

The Burlington Free Press
Monday, February 6, 1984

Local/State

Deaths2B
Money6B

Jesse Jackson Packs 'em In On State Tour

By DEBORAH SCHOCH
Free Press Staff Writer

Presidential candidate Jesse Jackson took his now-familiar call for peace and unity across the more-evangelical Vermont countryside Sunday, stopping in four towns and appealing to voters to join a new coalition.

"We deserve life, liberty and happiness, and we must fight for it together," Jackson told an audience of 1,200 crammed into the Montpelier City Hall auditorium.

He earlier brought 500 people to their feet at a Williamstown school gymnasium, chanting, "Choose the human race over the nuclear race" and "Give peace a chance."

"If I win Vermont, the nation will never be the same again," Jackson told the Montpelier audience, which responded with cheers and calls of "Win, Jesse, win."

Jackson is one of four Democratic running in the primary a month from today. Sunday, he also met privately with Jewish businessmen in Montpelier and with Burlington Mayor Bernard Sanders and

spoke to 350 people at Bellows Free Academy in St. Albans.

The speeches echoed the tone Jackson set in his December trip to Burlington. He continued to stress the importance of coalition-building, and he rapped the Reagan administration's policies in the Middle East and Central America.

Jackson dealt repeatedly with the nuclear arms race.

"The only reason you are alive today is that the Russians decided not to kill you last night," he told the audience in Williamstown.

He made the same comment in Montpelier, adding, "The only reason the Russians are alive today is that we didn't kill them last night."

The trip was marked by delays and scheduling problems. It originally was scheduled to last 13 hours, starting at 8 a.m. in Newport and ending with an 8:15 p.m. meeting with Abenaki leaders in Swanton.

The Newport stop was canceled because of a tight schedule. Jackson supporters said Saturday. The candidate arrived at Burlington

Presidential hopeful Jesse Jackson speaks to an overflow crowd at City Hall in Montpelier Sunday.

International Airport at 2:25 p.m. Sunday, nearly two hours after the planned arrival, due to delays in Boston.

Also canceled were the Swanton stop and a private Burlington meeting with Sen. Philip Hoff, D-Clarendon, the former Vermont governor. Hoff said Sunday evening he had agreed to talk to Jackson but had warned that "My chances

of supporting Jesse Jackson are almost overwhelmingly against it."

A dozen cars and vans, including two state police cars, escorted Jackson from the airport through a snowstorm to Williamstown, where some people said they had waited several hours for his arrival.

Williamstown made headlines last fall when testing revealed water and air contamination by a dry-

cleaning chemical suspected of causing cancer. The elementary school is down a hill from a dry-cleaning plant.

Jackson did not refer in detail to the Williamstown problem. His gymnasium speech, however, emphasized the importance of funding education. "We must have dev-

'Force' Bill Will Get A Hearing

By DAVID KARVELAS
The Associated Press

MONTPELIER-Skeptics have dubbed it the "drop 'em on the doorstep bill," fearing the measure could sanction killings by trigger-happy homeowners.

Supporters argue, however, that the bill is needed to give Vermonters the clear right to protect their lives and property.

Growing support for the measure has persuaded House Judiciary Chairman Edward Zaccaro, R-St. Johnsbury, to take up the bill in his committee this month.

"Enough people have spoken to me so I think we should take the subject up," said Zaccaro, who opposes the measure. "I've had a lot of people approach me and express interest and I've had a number of letters urging that we take the bill up."

The proposal would permit a person to use deadly force if a trespasser is attempting to commit a crime in his house or apartment. It also would allow a person to kill an attacker if his life was threatened.

"My house is my home and castle and nobody should be able to enter unless they knock," said Rep. Gordon Booth, R-Barre, a strong supporter of the concept of the bill. "I think people ought to be able to protect their own property without being sued."

Zaccaro said present law permits the use of "reasonable" force to protect lives, but says the person has a responsibility to avoid a confrontation if possible.

"You may use reasonable force to protect your person or property but you have an obligation to retreat," Zaccaro said.

He said the bill sponsored by Rep. Ruth Towne, R-Berlin, "risks eliminating the requirement for retreat."

