

I'm going to confer next week with program executive Gilbert Ware and the juvenile authorities about the total juvenile situation. In any event, I may direct my attention specifically to the juvenile questions. In that regard, since I'm covering that aspect of correction, I would want to visit possibly one or two of the juvenile institutions.

Q. Would you characterize your reaction to that account as being shocked or surprised or what? How would you characterize it?

A. Well, I think first of all we must remember that it's a nondocumented account at this point. If it's accurately reported, it's a shocking indictment of the custodial personnel at the institution. And we must remember we are not dealing with hardened criminals, we're dealing with juvenile offenders. And if we are going to allow any such things as that to occur, assuming again that it did occur as it was reported which has not been proven at this moment, then we're headed for a lot of trouble in our correctional picture.

Q. Governor, Representative Long in some recent newsletter says that "Agnew wants to splurge \$70 million to \$100 million on a parallel bridge and saddle you with toll taxes for 40 years!" How about toll taxes, is that a good term?

A. That's a rather conflicting term. Taxes are one thing and of course tolls are another. I don't know whether I should continue to dignify the irrational rantings of Congressman Long about the toll facilities with any further comment, but I do want to make this clear. We haven't made any determinations about bridges across the Chesapeake at this point, and the studies are still under way. There is no attempt made to subvert the wishes or desires or the mandate of anyone. We just want to reach the right conclusion to keep the traffic moving in this State. An maybe we will have a general public consensus of what should be done, or at least what's imperative after the heavy summer traffic has been delayed for another year without anything being done in this regard.

Q. Governor, if the bridges and tunnels were free of tolls as Congressman Long suggested they could be, could the State under modern road construction demands afford to maintain the crossings without much higher highway taxes?

A. It's impossible to do away with the toll facilities and still meet our commitments in building highways. Mr. Wolff has made it totally clear that the six-year program is already two years behind because of the escalation in construction costs. As I travel around the State to the