

The present channel of the harbor is entirely inadequate to serve present deep water port facilities for a New England ferry, the importation of crushed stone for highway purposes, and of breakwater and groin stone, together with major terminals for delivery of fuel for a great power complex of the Long Island Lighting Company, and also to serve the great part of the present million resident home owners of the County. Said population will reach two million people before 1985.

Because of the condition and shallow depth of said existent channel, fuel carriers must wait upon tides or the fuel must be carried by smaller barges and tankers. The added cost of such inefficient and ineffective means of fuel transportation is reflected in monthly bills to the home owner.

If the channel can be improved and modernized as recommended, it will be of County-wide benefit to the citizens of the County not only in reflected fuel costs, but also in consideration of a parallel program of harbor improvement under which existing fuel storage tanks lining the harbor would be removed and the local delivery system by trucks replaced by pipeline delivery. This in itself would result in tremendous improvement to the present highway congestion generating from our population explosion.

The County planning people, all areas of business, finance and industry, the Town of Brookhaven, the local Chamber of Commerce are on record in favor of the proposed dredging improvement. The Village of Port Jefferson, which owns no frontage and has no jurisdiction over any of the harbor waters, is presently opposed to the dredging, although heretofore said Village has been on record in favor of it.

I understand Congressman Otis Pike has testified before you against the dredging improvement, reportedly on the grounds that the Federal Government is looking for ways and means to cut expenditures, and that the Port Jefferson project can be easily put off until some future time, if ever.

As the administrative head of the County government, I believe I am in as good a position as anyone, including congressmen, to judge the value of public works projects as concerned with the County's general economy and the public interest. Without any question in my mind, the dredging project as proposed will ultimately have to be accomplished regardless of any objection. Since construction costs rise at least five percent every year, it doesn't make sense to put off what I consider a useful and needed public improvement.

I strongly urge approval of the project of accomplishment. I am enclosing a copy of my notes to the Senate Committee relative there to, for your information.

COUNTY OF SUFFOLK, June 5, 1968.

Mr. JOSEPH F. VAN VLADRIKEN,
New Senate Office Building,
Washington, D.C.

DEAR MR. VAN VLADRIKEN: This is to supplement my remarks of 21 May before the Subcommittee on Flood Control—Rivers and Harbors of the Senate Committee on Public Works concerning the proposed dredging of Port Jefferson Harbor, Long Island, New York. As the administrative head of the County Government of more than one million people, I am in full and aggressive support of the Port Jefferson Harbor project as being completely in the public interest and as being necessary to the overall County general economy.

One of the serious problems of the explosive growth that has occurred in Suffolk County through the past 18 years has been transportation. It is exceedingly necessary that all four forms of transportation be developed to meet the needs of said explosive growth in order to efficiently, effectively, safely, and economically move people and goods. There are presently being undertaken in the County and on Long Island the development of major highway transportation patterns, airports, rapid transit by rail, and deep water ports and marine commerce. One of the port development projects of vital importance to the County is Port Jefferson Harbor. The channel proposed will permit greatly expanded operation for the importation of fuel by tanker or the supply of tank farms from which future pipelines will help to relieve truck conveyors on the highways. At the same time, the channel proposed will lay the ground work for the development of marine commerce and cruise ships which could be of great benefit to the County's economy. It should be noted here that we are an island and must import all of the daily necessities from building materials to clothing, except fish and potatoes which are produced at home.

I strongly recommend that the Harbor improvement which has been the subject of this lengthy discussion and hearings be finally implemented and accomplished.

Cordially,

H. LEE DENNISON, *County Executive.*