

The News-Review

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AL SARENA AGAIN

By Charles V. Stanton

Al Sarena apparently is being dusted off for the forthcoming Oregon elections.

The Democrats at the last election succeeded in crucifying Doug McKay and the Republican Party on the Al Sarena double cross. Inasmuch as it worked so successfully last time, it appears that it is to be polished up for use again.

Senators Neuberger and Morse have introduced legislation in the Senate to separate subsurface rights from surface rights on mining claims. Similar legislation has been introduced in the House by Representative Porter.

Although I am not familiar with the details of the proposed legislation, the principle is one I believe should have been adopted many years ago. Bills to achieve that purpose have been in the hopper at intervals for the past 30 or 40 years. Each effort to amend the antiquated mining laws has been vigorously slapped down by a combined mining and agricultural bloc. Representative Harris Ellsworth secured the first substantial amendment to the ancient act, but only after a long battle in which the mining bloc resisted vigorously.

It is to be hoped the new legislation is passed in a form that will prevent such abuses as have happened in the past. Judging by the date the measures were filed, however, it is quite evident the originators do not anticipate immediate passage but are hoping to get full propaganda value out of the proposed legislation in the forthcoming election.

Timing Is Excellent

The timing of the bills, in fact, is excellent for campaign purposes. It will be possible to arrange public hearings during the election year, and utilize the resultant propaganda for political purposes. There is little possibility of passage or defeat of the legislation during the year. Consequently the public can be treated to the full barrage during the campaign period.

Everyone, I presume, is acquainted with the Al Sarena issue, but a brief review might be in order.

Many years ago claims were filed by a number of prospectors on some low grade mining properties along the Rogue-Umpqua divide. Because the ore is of low grade and is widely scattered over an area of volcanic extrusion, original discoverers were not able to work the properties profitably. More recently the various claims were purchased and combined by the McDonalds interests, which attempted to raise capital to develop the holdings. Before they could raise capital, the McDonalds needed title. So, they filed for patent.

Although they had complied with all the existing laws, rules and regulations, the McDonalds were bound up in bureaucratic red tape. Samples were lost, records were altered and various delays promoted. The issue was taken into court, and more delays ensued.

The Bureau of Land Management contended the lands were not sufficiently mineralized to justify awarding a patent. The McDonalds claimed proof of mineralization was adequate. There was much conflict between claims of "experts" on both sides.

Legal Claim Admitted

When Doug McKay became secretary of interior, he ordered, through his solicitor, that the case be disposed of. An independent survey was made by the U.S. Bureau of Mines, which found mineralization to be sufficient for patent. The patent was granted.

A great howl went up from Democrats, who charged that the McDonalds were interested only in "mining the timber."

It is a fact that the timber has been "mined." Because of fiscal policies, the low grade ore bodies cannot now be profitably operated. In fact, the mining industry as a whole has taken it on the chin nearly as critically as has the timber industry.

The McDonalds have been trying to sell timber off their claims. Even if they succeed, they won't do much more than pay off the costs the federal government forced on them by fighting their efforts to patent the property.

Under the laws as they existed at the time, the McDonalds had the right to secure title to and sell the timber on the mining claims. That is not to say that the law was correct in principle—but it was the law. To deny the operators their legal rights was improper.

Neuberger, Morse, Porter and other congressmen could have submitted legislation immediately to correct the situation. They made a tremendous issue of Al Sarena at the last election. But did they do anything to gain separation of surface rights at the immediately following meeting of Congress? They did not! Had they done so their bills might have been beaten, as similar legislation has been beaten so many times in the past. But, by waiting until now, they are in a position to pull out all the propaganda stops this election year. Their legislation will be neither passed nor killed while the campaign is in progress.

However, the very fact that corrective legislation has been introduced, is admission that the McDonald claims, insofar as the timber is concerned, was legal, and that the issue, as raised at last election, and obviously to be used again, was, and is, pure propaganda.

Freedom Of American Press Seen Threatened

CHICAGO (U.P.)—V. M. Newton Jr., managing editor of the Tampa (Fla.) Tribune, said Monday there is a "very dangerous" three-fold threat to the "free institution of the American newspaper."

Newton is chairman of the Freedom of Information Committee of Sigma Delta Chi, professional journalistic fraternity, in a prepared address to the winter meeting of the Inland Daily Press Assn. said: "We editors must have the steadfast support of you publishers if we, as an institution, are to overcome this threat and remain free."

Newton said the "arrogant attitude of Washington, 1957" is "just a step or so away from the general practice in Khrushchev's Communist Russia."

In defining what he termed a threat to the free press, Newton

NEW YORK (U.P.)—Things a columnist might never know if he didn't open his mail:

That ancient Rome had a record headline... during the height of the empire so many as one third of the city's inhabitants were fed at public expense.

