort to establish Fire Island as a National Sea Shore.

Very truly yours,

Thoburn G. Cleaver

NEXT MEETING Wed. Jan 30, 8:00 PM, 200 W.Main St., Babylon

MINUTES OF A MEETING of the CITIZENS COMMITTEE FOR A FIRE ISLAND
NATIONAL SEA SHORE

held Jan.9,1963 at 200 W.Main St., Babylon

| | |
|-----------------------------|-------------------|
| Present: Douglas Brewster | John J.Hart,Jr. |
| Murray Barbash | William Marran |
| Mrs. Wm. Carl Robert Snyder | Jack Ripp |
| Thoburn Cleaver | Mrs. Fred Sherman |

The FIVA brochure rough copy has not as yet been received for criticism by this committee. Our own brochure is still in the formulative stage. There was no further word on the proposed FIVA Rally in New York.

Our chairman, with Paul Townsend attended the meeting of the Conservation groups at Albany in response to their invitation. They met with representatives of the National Audubon, State Conservation Council and Federated Garden Clubs. It developed that the meeting had been called to discuss methods to stop any road legislation which might develop for the thinking was that they could not be sure that the Moses Resignation actually meant finis to the road proposal. Altho outside interests had offered to underwrite the services of a paid lobbyist, the group rejected the proposal for the Conservation groups choose to work entirely on a volunteer and dedicated basis. Plans were made to watch the progress of legislation in Albany, to keep members informed of any proposed legislation threatening to impose on Conservation, and arrangements were completed to notify members if urgent action should be needed. Confidence was shown that the entire weight of the groups could be delivered in the form of an estimated ten thousand letters to legislators.

The SUNKEN FOREST press article was somewhat premature, the reporting not entirely factual, however no harm seems to have resulted.

Word has been received from the Sierra Clubs, representing some 20,000 members, that they strongly oppose a road on Fire Island and favor our proposal.

The League of Women Voters has announced full support for our proposal and plans to delegate two representatives to sit in with this committee.

The meeting with the Board of Supervisors was on Monday, Jan. 7 and two National Park representatives were present. Our chairman feels that the meeting was remarkably successful in that all questions by the supervisors were answered fully and authoritatively, that a course of action is clearly outlined, and that in general a more favorable atmosphere resulted. A point explored during the discussion—that the National Park System does have an existing criteria for a National Sea Shore and that this is now in process of revision, it is believed with Fire Island in mind. The National Park System will send two top men from its group to examine and study, for several weeks, Fire Island as a National Sea Shore. Their report will doubtless become the basis for a proposal.

Mrs. Carl reported on an interview with Congressman Pike in which she felt that she had a good interpretation of his views on the Sea Shore proposal. This was later substantiated by Members Like and Townsend who also interviewed the Congressman, displaying a weighty stack of resolutions opposing the road and favoring the Sea Shore.

During the course of the interview it was obvious that Mrs. Carl had done an excellent job.

Your Chairman has talked via telephone with Carl Gustafson, special consultant to Gov. Rockefeller, and obtained his views on the Sea Shore Proposal.

It has been learned that Congressman Lee Obrien, representing an up state congressional district, is interested in the Sea Shore proposal and it is indicated that he will be in a congressional committee position to further the Sea Shore proposal.

Jack Ripp reports sending letters to 800 skin Diver Organizations thruout the Country requesting their help for our program in the form of letters to their congressmen or petitions to be returned to him. Already he has received more than 100 of the latter, including such notable signatures as important members of the outer space program, scientists, members of the entertainment field, etc. He has also received some contributions toward furthering our effort.

Your Chairman plans to arrange a meeting with Lawrence Rockefeller (who has individually contributed \$10,000 toward the Sunken Forest) and plans to bring to his attention and to Carl Gustafson that it has just been learned that two large development groups are actively starting on large areas on Fire Island, at Bellport C.G. and west - proof that conservation action is urgent.

It is increasingly apparent that the beach erosion problem which was declared solved by the fantastically impractical dream of a dune expressway, remains as a menace to complete assurance that the time loss will be made up by the rapid formation of a National Sea Shore. Questionable too is Federal or State Control, for the idea is growing that to be completely satisfactory, the beach must be under but one control.

Bill Marran has agreed to head up a sub committee, the aim to be to obtain letters to federal and state government officials and representatives asking for favorable action on The Sea Shore Project from COMMUTERS en route to and from the city.

It is learned that Irving Like has received a letter from the Atty representing the State Park Commission which states that the Commission does not maintain records of maintenance costs, the expense being handled by another State agency.

There were no sub-committee reports called for, because of the minimum attendance at this meeting, several members being on speaking duties or Albany assignments.

A hearing of a taped interview by Dr. Robert Cushman Murphy of Museum of Natural History was discussed. The interview covers origins and history of Fire Island natural flora and fauna, a discussion of the effect of a road, and the recommendation for adoption of a National Sea Shore to preserve the wild life. The interview is scheduled for radio release Sunday Jan. 13 at 2:00 PM. Comments of the members of the Committee varied.

NEXT MEETING
WEDNESDAY, JANUARY 30, same hour, same place

Jan. 10, 1963

1-31/63

NEXT MEETING TUESDAY FEB. 19 8:00 PM 200 W. Main St., Babylon

MINUTES OF A MEETING OF THE CITIZENS COMMITTEE FOR A
FIRE ISLAND NATIONAL SEA SHORE

held Jan. 31 (originally scheduled for Jan. 30, postponed acc't weather)

| | | |
|-----------|------------------|-----------------------------|
| Present: | Maurice Garbash | Mrs. Donald H. Larson |
| | Douglas Brewster | Leonard LaCara |
| | Mrs. Wm. Carl | Irving Like |
| | Thoburn Cleaver | Mrs. Nathaniel Roe |
| Jack Ripp | Claire Siegel | Robert Snyder Paul Townsend |

The Chair announced that as reported at the Jan. 9 meeting, the Suffolk County Council of the League of Women Voters delegated two members as representatives to this committee. They are Mrs. Donald Larson and Mrs. Nathaniel Roe.

The National Parks Service has complied with the promise to delegate two top examiners to explore the suitability of Fire Island as a site for a National Sea Shore Project. These men have returned to their headquarters and it is understood that they recommend further examination and study by other experts, particularly in fields associated with erosion, land scaping, geology, plant life, etc. It is anticipated that the final report will be contingent upon the findings and recommendations of these experts.

A rough copy of the FIVA brochure has been examined and comments made. The final form is scheduled for publication Wed., Feb. 6. Copies will be distributed to every FIVA member and contributor, to every member of the State Legislature, and to all groups which support FIVA in its opposition to the road. The brochure is strictly road opposing and merely mentions the National Sea Shore proposal.

