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FRIDAY, OCTOBER 21, 2011 \$1.00



## LIFE AFTER GADHAFI

**In Libya:** Death clears a cloud over a shaky interim government

**In N.J.:** Some relatives of 1988 bombing victims still want answers



### ECONOMY STORMY MONTH

## State loses 11,100 jobs; unemployment drops to 9.2%

By Michael L. Diamond  
Staff Writer

New Jersey's economy lost 11,100 jobs in September — 5,800 in the private sector and 5,300 in the public sector — in a sign that Hurricane Irene and Tropical Storm Lee disrupted the labor market, the state reported Thursday.

A separate survey found the state's unemployment rate fell to 9.2 percent from 9.4 percent in August, according to the New Jersey Department of Labor and Workforce Development.

Take away the noise of the storms, and employers say they are inching along, doing enough business to survive but not enough to persuade them to go on a hiring spree.

"If companies open up spending, my business can grow," said Marc Bublick, owner of C&C Computer Network Services in Edison, a technology consultant whose customers are spending only cautiously.

The state's monthly unemployment report is made up of a survey of New Jersey employers to calculate the number of jobs and a survey of New Jersey residents to calculate the unemployment rate. The surveys don't always tell the same story, but economists typically lend more credence to the employers' survey in part because it is larger and in part because the workers' survey can fluctuate if workers simply respond that they aren't actively looking for jobs.

The stormy September created upheaval in the economy, ruining business for some industries such as restaurants and creating business for other industries such as construction companies.

And it came as New Jersey's labor market has tried to gain traction after a devastating recession cost the state 269,000 jobs. New Jersey has recovered 17,700 jobs since September 2010.

"The context is, the national economy gained 137,000 private-sector jobs in September," Rutgers University economist Joseph J. Seneca said. "If it hadn't been for these storms, we'd expect New Jersey to share in that. We didn't see it, but we can't attribute it to anything more fundamental than the shocks of the storm."

Regardless of the reasons, hundreds of thousands of New Jersey residents still are scrambling to pay the bills.

Peter Conlin, 47, of Wall lost his hotel management job in Manhattan about a year ago after working in the industry for 21 years. He was shocked at first

See **JOBS**, Page A2

### UPS & DOWNS

#### SECTORS WITH THE BIGGEST LOSSES

- » Manufacturing: -4,100
- » Leisure and hospitality: -3,700
- » Trade, transportation and utilities: -3,400

#### SECTORS WITH THE BIGGEST GAINS

- » Professional and business services: +3,900
- » Education and health services: +2,700
- » Financial activities: +2,100

Source: N.J. Department of Labor and Workforce Development

## Gadhafi is gone, but Libya faces challenges ahead

By Bradley Klapper  
Associated Press

WASHINGTON — Libya's victorious revolutionaries now face a new threat: themselves.

The secular and the religious, the politicians and the militants all basked Thursday in the demise of a dictator after fighters killed Moammar Gadhafi and eradicated once and for all his four decades of repression in Libya. But while congratulations poured in from across the world, the Obama administration and others tempered the celebrations with a dose of caution, conscious that Libya's formerly ragtag band of rebels must now avoid falling prey to extremists among themselves, or the type of political infighting that has hijacked the hopes of previous revolutions.

Gadhafi's death clears a cloud over

See **LIBYA**, Page A11

LIBYANS CELEBRATE MOAMMAR GADHAFI'S DEATH IN FRONT OF THE LIBYAN EMBASSY IN AMMAN, JORDAN, THURSDAY. GADHAFI WAS KILLED THURSDAY IN HIS HOMETOWN. ASSOCIATED PRESS

### INSIDE

» For the millions of Arabs yearning for freedom, democracy and new leadership, the death of Gadhafi will likely inspire and invigorate the movement for change.

**Analysis, Page A10**

» Pulled from a drain pipe in his hometown, the longtime dictator was shown no mercy.

**Page A11**

» The killing of Gadhafi reduces the chance that violence will get in the way as Libya cranks up oil production again.

**Business, Page A12**

### APP.COM

Search "Gadhafi killed" for a photo gallery related to this story.

## N.J. relatives of Flight 103 victims hail dictator's death

By Ken Serrano and Susan Loyer  
Staff Writers

While people across the world cheered the death of Moammar Gadhafi, the news laid bare memories of a painful link between the Libyan dictator and New Jersey: the 1988 bombing of Pan Am Flight 103.

For some family members of victims, there are questions they still want answered.

For Bert Ammerman — whose brother, Tom, was one of more than 30 New Jersey residents killed in the terrorist attack — the killing of Gadhafi brought a day of satisfaction.

"People have asked me if I'm celebrating and I've said no," the 64-year-old River Vale man said.

"But I'm satisfied," he added. "This is justice for my brother and the 269 other people who died. Here it is 23 years later,

See **FLIGHT 103**, Page A10

### GAS MONEY \$490 BILLION IN 2011

## Report: Americans struggle with costs of driving

By Wendy Koch  
USA Today

Americans are increasingly hurt by high gas prices because many lack options that would enable them to reduce the costs of driving, a report today says.

Although gas prices have recently dipped, drivers will have spent a record

\$490 billion on gas by year's end — \$100 billion more than the prior year, according to the "Energy Trap" report by the New American Foundation, a nonpartisan research group.

Consumers are no longer responding to price increases as they did in the late 1970s, when many drove less and bought more fuel-efficient cars, says author Skip

Laitner, who analyzed U.S. government data. When prices hit \$4 in 2008, he says, demand for gas fell only 3 percent.

Middle-class workers simply don't have alternatives, says Laitner, an economist at the American Council for an Energy-Efficient Economy. He says many moved to distant suburbs when gas prices were lower and can't afford now to

move, buy a more efficient car or switch jobs. Also, he says many lack access to public transportation.

"We're locking ourselves in, and it becomes almost a downward spiral," he says, noting that people are paying for gas by cutting other spending.

See **GAS**, Page A2



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