That, except for the intervention of his mother, George Washington might have become a British admiral... she dissuaded him from accepting a commission in the Navy and taking up a career before the mast.

That singer Lisa Kirk wants to know if you heard about the Texan who just ordered four small foreign sports cars... He's having them made into cuff-links.

That police estimate 40 per cent of America's dope addicts live in New York City... and 14 per cent of those who take narcotics are less than 20 years old.

That you'd probably beat lead is heavier than gold... but actually gold is 5 per cent heavier.

That if you tend to be an over-eager lover, you might heed this cautionary advice... by Benjamin Disraeli: "Next to knowing when to seize an opportunity, the next most important thing in life is to know when to forego an opportunity."

That women's feet grow smaller as they grow older... (well, that's what they try to tell shoe clerks, anyway.)

That among some Gypsy tribes it is customary at the wedding feast to provide a small cake

made of flour mixed with a little blood from the wrists of bride and groom... the cake is eaten by the happy couple.

Irishman Talking Champ

That the world record for foot-stop talking — 133 hours — was set in 1953, not by a woman, but by an Irishman, Kevin Sheenham of Limerick.

That the most dangerous periods for home accidents (for both men and women) are between the hours of 10 a.m. and 1 p.m. — and 4 to 7 p.m.

That the earth's climate is expected to get hotter until 20,000 A. D., and a new ice age to begin about 50,000 A. D.

That TNT, the explosive, is so stable you can ordinarily hit it with a hammer or touch a match to it in safety... but I'm not about to try either.

That it is possible for some people to sleep with both eyes open. (This has been going on in our office for years!)

That it was George Bernard Shaw who observed, "We have no more right to consume happiness without producing it than to consume wealth without producing it."

Editorial Comment

From The Oregon Press

COMPULSORY INSURANCE VOTE SEEKING GIMMICK BY HOLMES

Corvallis Gazette - Times

Governor Robert D. Holmes, a man who loves his office and its prestige, says he will recommend to the next legislature the passage of a compulsory automobile insurance law. He realizes that this probably sounds great to all those people who now buy such insurance and he probably thinks those who don't buy it can't or won't own a car.

It is the considered opinion of those people who know the most about insurance that the public would overwhelmingly reject the proposition if informed of all its ramifications. They admit, however, that the suggestion has vote-getting appeal to the uninformed and that is why it was made. Some agents will back the plan because it means more for them in the way of commissions, but those who feel what is best for the insuring public is best for the agent will oppose it.

Massachusetts has a compulsory automobile insurance law adopted back in 1927. When the law was enacted, people of the state thought accidents would be reduced, fewer cases would go to court, claim adjusters would work out cases between themselves, everyone would be paid for their accidents and insurance premiums would go down.

What actually happened was this: Accidents never did go down, per capita claims more than tripled, those in adjoining Maine and Vermont and double those in Connecticut, New Hampshire and Rhode Island and are half again as much in New York. Personal injury claims were twice as many as claims in such cities as New York, Los Angeles, and Chicago. Courts in Massachusetts are really clogged. You cannot have a case heard in Boston before three years.

Damages Not Paid

The average person thinks that when Compulsory insurance is in effect, everyone will be paid for their damages. NOTHING COULD BE FARTHER FROM THE TRUTH. Compulsory law cannot cover accidents where contributory negligence bars recovery or where there is no liability.

An automobile accident could occur at Ninth and Harrison and business stores all over the street conceivably, no one would be paid. This because of the Contributory Negligence Law which holds the drivers equally at fault if they have contributed to the accident. If both drivers are guilty of contributory negligence, the insurance company need not pay since the policy covers only your legal liability.

Insurance premiums have skyrocketed in Massachusetts because a majority of cases go to litigation and the costs of court and attorney's fees plus greater company overheads must be loaded into premium makeup. Claims have tended to become exaggerated because when juries finally get around to hearing cases they award higher damages because they know everyone has insurance. These higher jury awards are also loaded into the premiums.

It is extremely interesting to note the cost of insurance premiums in Massachusetts with the state of Pennsylvania. For a class one driver, which means those over 25 and for the lowest limits, namely \$5-10,000 bodily injury and \$5,000 property damage, the cost in Boston is \$122.30, in Pittsburgh it is \$49.00. In Lowell, Massachusetts, with a population of 100,000, the premium is \$88.50, while in Allentown, Pennsylvania, a city of comparable size it is \$28.00. In Pittsfield, Massachusetts, 33,000 population, the premium is \$47.00 while in Johnstown, Pennsylvania, 33,000 population, it is \$25.00. In Gloucester, Massachusetts, a city of 25,000 the people pay \$38.00 but in Washington and Uniontown, Pennsylvania it costs only \$35.00.