The FIVA "Rally" has failed to jell - POSSIBLY BECAUSE of the fluid state of certain political aspects.

This Committee will publish a "flyer" (no Brochure) in about three weeks. It will be strictly an advocate for establishing a National Sea Shore on Fire Island and will try to explore all facets of the problem. The rough copy is now in circulation for comment.

Arrangements are being concluded toward a meeting of the Chair with Laurence Rockefeller, to take place in the very near future.

FUND RAISING Small contributions continue to be received in response to Jack Ripp's appeal to the Skin Diver Organizations.

SPEAKERS Claire reported that this sub-committee has made 79 PTA contacts and 102 Fire Department contacts. Next groups will be the Elks and Loyal Order of Moose.

LEGAL Irving Like outlined the problems encountered in the attempt to learn and publicize the maintenance cost of the Jones Beach Highway. Lately accountants have been able to examine, at the State Comptroller's office in Albany, certain annual reports of the L.I. State Park Commission which indicate that the cost is substantially in excess of comparable facilities elsewhere. Now the final legal steps are underway to force a public disclosure. It is entirely possible that legal maneuvers will ultimately block the procurement of these data. It is seemingly contingent upon the solution of the intricate planning seemingly designed to promote confusion.

COMMUTER PROJECT Materials have been secured and this project of Bill Marran's is well under way.

A symposium designed to explore and publicize the scientific basis for the adaptation of Fire Island for a National Sea Shore has been proposed by Irving Like. Mrs. Carl will undertake to get this project under way.

No bill for the road has been introduced in the State Assembly and it is considered unlikely that one will be introduced. On the other hand no bill has been introduced in this Congress for a National Sea Shore on Fire Island. Introduction of such a bill is of the utmost importance, the erosion problem must be controlled soon, the formation of a new inlet to cleanse Great South Bay from growing pollution dangers is urgent, conservation of the areas and plant life from the real estate developers can not be delayed.

The open support of either Gov. Rockefeller or Repres. Pike has not been won as yet. Such support is paramount if we are to succeed - it can be gained if we are able to convince these men that such ~~is~~ is the wish of the majority of their constituents. Letters to Governor Nelson Rockefeller

Executive Chambers
Albany, N.Y.

and to

Otis G. Pike, Representative 1st Congr. District
House of Representatives
1609 House Office Building
Washington 25, D.C.

will do it. Get your associates to write too.

A tape of Representative Otis Pike's radio speech of Sunday, Jan. 27 was heard. The accuracy of certain statements appears to be questionable but it is believed that the number of listeners was so scant that it is not worth while to comment.

NEXT MEETING

TUESDAY, FEB. 19, 8:00 PM 204 West Ave., Babylon

Feb. 1, 1963
T.G. Cleaver

Tue. Feb 19 No Minutes
due to snow storm, limited attendance

8309 Talbot St.
Kew Gardens 15, N Y
Feb. 3, 1963

Governor Nelson A. Rockefeller
Executive Chambers
Albany, N.Y.

Dear Gov. Rockefeller:

I am convinced that it will be least painful to the local tax-payer to ~~have~~ Fire Island erosion control and maintenance financed by Federal funds thru the National Park Service. The critical situation which now confronts Fire Island is in a large measure due to lack of annual maintenance.

The restoration of the Fire Island dune system must be undertaken at once - the Army Engineers plan is obviously superior to any other but should include a new inlet to eliminate the increasing bay pollution. We must face the cost, there is no alternative. Control of erosion, if assumed locally, will have to do without any annual maintenance, for the recurrent cost would be intolerable; if assumed by the state, then farewell to conservation - these are probabilities dictated by past experience.

I am hopeful that you will agree with my thinking and swing your weight and prestige in favor of a National Sea Shore on Fire Island.

Very truly yours,

Thoburn G. Cleaver

Hon. Otis G. Pike
1609 House Office Bldg.
Washington 25, D.C.

8309 Talbot St.
Kew Gardens 15, N.Y.

Feb. 3, 1963

Dear Sir:

Your radio broadcast last Sunday, Jan. 27, left me with the thought that your consideration for the local tax payer could be more comprehensive. Granted that storm-caused dune erosion must be corrected now, (and paid for by federal, state, and local funds in the proportions you mentioned), the local tax load which will be most intolerable will be that for the ever recurring annual maintenance cost for good conscientious erosion control. This, judging by past performance, the local authorities will choose to dodge by just not doing maintenance, and then in a few years we will again be faced with a massive rebuilding job, again at frightful cost.

This maintenance cost, if the Fire Island area becomes a National Sea Shore would then be assumed by the Federal Government thru the National Park Service and our share of the cost would be relatively infinitesimal, and no one can contradict the fact that the National Park Service does an outstanding job wherever it is obligated.

I am a registered voter in Congressional District 1, also I have two daughters and twelve grand-children resident in the district. All are interested deeply in taxes as well as preserving as it is, the Fire Island they love so much.

I suggest you give the National Sea Shore plan more thought and study. I am confident you will agree with the tax payers.

Very truly yours,

Thoburn G. Cleaver

C O P Y

HEADQUARTERS
DEPARTMENT OF THE ARMY
Office Of The Chief Of Engineers
Washington 25, D.C.

In reply refer to
ENGCW-BE

25 February 1963

Honorable Kenneth B. Keating

United States Senate

Dear Senator Keating:

This is a reply to your recent letter concerning the status of the Federally authorized combination beach erosion control and hurricane protection project between Fire Island Inlet and Montauk Point along the south shore of Long Island, New York.

This joint Federal-State project was authorized by the 1960 River and Harbor Act. The current estimated total cost is \$42,500,000, of which \$19,700,000 is Federal cost. Non-Federal costs are estimated at \$22,800,000, of which \$16,300,000 would be in the form of a cash contribution toward the cost of construction. Federal funds totalling \$800,000 were provided by the Fiscal Year 1963 Public Works Appropriations Act for initiation of construction of the project. The President's Budget for Fiscal Year 1964, now before the Congress, includes the sum of \$2,100,000 to continue construction. The additional specific information you requested is furnished below in the same numerical sequence as used in your letter:

(1) Construction work has not yet been started on the project. However, the detailed work of preconstruction planning, including the preparation of plans and specifications for the initial construction contracts is well underway. Our current schedule calls for initiating construction in the reach of the project located between Moriches and Shinnecock Inlets early this Spring under four separate continuing contracts.

(2) During Fiscal Year 1964 we propose to continue the contract work between Moriches and Shinnecock Inlets and proceed with the engineering and design work prerequisite to the award of additional construction contracts for work in other areas of the project.

