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Salmon Harbor Issue Up For Hearing

Authority Of Management Board To Police Waters At Winchester To Be Aired

By JIM VANCE
Sports Writer, News-Review

An open hearing to decide whether the Salmon Harbor Management Board should be given authority to legally lodge charges against violators of port regulations at Salmon Harbor will be held at the county courthouse, Tuesday morning, Jan. 4.

The issue of the board's authority arose from a recent district court ruling on an individual violation which occurred at the harbor during the summer.

According to the year-end report of Salmon Harbor Manager Gard Safley, speaking for the harbor's management board, the negative court decision on the board's attempt to prosecute is of sufficient consequence to threaten the harbor's enterprise.

Salmon Harbor realized a net profit of \$3,968.11 for the season just concluded, according to Safley. Its operation, more importantly, again furnished splendid recreational facilities for thousands during the summer.

Appointed to the three-man management board, which is making a fight for powers of law enforcement, besides Safley are County Parks Supt. Charles Collins and Port of Umpqua Commission member O. H. Hinsdale.

In trying to press charges in the particular case of the violation outlined, the management board, according to Collins, was laboring under the impression that the Douglas County Court order under which the board supervises the harbor, provided the board with the sufficient authority to bring to judgment a boat operator who was carrying passengers without a franchise.

Harbor regulations prohibit such boat operation.

The case proved more to the board than merely its lack of authority in this one individual case. It became apparent that there was need for written authority for administering enforcement in any such future situation.

As events proved, charges were dropped by the adjudging district court on this technical ruling.

The violator's attorney was able to show that nowhere in the existing county court order did it specifically state that it was a crime to operate a boat without an agreement or franchise.

Management board members could resort to nothing in the court order which might give them the authority to bring a violator to meet charges in a court of law.

The judge, in the case, So the case served to point out to the board deficiencies in the

present court order which do not actually give the board the right of law enforcement.

To County Court Judge Hill, the case set a precedent in that "sports fishermen have challenged the authority of the county court order to limit the number of boat franchises," and the issue now is "whether or not the rules laid down by the county court and Port Commission are enforceable."

Collins points out that the case marked the first time in Oregon's history that the particular situation (law enforcement) under these circumstances (a park department trying to run a harbor) has been brought to trial in the state.

To further substantiate its challenge to the county for written authority, the board can cite other instances where a lack of county law enforcement at the harbor during 1954 inspired financial losses and decline of prestige, Collins claims.

Examples which are cited include available information on other non-franchise-operating boats and "a complete lack of county law enforcement of automobile parking regulations."

In both instances, revenue to the harbor was lost, the board asserts.

In its year-end report, the board lays unwanted claim to and forewarns of public dissatisfaction with the harbor's management resulting from the lack of above enforcement.

Contributing factors to this dissatisfaction, according to Safley and Hinsdale, are created by inadequate facilities and "deficiencies in operational order, which are now being revised."

Safley takes up the former point elaborately.

He contends that inadequate moorage facilities at the port create an overcrowded and dangerous situation, illustrating that a small pleasure craft in excess of 18 feet are forced to moor as many as five and six abreast.

"At the threat of storm or when fishing is exceptional off the immediate coast, the commercial fleet puts in at Salmon Harbor. It is then that the congestion is at its worst."

Another thorn in the public's side, the report states, is the congestion existing around the landing area which is described as "severe." The construction of an additional ramp is recommended to alleviate this condition.

Other recommendations contained in the board's "1954 Salmon Harbor Activity Report" covered three points: improvements to the harbor proper, corrections in the operational structure of the harbor and conservation.

The report went on record as favoring the deepening of the Salmon Harbor channel.

Restrictive shore conditions at the harbor channel were blamed for excluding operation of "the large, desirable type of commercial craft," in addition, as many as five craft were observed stranded at one time in the channel at minus tides.

The report recommends: "To fully exploit the possibilities of commercial and sport fishery at Salmon Harbor, this channel must be deepened."