Deadly force is defined in the bill as "force which reasonably could be expected to create a

Pomerleau Seeking Police Compromise

By DON MELVIN
Free Press Staff Writer

Antonio Pomerleau thinks he can find a compromise that will satisfy both Burlington Mayor Bernard Sanders and Burlington Police Chief Richard Beaulieu.

Sanders held a news conference last week to accuse Beaulieu of weak leadership and suggest that he serve until his retirement, scheduled for Oct. 1, in some capacity other than chief. The next day, Beaulieu held his own news conference to say he would fight the move.

Pomerleau, Police Commission chairman,

said Sunday that Beaulieu should serve as chief until his retirement, which could well come much sooner than October.

"We've had a man who's spent 32 years on the police force, and I think he's got a right to retire gracefully," Pomerleau said.

As to when Beaulieu would retire, Pomerleau said, "I think we can negotiate a compromise on things like that."

With accumulated vacation time, compensatory time and sick time, "He could be leaving quite a bit before Oct. 1," Pomerleau said. He said he was confident Beaulieu would do a good job however long he remained, and said the issue should not become

a "political football."

Contacted by phone in Bal Harbor, Fla., where he is vacationing, Pomerleau said he had asked Sanders to withdraw temporarily his resolution asking aldermen to appoint a committee to look for a replacement for Beaulieu. "A little cool-off period" is needed, Pomerleau said.

The commissioner said he will return to Burlington late this week. The commission then could negotiate with the mayor, he said.

Sanders said late Sunday he would like the issue raised at tonight's meeting, but he would be willing to delay forming the search committee until after Pomerleau's return.

Beaulieu, contacted at home, said he already has eight weeks of vacation time on the books, along with an unspecified amount of compensatory time. "We must have dev-

oted between now and his retirement, he said.

"I'd be a damn fool not to take it, wouldn't I?" he said.

He said he plans to take four weeks off in May and another four in September, which would move his departure forward to the beginning of that month.

"I've got some compensatory time on the books and I don't know what the commission

Randolph Hearing Tonight

By TOM HILL
Free Press Correspondent

RANDOLPH — Voters in this village and town will have a chance tonight to vote on opinions on whether or the two governmental units should merge.

A merger plan to be presented for a vote at the March town meeting was described Sunday by the head of the committee that drafted it as "the fairest plan so far" of several that have been drawn up over the years.

"I don't think anybody is going to pay a tax for a service they don't get benefits from," said O.C. Chadwick, committee chairman.

Scheduled for 7:30 in Murray Auditorium at Vermont Technical College in Randolph Center, tonight's hearing will be followed by a second on Feb. 21 in East Randolph. Chadwick predicted that attendance tonight would be light.

The Merger Committee report submitted last August to the five town selectmen and three village trustees said although financial savings resulting from a merger would not be great, the move would make the provision of services more efficient and save money in the long run.

Under the plan, which would take effect in January 1985, the tax rate would rise 3 cents in the town and decline by 15 cents in the village. Chadwick said the figures are a significant improvement over past plans, which have threatened town tax increases of up to 50 cents.

The new town tax plan would have the biggest merger obstacle by creating a special police service district for the village and leaving state police in charge of town law enforcement.

At a joint meeting last fall of the selectmen and trustees, Police Chief Philip Mottler estimated it would take 11 officers, three cruisers — and four times the budget" for his department to patrol the whole town.

All other village and town departments would merge. Village amenities such as water and sewer service would be paid for only by those receiving them, although town government would administer the services. Village government would be dissolved, with government handled by a five-member



Gate marks new emergency access from Brookfield to Interstate highway.

Brookfield Emergency Vehicles Now Can Get to Interstate

By TOM HILL
Free Press Correspondent

BROOKFIELD — The crossroad at the center of this quiet village is unpaved, and that's how townspeople like it.

At one time they were about to bring the pavement through, and the people in the community voted against it," explained John Benson, a captain in the Brookfield Fire Department.

It was largely due to local sentiment that when Interstate 89 came through the middle of the town during the 1960s, no Brookfield exit was built. "They wanted to keep the rural atmosphere of the town as it was," Benson said.