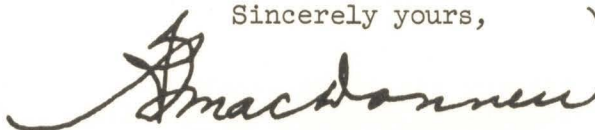
(3) None of the construction contracts will be complete by the end of Fiscal Year 1964.

(4) Subject to adequate and timely Federal appropriations and fulfillment of the requirements for non-Federal participation, our present schedule calls for completion of the reach of shore between Moriches and Shinnecock Inlets by June 1965 and completion of the entire project by June 1968.

(5) Storm damages suffered since the early March 1962 storm have not altered our project schedule.

I trust that the foregoing information is adequate for your present needs.

Sincerely yours,



R. G. MacDONNELL
Major General, USA
Director of Civil Works

Fire Island Voters Association, Inc.

ROOM 1405 • 342 MADISON AVENUE • NEW YORK 17, N. Y.

PRESIDENT

Arthur R. Silsdorf

VICE PRESIDENT

George P. Gillespie

SECRETARY

Joseph J. Shapiro

TREASURER

Herbert Brodtkin

DIRECTORS

John Armstrong

Davis Park

Fred E. Bensen

Saltair

George Biderman

Fair Harbor

Herbert Brodtkin

Saltair

Elise P. Burke

Ocean Bay Park

Frank Carrington

Fire Island Pines

Kingsley E. Colman

Dunewood

Charles P. Colohan

Fair Harbor

James W. Dunlop

Point O' Woods

Mrs. Howard Ely

Cherry Grove

George Freedly

Cherry Grove

Dr. Michael Fry

Tri-Communities Assn.

Albert E. Gibson

Lonelyville

George P. Gillespie

Fire Island Summer Club

Fred V. Gerstel

Cornelle Estates

Francis V. Goggins

Saltair

James F. Hoge

Point O' Woods

William G. Kurtz

Seaview

Charles S. Lowry

Point O' Woods

Charles B. McManus

Saltair

Joseph J. Shapiro

Fair Harbor

Peter Shepherd

Water Island

Arthur R. Silsdorf

Ocean Beach

F. F. Taussig

Point O' Woods

Elizabeth Vernon

Dunewood

Louis Witkin

Ocean Beach

February 28, 1963

TO: Friends of Fire Island
RE: Temporary Victory, BUT . . .

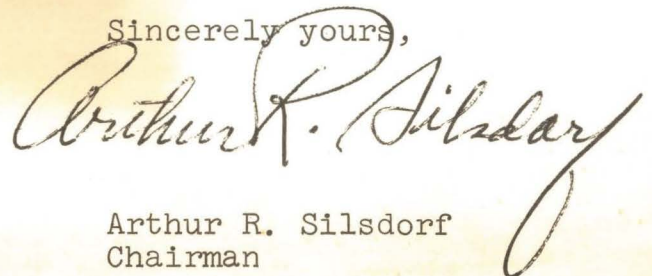
You have probably read Governor Rockefeller's statement to the League of Women Voters on Feb. 25 in which he said: "You've got good arguments on both sides, but we just haven't got the money to build the road."

This, of course, postpones the threat but doesn't resolve it. And the proponents of the road are still strong and bitter.

Your directors believe that the long-range solution for the problems of Fire Island is a National Seashore which will preserve the natural values of Fire Island as we know it, provide for the expanding recreational needs of the population, and maintain an erosion control program without the political pressures of County, State and Federal agencies. Virginia Bennett Moore's splendid article in the current National Parks Magazine is a very useful exposition. Please save the enclosed reprint, share it with your friends and use it as a talking point.

We urge you again to join the Citizens Committee for a Fire Island National Seashore (265 W. Main St., Babylon, N. Y.) and to work with them toward this goal. And write to Senators and Congressmen, especially Rep. Otis G. Pike, urging enactment of a National Seashore bill.

Sincerely yours,



Arthur R. Silsdorf
Chairman

(DRAFT OF PROPOSED LETTER TO NEW YORK STATE ASSEMBLY AND SENATORIAL CANDIDATES.)

DEAR

THIS ORGANIZATION IS VERY MUCH CONCERNED ABOUT THE WASTE AND DESTRUCTION INVOLVED IN THE AMENDMENT TO THE STATE HIGHWAY LAW PROVIDING FOR AN OCEAN HIGHWAY ON FIRE ISLAND AS PROPOSED BY THE TEMPORARY STATE COMMISSION ON THE ATLANTIC SHORE FRONT.

PLEASE LET ME KNOW YOUR POSITION ON THE FIRE ISLAND ROAD BILL SO THAT WE CAN LET OUR MEMBERSHIP KNOW BEFORE THE ELECTION.

SINCERELY YOURS,

OTIS G. PIKE
FIRST DISTRICT, NEW YORK

COMMITTEE:
ARMED SERVICES

1609 NEW HOUSE OFFICE BUILDING
WASHINGTON 25, D.C.
TELEPHONE: CAPITOL 4-3121, EXT. 3826

DISTRICT OFFICE:
130 OSTRANDER AVENUE
RIVERHEAD, NEW YORK
TELEPHONE: PARK 7-2332

Congress of the United States
House of Representatives

Washington, D. C.

March 5, 1963

Mr. Thoburn G. Cleaver
8309 Talbot Street
Kew Gardens 15, New York

Dear Mr. Cleaver:

I wish to thank you for your comprehensive and forthright letter of February 3rd in regard to the proposal for the establishment of a National Seashore on Fire Island.

My position has not changed. As I have stated many times the undeveloped areas of Fire Island must be preserved, but I am not convinced that a National Seashore is the answer.

The Department of the Interior has been requested to submit its views on this proposal. When the report has been made available by the Interior Committee we will be in a better position to judge as to what the proper development of the island should be. I want to assure you that I shall give careful study to the recommendations contained in the Interior Department's report.

Cordially,


OTIS G. PIKE

OGP:am

3/13/65

CITIZENS COMMITTEE FOR A NATIONAL SEASHORE
on
FIRE ISLAND

NEXT MEETING WEDNESDAY APRIL 17 8:00 PM 200 W. MAIN ST., BABYLON

A meeting was held on Wednesday, March 15. Present were:
Murray Barbash Stanley Fay Leonard LaCara
Douglas Brewster Dr. Einar Grell Irving Like
Hewlett R. Bishop Lenn Griffing Mrs. Donald Larson
Mrs. Wm. Carl Jack Hart Mr. & Mrs. Jack Ripp
Thoburn Cleaver Eugene Henkel Mrs. Nathaniel Roe
Joseph F. Dempsey Ted Kerpez Mr. & Mrs. Fred Sherman
Claire Sigel Paul Townsend

Car stickers have been procured and were distributed. Buttons compliments of LIBBA, were also distributed.