The harbor report insists on a "salmon landing law" as a "must," adjudging it as "the only way the limit of two salmon can be enforced on salmon taken from the

G. Safley Urges New Controls At Salmon Harbor

"In the interest of conservation, certain new enforceable laws and controls are necessary." So implores the year-end harbor report of Salmon Harbor Manager Gard Safley.

Safley regards the passage of a "salmon landing-law" measure as the only way to enforce the regulation limiting the number of salmon to be fished from the ocean.

A second conservation control could be extended with the creation of some control over the issuance of troll licenses. This control is needed because of flagrant violations by some fishermen in distinguishing between the liberties that troll and sports licenses allow.

Under present conditions a troll license is available to any person for the purchase price of \$22.50, explains the harbor report. If the holder of the troll license also possesses a sport license, he is able to angle in waters closed to commercial fishermen and he is simultaneously not affected by the two-fish bag limit imposed on sport gear.

The difficulty, contends Safley, is one of properly identifying the violators who are fishing from a skiff with sport gear, just like the sport fisherman is. Under present conditions the only way a fisherman can be properly identified as to his permit is by actual request to see his license.

To cope with the problem of identification, the report advises the application of a large identification letter painted on both sides of every craft to identify the boat as either commercial or troll.

Concludes Safley: "If boats are properly identified, I am sure that most violations would cease."

Volunteer Police Work Planned For Glendale

Police protection at night was the major subject of discussion at the month's Glendale City Council meeting.

The upshot was a promise by council members themselves that they would be willing to volunteer for night duty men, jail attendants and for answering night police calls. This volunteer setup will apparently continue until the city can afford to hire extra members on the regular police force.

Council members said they were sure other citizens would be willing to share in some of the night duty.

The Council also voted to hire Day & Mehl, Glendale contractors, to complete the city jail. It also ordered metal lining for the interior of the jail, reports Correspondent Mrs. G. B. Fox.

Noted Elephant's Bones Rest In U. O. Museum

EUGENE (AP) — Tusko's bones now lie unassembled in the University of Oregon's Museum of Natural History. They are a Christmas gift to the university from Don Bull of Eugene.

Tusko, once the largest elephant of the G. Barnes circus, won headlines in the Northwest in 1932 when at Sedro-Woolley, Wash., he escaped from the circus, found a still and consumed mash in a trough. His resultant spree cost the circus some \$20,000 in damages.

Bull's father was Tusko's caretaker and later his owner. Tusko died in 1934.

ocean." and suggests a control proposal by the issuance of troll licenses.

Sex Hysteria Creeps Over Nation, Says Gynecologist

By ROBERT GOLDENSTEIN

Chicago (AP) — A doctor said today a wave of "sex hysteria" has caused a sharp increase in illegitimate teen-age births and a sometimes highly dangerous bosom consciousness among young girls.

Dr. Goodrich C. Schaffner, Portland, Ore., obstetrician and gynecologist, told a convention of doctors that illegitimate births in the teen-age bracket have doubled in the last 15 years.

He said some girls, scarcely into adolescence suffer from a bosom inferiority complex and wear miniature "bras."

In his own practice, he said, "I have had one attempted suicide and several serious and total derangements contingent upon real or fancied breast irregularities."

"These call for more attention from the physician in the present age because of accelerated sex-trends contingent upon Hollywood influences and the insane emphasis by modern advertising and the press upon this semirespectable sex appendage."

In an address prepared for the sixth American Congress on obstetrics and gynecology, Schaffner said: "It must be recognized as a background to the observation that there is a greatly increased awareness of sex in the younger group, stimulated and maintained by sex-hysteria, which is a calculated instrument of modern journalism and so-called entertainment trends."

"Beyond this, there are increasingly loose practices; bad examples and lack of supervision in

100,000 Germans Get Permit To Quit Poland

BERLIN (AP) — The West German Red Cross has launched plans to move more than 100,000 Germans from Communist-held Poland to West Germany.

Polish sources here said Sunday the project, worked out between Warsaw and the German Red Cross, aims to reunite divided families, rid Poland of many elderly and otherwise unemployable persons and eliminate a source of unrest.

The first contingent of 35 refugees, mostly women, arrived in West Germany last week. The goal is to move the others by the end of 1955.

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GREETINGS

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