Rural atmosphere is one thing; the logistics of emergency services are something else. So the firefighters of Brookfield these days are celebrating a quiet victory of what they see as common sense over federal regulation: an emergency access, recently approved and constructed, to the four-lane road that runs through the town.

It's a situation best understood from an aerial perspective. George Washington probably could have lobbed a silver dollar from the center of Brookfield onto I-89. Townspeople can hear the big trucks roll by, but below the slight rise to the west. But getting a vehicle from the village onto the interstate has always meant driving about eight miles — to either the Randolph interchange to the south or the Williamstown one to the north.

To the firefighters, having the interstate so near and yet so far has always posed a potential threat.

"We don't have too much in the way of emergency services," Benson explained. "It's primarily farming and bedroom communities so our largest

hazard per se is what travels up and down the interstate — which basically is anything and everything that's utilized in the state, because that's the main feed line."

In a world rife with exotic and mobile chemical hazards, it was easy for a responsible fire department to fret over fire contingencies.

"What if we did have such an accident?" Benson asked. "A lot of watercourses cross that interstate, and there was concern that if we couldn't get to it quickly, what might have been a slight disaster could have turned into something greater."

So far, the worst problem caused by I-89 has been the occasional grass or brush fire. A 1982 grass fire on the interstate, in fact, finally prompted action: the department broke through the chain-link fence bordering the highway to reach and extinguish that blaze.

That did not set well with the Transportation Agency, and it was decided to seek an emergency access. That meant tilling at the windmill of the Federal Highway Administration.

With help from the state, this was done. There was a precedent: an emergency access built a couple of years ago in Bolton has been used several times by the Bolton Fire Department, with no adverse reported.

"Our agency supported the Fire Department's request; if we hadn't, we wouldn't have gone any further with it," said Milton W. Lawson, transportation administrator for District 4.

Though describing federal officials as "very responsive," Lawson added, "We had to provide documentation from the Fire Department about the

need for the access."

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Candidates Hustle For March Votes

By DON MELVIN
Free Press Staff Writer

And they're off.

Seventeen candidates from three political factions are running for seven seats on the Burlington Board of Aldermen. The field was set last week — it is no longer possible to get on the ballot — and many candidates took advantage of the weekend's warm weather to put in their first major campaign efforts.

Some of the candidates are experienced. Democrat James Burns, running for his third term from Ward 5, distributed more than 2,000 leaflets in his ward this weekend entitled, "What Does an Alderman Do? We Thought You'd Like to Know." The pamphlets detail Burns' activities on the board, in committees and in other duties for one week in January.

For others, this is the first crack at presenting themselves on other people's doorsteps. "The first day I started to do that, I sat in my kitchen for two hours getting up my nerve," said Beverly Wool, a Democrat running in Ward 6.

The candidates have various personal motives for running, but in the end it is a battle for control of City Hall. In three years, socialist Mayor Bernard Sanders and his supporters have come from zero seats on the 15-member Board of Aldermen to five, and they would like seven — a majority. That way, they say, they would not be stymied in such initiatives as their search for alternatives to the property tax.

Burns agrees on what is at stake. The overriding issue, he said, "is whether the city wants to give control of the city to Sanders and his five blind mice. If he gets No. 6

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City Ballot Will Offer More Than Just Names

Lake Champlain between Oakledge Park and the mouth of the Winooski River.

The Aldermanic Waterfront Committee did not support the proposal and the Citizens Waterfront Group conducted a petition drive to get the bond issue on the ballot. As a general obligation bond, it must be approved by two-thirds of those voting.

This issue has ignited political sparks. Rick Sharp, of the Citizens Waterfront Group, charged that the only political faction that attempted to block the item from getting on the ballot was the one backing Sanders. Sharp is an active Democrat.

Sanders responded that the \$2 million figure was a guess, and said that was an improper way to ask voters for money. The city's Office of Economic Development is awaiting engineering studies which, the mayor said, are likely to show that a bike path can be built much more cheaply.

Alderman Peter Lackowski, Citizens-Ward 3, sent a letter to Sharp asking him to "reconsider" his statements and — a bitter political attack on Mayor Sanders and the Progressive Party. Lackowski questioned whether the group was

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