This meeting was almost entirely devoted to planning, and as such, no minutes will be distributed.

All members are urged to write to Congress to request speedy and favorable consideration of a Fire Island National Sea Shore. The House of Representatives Committee to which the bill will be submitted is "The Committee on Interior and Insular Affairs", 1324 Longworth House Office Building, Washington, D.C. The chairman of this committee is Wayne N. Aspinall of Colorado, New York members are Leo W. Obrien, Hugh L. Carey, and J. Ernest Wharton. Subcommittee No. 6 will handle National Parks, the chairman is Thos. G. Morris of New Mexico and N.Y. Representatives Obrien and Carey are members of this subcommittee. These are the people who should be urged to report favorably when the bill is released from Committee.

A formal scientific symposium is contemplated by one of the colleges, to discuss Fire Island's natural resources, so this committee will cease activity in that area.

Responding to telephoned notices, a meeting of the Committee was held March 27. Present were:

Murray Barbash Mrs. Larson Jack Ripp
Jack Hart Irving Like Mrs. Sherman
Thoburn Cleaver Mrs. Roe Wm. Marran

Bills for a National Sea Shore on Fire Island have been introduced by both representatives Ryan and Lindsay. The Recreation Advisory Council report on its study to establish criteria for judging areas is now in draft form and release should be expected shortly. A resolution favoring the establishment of a National Sea Shore on Fire Island is expected to be submitted to the Board of Supervisors at the April 8 meeting. We will make every effort to have a delegation present to support this resolution.

FIRE ISLAND VOTERS ASSOCIATION, INC.

Special Information Bulletin

August 13, 1963

The enclosed letter to the Fire Island News was written by George Biderman, chairman of our Information Committee. Although this represents his personal opinions, I thought you might like to have it because of the summary of where we stand on matters affecting Fire Island.

As you've probably read, yesterday's meeting of the Suffolk County Board of Supervisors "approved" an appropriation for the Corps of Engineers' erosion control project, but qualified it with conditions which most probably will be turned down at the Federal level. This demonstrates, again, the importance of action on the National Seashore.

Joseph J. Shapiro, Secretary
Rm. 1712
342 Madison Ave.
New York 17, N. Y.

P. S. -- If you haven't sent in your 1963 dues yet, please do so now.
The need is urgent.

Fair Harbor
August 9, 1963

TO THE EDITOR:

The Fire Island News seems to be trying to become the beach equivalent of the New York Enquirer, possibly to the entertainment of some who enjoy that kind of summer reading. But since you do publish the only "newspaper" on Fire Island and a number of things have been happening which profoundly affect the future of this island both for summer residents and visitors, I am writing this letter in the perhaps forlorn hope that a small amount of information may find its way into print along with the squalid squabbles and vendettas.

Here are a few things that have been happening in recent weeks that the News unaccountably ignored or misrepresented.

1. Fire Island National Seashore: The Democratic caucus of the New York State Congressional delegation agreed to support the Pike Bill and Rep. Leo O'Brien of Albany, ranking Democrat on the House Interior and Insular Affairs Committee and co-sponsor of the Administration Bill, said that hearings on the National Seashore Bills (of which there are now at least eight and possibly more) would be held in October. A number of individuals and organizations have been working very hard to get hearings scheduled earlier so that the subcommittee which will conduct the hearings can be on Fire Island when all the people are here.

Why you chose to devote so much space to the xenophobic outpourings of William G. Hoffman (who obviously would rather have Fire Island dead than Fed) against the Administration Bill which has long since ceased to be a matter of contention is a mystery to me. As the Fire Island Voters Association informed its members in a bulletin which you did not report, the details of the National Seashore will be spelled out in committee. The urgent need is for all of us to mobilize to get the kind of Bill which is best for Fire Island and best for the public. The Pike Bill has serious deficiencies, for example, one of which might leave the western communities vulnerable to commercialization and even a road extending east from the State Park.

2. Erosion Control: The Hamptons have first priority in the Corps of Engineers' project because their situation is even more precarious than ours. The first stages must be completed there before any work is planned for Fire Island. Congress and New York State have appropriated funds, but Suffolk County is balking at putting up its share of slightly less than one-fourth, so no work is being done. At a meeting this week, the County Board of Supervisors deferred action until August 12.

(An amusing sidelight to this situation is that Southampton and its Supervisor, Stephen Meschutt, rose up in arms against the National Seashore and are now just as aroused over the denial of

the Federal project to protect their property. Fire Islanders can be pleased at the contrast. At least we as a group have made a conscientious attempt to reconcile our private interests with the public interest, the Hoffmans of the island excepted.)

Most of the directors of the Fire Island Voters Association have felt, and have so informed its members in bulletins, that the odds against getting Suffolk County to appropriate erosion control funds are very great. Hopefully, we may have been wrong. But at this writing the only hope for preserving this island against devastation by the ocean lies in the National Seashore. Then the entire beachfront will be administered by the National Park Service and the problems of getting adequate protection will be reduced by one-third -- instead of having to get action from County, State and Federal agencies and legislators, responsibility will rest with only one agency.

3. Dune Protection: A New York State law took effect on July 1 which makes it a crime to walk on, drive over, dig up or otherwise disturb any oceanfront dune -- whether on public or private property -- any part of which was established or protected by Federal or State funds. As a result of dredging over the years, every inch of Fire Island oceanfront dune falls under this provision. (State Senator Elisha Barrett sponsored the Bill; Voters Association urging persuaded the Governor to sign it.)

The penalty is up to \$500 in fines and up to 30 days' imprisonment.

This island has only two protections against the ocean: the dunes and the slope of the beach in front of them which diminishes wave action. The dunes were eliminated or severely cut back in the 1962 storm. The beach slope was restored by the Corps of Engineers last summer, but has now been severely cut back.

Right now every grain of sand is a small bulwark. And yet right now people and vehicles, especially vehicles, are violating the law and reducing our protection thereby. This includes Suffolk County Police vehicles.

Why? The great inertia of Islip and Brookhaven Towns and the communities on Fire Island has prevented the construction of a handful of ramps and access ways which, as provided by the law, would protect the dunes against damage. I agree with your correspondent this week that the beach taxis are a valuable asset, but surely the taxi owners, the communities and the Towns can get together on this protective measure. If we fail to do this, the argument for a "service road" through all the communities, which we have twice defeated, becomes more persuasive . . . if there's an island left to serve.

If you're looking for a "crusade," how about taking this on?

4. Zoning: For the past two weeks, Islip Town has published notices of its intention to re-zone all undeveloped areas within its jurisdiction. (from the State Park to the middle of Seaview).

All this property will be upgraded to "Residential AA" zoning, with minimum permissible building plots of 20,000 square feet instead of the present 6,000 and other requirements increased accordingly. This measure will have a great impact on the future development of the remaining small open spaces.

The Town Board has said that this proposal is "an act of good faith" toward the proposed National Seashore, designed to prevent further commercialization and over-crowding. Some property owners will gain from this measure, some may lose. But what happens at the hearing on Aug. 13 will certainly change the future of the most populated part of the island.

Don't you think this is fit to print?

And in the other political division of Fire Island, Brookhaven Town, Supervisor Charles Dominy has been fighting a valiant and controversial holding action against the real estate interests who have plans to put at least five sub-divisions in the eight miles of prime unspoiled land between Davis Park and Smith Point County Park. This area would thus be so chopped up and developed as to take the heart out of the National Seashore. There has been a continuing series of skirmishes between the developers and the Town Board.

This is what Stewart Udall meant when he said anything on Fire Island remaining to be saved must be saved now, which your buried little item this week certainly didn't indicate.

Don't you think this is worth some coverage?

5. Fire Island Voters Association: The Association recently sent out an appeal for funds. The defeat of the Moses Plan and the twin efforts to get erosion control measures put into effect and to get the National Seashore going have depleted the treasury. The Citizens Committee for a Fire Island National Seashore is going to need additional funds, too, in order to continue its splendid work and these can only come in the main from the Association. It also costs money just to send bulletins and reprints to 4,500 members and supporters.

Last year, the News had the grace and sense to assist the appeal for funds. Now silence.

6. Arthur Silsdorf: This man has probably devoted more hours of uncompensated public service to Fire Island affairs than any single individual, possibly excepting the late Gil Serber of Seaview and Frank Goggins of Saltaire. Arthur will be the first to admit that his manners leave a great deal to be desired; sometimes he even takes pride in the fact. So do yours, as I can testify from personal observation and from reading your paper. Couth neither of you are.

But it seems to me that your vendetta against Arthur has resulted in journalistic neglect and distortion of some of the things such as those I've just sketchily covered, simply because Arthur was in a position of leadership. This certainly does a disservice to the people who pay for your paper hoping to find out what is going on. Last year's

target, I remember, was Alfred Bester ("Dear Alfie" then, now apparently your ally). He could just be unavailable and let the whole thing die out when you stopped printing. But Arthur has public responsibilities and therefore has to face the music with as much grace as he can muster, which he himself says isn't much.

I don't know anything about Ocean Beach politics which, gauged by the amount of space you devote to it, must be the single major concern on Fire Island. But, believe it or not, there are 18 communities on the island and I do know that he has worked hard and well on their behalf.

Your readers may be interested in why Arthur carries a blackjack, something which I only learned last year. Most of them don't know that he's a very slight person. They also don't know that large numbers of home owners and residents in Ocean Beach go to the Mayor whenever anything is wrong, whether it's at 2 AM or 2 PM. And what goes wrong in your community with its blocks of bars very often is groups of noisy young 'toughs on the beach for an evening of "action" and well-lubricated. After being summoned a few times to quiet such groups down and getting roughed up in the process, Arthur debated whether to arm himself (which he can do as a Police Commissioner) and decided, instead, to carry a blackjack because the odds were that anyone he might confront would be about 40% bigger and heavier.

Belabor Silsdorf if you must, although I think you've carried it to even more juvenile extremes than you did with Bester, but at least don't do so at the expense of keeping Fire Islanders uninformed about the events which affect the very survival of the island.

Last year, when the emphasis was against something (Moses) you made an effort. This year it's apparently too difficult to be for something. I suggest you try it. Some of our better journalists find it more gratifying than the easy use of the sneer, needle and knife.

Sincerely,

George Biderman

P.S. -- Should you choose to print this, I think you and your readers should know that I have written this in the full recognition that it is futile to argue with any publication which can and will use as much space as it pleases. This exercise will not have been futile if, as I suspect, most of your audience can read, a premise which may be belied by the fact that you give quarter-pages to pictures of pretty girls when the living-color version of same may be found on the beach while the news may not.

'YOU AINT SEEN NOTHIN' YET!

With Christmas in the air, our thoughts turn
Footnotes to the History of the Long Island Advance - THURSDAY, DECEMBER 5, 1963
why not start your
U by getting the most
ship.

s Data Loggers,
Stream Analyzers, and Electronics vs.
Pneumatics created considerable interest
at our meetings and were responsible for

the writing of the following little gem appeared in the of the
Integrator.

"A little sign with SRO
Was nailed upon the door
The meeting room was crowded
The guests sat on the floor

No room inside

Ab!

and crunched together as they left the track. Safety glass windows pow-
to a minimum. --Advance Photos by Martin

High Winds, Tides Batter Local Areas

Gale force winds and abnormally high tides battered local areas over the weekend causing flooded conditions along shore front areas, and creating several sluiceways on the Fire Island barrier beach. The storm marked the second time within a month that high seas lashed the barrier beach, threatening to create breakthroughs from the ocean to the bay.

The biggest threat to the small strip of land that separates the ocean from the bay occurred about three miles east of Smith's Point Park, where a sluiceway, approximately 1,000 feet wide, extended almost to the bay. The same condition occurred at this point during an abnormally high tide on November 8.

The ocean threatened to spill over into the bay in three other areas of the eastern portion of Fire Island. The angry seas were churned by wind gusts reaching to 55 miles per hour Friday night and continued into Saturday. Tides ran three feet above normal during Saturday.

Fear was expressed by several authorities that another storm would create permanent inlets

across the island, posing a threat to shorefronts on the mainland. Lt. Foster J. Aviano of the Suffolk Police Marine Division said that, "They'd better get busy and pump some sand in." "With another good storm there could be a good inlet there," he continued. This opinion was backed by Carlton McCarthy, Brookhaven Town beach superintendent, who added that another storm, and the formation of an inlet which would allow ocean waters to churn into the bay, would threaten homes on the shorefront areas of Mastic. Suffolk County Sheriff Department officials agreed that another storm would be a threat to the beach areas.

Town and county officials differed with this thought, however. Herman F. Bishop county public works superintendent, said, "We have a little rebuilding work to do, but the situation is not bad at all." Islip Supervisor Thomas J. Harwood thought that the beach damage was slight, while Brookhaven Town Supervisor Charles R. Dominy said that he didn't "think there will be any problem." "I don't think that

(Continued on page 6)

No Serious Damage To F.I. Dunes

Brookhaven Town Supervisor Charles R. Dominy reported to the Town Board on Tuesday that town beach property had weathered the weekend storm in good shape. He said there had been one washover in the Smith's Point area but that the dunes had not been affected.

Supervisor Dominy said that county beach holdings had suffered damage and that he had notified the Suffolk Public Works Department.

In other action, the board referred to Town Attorney Samuel I. Sloane a notice from the Sun Hill Water Co., which will ask the Public Service Commission for permission to expand its service. The company now covers Ronkonkoma and Smithtown Boulevards in Selden, north of Jericho Turnpike.

--acquired property on Barton Avenue, Patchogue, to meet a drainage problem, and on Hawkins Avenue, Ronkonkoma, to eliminate a dangerous road condition.

--received eight bids for the installation of an electrical system on runways at the town airport in Mastic, the lowest of which was \$15,461 by the Johnson Electrical Construction Co. of Hauppauge.

The board, meeting as a board of trustees, voted to change the time of trustee meetings from 2 p.m. to 7 p.m.

PROCESSES

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inside, New Jersey.

, New York City.

White Plains, New York.

E. L. White,

1000 Westchester Avenue,



CITIZENS' COMMITTEE FOR
A FIRE ISLAND NATIONAL SEASHORE

265 West Main Street, Babylon, New York • 516 MOhawk 9-3236

April 11, 1965

Dear Citizens' Committee Member:

On April 7th, our Committee sponsored a meeting among local, state and federal agencies concerning the aquatic qualities of the Great South Bay. Irv Like and myself attended and we came away convinced that the Citizens' Committee, by virtue of its past performance and reputation, can play a vital role in the preservation of a live and clean bay.

For this reason, I have scheduled a meeting of our Committee for Wednesday evening, April 28th, 8:30 P.M., at our usual meeting place, 200 West Main Street, Babylon. This whole question of action regarding the bay has many ramifications and implications for Long Island. I look forward to seeing you at the meeting.

Cordially,

CITIZENS' COMMITTEE FOR
A FIRE ISLAND NATIONAL SEASHORE

By 
Maurice Barbash, Chairman

MB:sb

MINUTES OF A MEETING OF THE CITIZENS COMMITTEE
FOR A NATIONAL SEASHORE

Wednesday 2/23/66 8:30 p.m.
at Office of Irving Like, Esq.
200 West Main Street
Babylon, New York

Present:

| | | |
|-------------------|-----------------|------------------------|
| Thomas Dell Aqua | Irving Like | Jack Ripp |
| Maurice Barbash | Douglas McNicol | Friscilla Redfield Roe |
| Glen Kerrebeck | Hugh H. Mercer | Robert Snyder |
| Carolyn S. Larson | George H. Rasch | John E. Suydam |
| | | William C. Walter |

Chairman Maurice Barbash took the opportunity upon the opening of the meeting to review past accomplishment through a consideration of the most recent Progress Report issuing from the February meeting of the Advisory Commission to the National Seashore:

(a) Land Acquisition Program

- 1 Is awaiting precedental court evaluation of property under adjudication
- 2 The funds required have been quite severely curtailed by other demands

(b) General Budget

- 1 Encountering stiffer competition from alternative employment in a war-economy

(c) Developmental Program

- 1 Watch Hill site is to be the prototype

(d) Erosion control

- 1 Assessment of beach groins
- 2 Reassessment of Corps of Engineers program particularly relative to spoil (nourishment) source

(e) Transportation

- 1 Beach traffic - will leave control for the moment in hands of local authorities
- 2 Ferry service - new franchise
 - a to Watch Hill
 - b Inter-beach community

(f) Seine Hauling

- 1 A consideration that pointed up the early need of New York State release of State rights along the ocean front as to

discharge conflict of jurisdictions - a pertinent bill is before New York State Legislature.

- (g) Consideration of Great South Bay polluttional problems - which issued in an unanimous resolution that:

"... the Commission urges the establishment of an appropriate intergovernmental partnership for research, planning, and policy formulation for the preservation of the natural values of Great South Bay; and the establishment of more formal inter-governmental agreement concerning management and administration of this resource."

This resolution, while creating a more favorable climate, in no way reduces the need for the present Committee to continue in its efforts to codify an appropriate approach and agency to translate the sentiment into viable reality. For while some local jurisdictions such as Islip Town are sympathetic and conservation-orientated (e.g. interest in securing Gardiner's and Isbrantsen properties for public use), others are more concerned with the obstacles to cooperation --Brookhaven's stress an ineligibility for certain State grants. Any communication from the State - such as the Governor's letter of January 25, 1966, - while indicating State willingness to participate in a joint venture, puts such willingness upon State terms.

In view of these considerations the Committee undertook a lengthy session devoted to assessing a suggested form of a Great South Bay Commission out of the San Francisco Bay by Irving Like, Esq. The Like version stresses:

- (a) Local government
- (b) Implementation procedures

The outcome of the session is attached for your review.

Respectfully submitted

Hugh H. Mercer

GREAT SOUTH BAY CONSERVATION COMMISSION

Chapter 1. Findings and Declarations of Policy

1. The Legislature hereby finds and declares that the public interest in the Great South Bay is in its beneficial use for a variety of purposes; that the public has an interest in the bay as the most valuable single natural resource of an entire region, a resource that gives special character to the bay area; that the bay is a single body of water that can be used for many purposes, from conservation to planned development; and that the bay operates as a delicate physical mechanism in which changes that affect one part of the bay may also affect all other parts; and that it is a natural unit of rare and important values that should be preserved for itself and especially because of its intimate relationships with the Fire Island National Seashore. It is therefore declared to be in the public interest to create a politically-responsible, democratic process and mechanism of intergovernmental cooperation by which the Great South Bay and its wetlands, bay bottom, estuaries, marine environment and shoreline can be analyzed, planned, regulated and preserved as a unit.

2. The Legislature further finds and declares that the present manner in which the Great South Bay resource is being polluted, filled, used and altered threatens the bay and its marine environment, and is therefore inimical to the welfare of both present and future users and residents of the area surrounding the bay; that while some individual projects and uses which affect the bay resource may be necessary and desirable for the needs of the entire bay region, the fact remains that no governmental mechanism exists for evaluating individual projects as to their effect on the entire bay; and that further piecemeal filling, dredging, alteration, and uncoordinated use thereof may place serious restrictions on navigation in the bay, may destroy the irreplaceable feeding and breeding grounds of fish, shellfish and wildlife in the bay may adversely affect the ecological balance of the bay resource and quality of bay waters and would therefore be harmful to the needs of the present and future population and users of the bay region, and would be inimical to the interests of the Fire Island National Seashore.

3. The Legislature further finds and declares that in order to protect the public interest in the Great South Bay, a new regional approach involving intergovernmental cooperation between federal, state and local governments is necessary, to be carried out by the Great South Bay Conservation Commission created by this act and comprised of representatives of the federal government, and state government, the counties of Nassau and Suffolk, and the towns and villages adjacent to the Great South Bay, and the general public; that this approach, treating the entire bay as a unit, should begin with a detailed study of all the characteristics of the bay resource, including its conservation and recreation values, the quality, quantity, and movement of bay waters, the ecological balance of the bay, and the economic interests in the bay, including the economic need of the bay area population; that the study should examine all present and proposed uses of the bay resource and its shoreline, and should give consideration to such master plans as have been or may be adopted by the towns and villages adjacent to the bay; and that the study should lead to the preparation of a comprehensive and enforceable master plan for the conservation of the bay resource and its marine environment and shoreline.

4. The Legislature further finds and declares that in order, during the period in which the Great South Bay Conservation Commission is formulating the comprehensive conservation plan referred to in Section 3 and until all hearings thereon have been concluded to protect the present shoreline and body of the Great South Bay, its wet-

lands, bay bottoms and marine environment, to the maximum extent possible, it is essential that the commission be empowered, during such period, to issue or deny permits, after public hearings, for any proposed project that involves placing fill in the bay or extracting submerged materials from the bay, dredging or other public works or private projects or development that adversely affect the bay resource, and to prevent any projects that would have an adverse effect upon the bay resource; the exercise of the powers by the Commission shall be judicially reviewable. The powers of the Commission shall be in addition to and not a substitute for those of local zoning bodies and units of government.

Chapter 2. Definition of Great South Bay

5. For the purposes of this title, the Great South Bay is defined as the inland waters from Jones Inlet eastward to the eastern boundary line of the Town of Brookhaven, including the waters of Oyster Bay and Great South Bay and their tributaries, and includes its--islands, and all adjacent wetlands, marshlands, tidelands and submerged lands which are subject to tidal action, and the bay bottom itself, and all estuaries, creeks and canals which drain or empty into the bay, and its shoreline for a distance of 3 ft. from the high water mark, as outlined in the map attached.

The definition of Great South Bay which is made by this section is merely for the purpose of prescribing the authority of the commission which is created by this title. This definition shall not be construed to affect title to any land or to prescribe the boundaries of the Great South Bay for any purpose except the authority of the commission created by this title.

Chapter 3. Great South Bay Conservation Commission

6. The Great South Bay Conservation Commission is hereby created. The commission shall consist of members appointed as follows:

- a) One representative of the Department of Interior appointed by the Secretary of the Interior.
- b) One representative of the Department of Health, Education and Welfare, appointed by the Secretary of Health, Education and Welfare.
- c) One representative of the United States Army Corps of Engineers, appointed by the Division Engineer, United States Army Engineers.
- d) One representative of the U. S. Coast Guard appointed by the Secretary of the Treasury.
- e) One representative of the New York State Conservation Department appointed by the Governor.
- f) One representative of the State Health Department appointed by the Governor.
- g) One representative of Suffolk County appointed by the County Executive with the advise and consent of the Suffolk County Board of Supervisors.
- h) One representative of Nassau County appointed by the County Executive with the advise and consent of the Nassau County Board of Supervisors.
- i) One representative of the Nassau-Suffolk Regional Planning Board appointed by its Chairman.

- j) One representative of the Town of Brookhaven appointed by the Supervisor with the advise and consent of the Town Board of Supervisors.
- k) One representative of the Town of Islip appointed by the Supervisor with the advise and consent of the Town Board of Supervisors.
- l) One representative of the Town of Babylon appointed by the Supervisor with the advise and consent of the Town Board of Supervisors.
- m) One representative of the Town of Hempstead appointed by the Supervisor with the advise and consent of the Town Board of Supervisors.
- n) One representative of the Town of Oyster Bay appointed by the Supervisor with the advise and consent of the Town Board of Supervisors.
- o) One representative of each of the following villages appointed by the Mayor with the advise and consent of the Board of Trustees:
- p) 5 members of the public residents of Suffolk County appointed by the Suffolk County Board of Supervisors.
- q) 5 members of the public residents of Nassau County appointed by the Nassau County Board of Supervisors.

7. The members of the commission shall serve at the pleasure of their respective appointing powers. The members shall serve without compensation, but each of the members shall be reimbursed for his necessary expenses incurred in the performance of his duties. A member may authorize no more than one proxy for attendance at meetings or for voting, which proxy shall be designated, in writing, at the time the member is appointed to the commission. The name of the proxy shall be filed with the commission.

8. The Governor shall select, from among public representatives on the commission appointed pursuant to Section 6, a chairman and a vice chairman.

9. The time and place of the first meeting of the commission shall be prescribed by the Governor, but, in no event, shall it be scheduled for a date later than 10 days after the effective date of this title.

10. The headquarters of the commission shall be in the County of Suffolk.

Chapter 4. Powers and Duties of the Commission.

11. The commission shall make a detailed study of all matters referred to in Section 3, including, but not limited to, the following:

A. Library Research

- a. compile and analyse all available results of studies made to date on oceanography, biology, social, and economic studies of the area as basis to fill in gaps in knowledge needed.
- b. Prepare comprehensive bibliography from this material for future reference.

B. Geographical and Biological Studies

- a. Delineate and plot all major ecological zones and their current conditions including areas dredged or filled.
- b. Locate and chart all wildlife, shellfish, fin fish habitats for all major species.
- c. Locate and chart seasonal distribution of all grass and marine algae including mainmacro and micro species.
- d. Locate and plot bottom types and characteristics.

C. Oceanographic Studies

- a. Current studies and seasonal distribution of salinity, nitrate, phosphate and other key chemical constituents in water.
- b. Degree of sewage and industrial pollution, sources, and their distribution.
- c. Remap bottom topography.

D. Current Uses

Recreation and Commercial Utilization

- a. Fish and Shellfish
- b. Hunting - waterfowl and rails
- c. Boating - private and commercial
- d. Swimming and other water recreational
- e. Aesthetic - bird-watching, nature study, order

E. Legislative Studies

- a. Existing legislation
- b. Recommended new legislation

and shall, upon the basis of such study, prepare a comprehensive and enforceable plan for the conservation and development of the Great South Bay resource.

12. In making its study, the commission shall cooperate to the fullest extent possible with all federal, state and local agencies and governments; and in preparing its comprehensive plan, the commission shall, to the fullest extent possible, coordinate its planning for the bay with planning for the land area surrounding the bay by local agencies, which shall retain the responsibility for land use planning. In order to avoid duplication of work, the commission shall make maximum use of data and information available from the planning departments and programs of federal, state and local agencies and governments, and other public and private planning agencies.

13. The master plan formulated by the Commission shall, among other things, contain the following elements:

- a. Ways and means of conserving, protecting and wisely using the bay its natural resources.

- b. Ways and means of preserving the ecological balance of the bay resource.
- c. Ways and means of preventing, controlling and abating pollution of the bay and encroachment of incompatible development and projects upon the bay resource.
- d. Recommended public acquisitions for conservation and recreation purposes.
- e. Ways and means of developing and managing the bay resource as a natural, economic and recreational asset, giving priority to conservation and recreation purposes.
- f. Ways and means of strengthening and implementing the purposes of the Long Island Wetlands Act and all cooperative agreements thereunder and of all other existing federal, state and local legislation designed to protect the bay resource.
- g. The feasibility of inlet and channel dredging as a means of combating bay pollution, bearing in mind the necessity of avoiding the unnecessary destruction of bay bottom, wetlands, shellfish and other natural resources of the bay.
- h. The feasibility of the Great South Bay resource as a site for oceanographic and other marine studies.
- i. The formulation of programs which will qualify for assistance from federal and state governments in planning, development, administration and use of the bay and related resources, including, but not limited to the following:
 - Water Quality Act of 1965
 - Land and Water Conservation Fund Act
 - Water Resources Act
 - Water Resources Planning Act - Federal & State
 - Flood Control and Rivers and Harbors Act
 - Housing and Urban Development Act of 1965
 - Commercial Fisheries Research and Development Act of 1964
 - New York State Pure Waters Program
- j. Identification of the values and users of the bay resource, the extent to which they conflict, the ways and means of eliminating or preventing conflict, the establishment of preferred benefits and priorities where conflicting use is unavoidable.
- k. The formulation of a formal intergovernmental agreement concerning management and administration of the Great South Bay natural resource, which shall be binding upon federal, state and local governments subscribing thereto as parties, and which plan shall set forth the means of its implementation and enforcement, and which plan shall be so drawn as to serve as a demonstration project of cooperation between federal, state and local governments in the solution of natural resource problems similar to that presented by the Great South Bay resource. In the formulation of such plan, the commission shall seek the advise and assistance of the Advisory commission on intergovernmental relations, and the New York State Office of local government.

14. The master plan shall consist of a map and a statement describing it and a statement covering the objectives, principles and standards used to develop it.

- a. The commission shall prepare this master plan within 2 years from the effective date of this act.
- b. Once the plan has been prepared, reasonable public notice shall be given concerning its proposals, and public hearings shall be held in Nassau and Suffolk Counties and in each of the towns and villages adjacent to the bay, prior to the adoption of the plan by the commission.
- c. The commission shall adopt its plan within 3 months following the date of the final public hearing, which final hearing shall take place not later than 30 months from the effective date of this act.
- d. Upon adoption of the master plan, the commission shall issue a public statement with suitable publicity thereto, including publication in at least two newspapers of daily circulation of both Nassau and Suffolk Counties, of the contents of the plan and its reasons for adopting same.
- e. Within 15 days after its adoption of the master plan, the commission shall submit a copy of such plan to each of the authorities who have appointed representatives to the commission. Each of the towns and villages shall be required to hold public hearings on such plan after reasonable notice thereof to the population of each of said units of government, the first of such public hearings to be held no later than 30 days after the submission of such plan. The public hearings shall be concluded by no later than 45 days from the date of submission of said plan.
- f. Upon adoption of said plan by all of the authorities mentioned herein plus 60% of the villages it shall be binding upon them as a formal compact and agreement and shall have the force of law, and shall supercede any plan or law inconsistent therewith insofar as same relates to the Great South Bay resource.
- g. The commission shall have the power to extend any of the dates provided for herein for the giving of notice and the holding of public hearings regarding such plan.

15. The commission may:

- a. Accept grants, contributions, and appropriations from any public agency, private foundation, or individual.
- b. Appoint committees from its membership and appoint advisory committees from other interested public and private groups.
- c. Contract for or employ any professional services required by the commission or for the performance of work and services which in its opinion cannot satisfactorily be performed by its officers and employees or by other federal, state or local governmental agencies.
- d. Do any and all other things necessary to carry out the purposes of this title.

16. The commission shall, in addition to any funds which the Legislature may appropriate for planning activities of the commission, take whatever steps are necessary to attempt to obtain money available of such planning activities from any federal, state or local sources.

17. The commission shall appoint such executive directors and employees as may be necessary in order to carry out the function of the commission.

18. Within a reasonable time, but not to exceed 6 months from the date of the first meeting of the commission, the chairman of the commission, in collaboration with and with the concurrence of the commission, shall appoint a citizens' advisory committee to assist and advise the commission in carrying out its functions. The advisory committee shall consist of not more than 20 members.

The advisory committee shall also include representatives of conservation and recreation organizations, and at least one biologist, one geologist, one architect, one landscape architect, and one owner of privately held lands within the Great South Bay as defined in Section 5.

Chapter 5. Final Report and Termination of Existence of the Commission.

19. The commission shall file a progress report with the Governor and the Legislature not later than the legislature day of the Regular Session of the Legislature, and shall file a final report with the Governor and the Legislature not later than the legislature day of the Regular Session of the Legislature.

20. The final report shall contain all of the following:

- a. An accounting of its operations and proceedings and of its receipts and expenditures.
- b. The results of the detailed study made by the commission.
- c. The comprehensive plan adopted by the commission for the conservation of the Great South Bay resources.
- d. The commission's recommendation of the appropriate agency to maintain and carry out the comprehensive plan.
- e. The results of the commission's submission of said plan for approval by the public authorities and units of government mentioned herein.
- f. The commission's estimate of the approximate amount of money that will be necessary to maintain and carry out the comprehensive plan, including, but not limited to, the commission's estimate of the approximate amount of money that will be necessary to purchase real property which the commission may recommend to be purchased for public use, and an indication of the possible sources of money for such purposes, such as local bond funds, federal grants, state funds, funds from foundations, and funds from private subscription.
- g. Such other information and recommendations as the commission deems desirable.

21. The existence of the commission shall terminate on the 90th day after the final adjournment of the 1969 Regular Session of the Legislature.

22. The sum of \$250,000.00 is appropriated for the purpose of the Great South Bay Conservation Commission for expenditure for the support of the commission during the first fiscal year.

23. If any provision of this act or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end the provisions of this act are severable.

2/23/66