Often Rejected

In the last two years, some form of Compulsory Automobile Insurance legislation has been introduced and defeated or a study committee recommended against it in twenty-two states. Their action was taken primarily as a result of the disastrous experience in Massachusetts.

People in Oregon who worry about getting hit by an uninsured driver have a very simple solution. For a premium of \$4 on their

regular insurance everyone can get a \$5,000 per person bodily injury clause inserted for damage caused by an uninsured driver.

Like many of his suggestions, this latest one by the Governor sounds great but won't hold water under thorough study. But he probably doesn't care, all he wants is your vote.

WE SHOULD TIGHTEN CAR REQUIREMENTS

Salem Oregon Statesman

The Oregon financial responsibility act was brought under fire Friday with Gov. Holmes' proposal that liability insurance be a prerequisite for the issuing of every driver license in the state.

The law, the governor implies, has not offered sufficient protection, and the public is still too much at the mercy of irresponsible motorists who leave a wake of destruction for which they are unable to make restitution.

He had a good point, of course. But there is a real question as to whether compulsory insurance is the answer. Nearly all private insurance companies are opposed to it, even though on the face of things it looks like they would write more business. It has just too many ramifications to permit quick judgment as to its feasibility.

In the first place, most persons with any sense of responsibility at all are already insured. In the second place, there would always be persons who would drive without insurance until they are caught, just as we have many who currently drive on revoked licenses.

In the third place, a tightening of enforcement regarding the present financial responsibility law could bring at least some of the improvement the governor seeks. Under the law, a driver who causes injury or damage can no longer legally drive until he proves, through insurance or his own resources, an ability to make restitution for any future mishap. And anyone suffering major damage from even his first misdeed can have a lien slapped on him that would prevent him from driving at all until the judgment is satisfied.

That, presumably, would make him go to work to pay for what he ever he already had done. But it's true that in most cases he couldn't pay nearly as much as could have been paid, had he been properly insured. Too many can avoid judgments through bankruptcy or its equivalent. So again, the governor has a point. So long as the issue doesn't become just a political football, we're glad to see it debated.

Why are private insurance companies opposed? Such a law would compel them to insure everyone, whereas now the least desirable drivers must obtain higher-premium insurance through a collective assigned risk pool or not at all. And by having to insure everyone, companies claim the rates for all would have to be higher and that some drivers who now can't get insurance at any price could be legally back on the highway. And, of course, some fear a state-operated insurance department might result.

Of late, we have been glad to see increasing use being made of the discretionary license-revoking and licensing-suspension powers of the state motor vehicle department. As a next step, we would like to see an investigation of the feasibility of requiring insurance from those having accidents even though injury or damage didn't result. And we would like to see harsher penalties for those caught driving on revoked licenses. In fact, we would like to see full use made of our present safeguards before we add a brand new staff of herd-tenders on our tax rolls.

THIS IS AN EDITORIAL

Coo's Bay World

This is an editorial. It is written by an editorial writer. Editorial writers are uppy members of the newspaper fraternity. They sit in an ivory tower and pontificate. They are not made of clay. They criticize, suggest and urge lesser beings on to greater things. That's what they sometimes think, at any rate.

But sometimes they are in for a letdown. Like last week, when a lady called to say that her child had been told to bring an "editorial" to school. The question: "What is an editorial?"

Which drove editorial writers heretofore out of their ivory tower, at least for one day. f.w.a.

—Hal Boyle—

Reader Opinions

Judge Wimberly Given Praise As Able Jurist

As a former News-Review reporter, I would like to add my "amen" to your tribute (Feb. 20) to Judge Carl E. Wimberly, who will not seek re-election to the circuit court bench.

In addition to his cooperation with the press, he is a very just and able jurist. His courtroom conduct is refreshing in this day and age of so much namby-pamby decision.

When he is misunderstood, it is by those who don't know him and haven't seen him preside in court. He administers justice, in the true sense of the word, to all who come before him—yes, even those from the state of Oklahoma. It doesn't take much acuity to realize that what some believe is "irascible" behavior is actually a fierce belief in the democratic principle that justice is blind to the "inequalities" of men.

It has been satisfying to me to see a little upstream pull on the oars against the current which is making voiceless referees out of judges.

I for one hope that whoever is elected to Judge Wimberly's position can replace him, not just succeed him.

MERLE F. PUGH
5845 N.E. Everett St.
Portland 15, Ore.

In The Day's News

(Continued from Page 1)

renounce the "campaign of professional pessimism" they say the Democrats are conducting.

"Don't sell America short before the world."

The Republicans are also handing out advice to Ike.

The anti-Benson group of the GOP (now grown to a membership of 25) is planning to tell the President his secretary of agriculture is a political liability — that if Mr. Benson stays in office the penalty will probably be the loss of from 10 to 25 seats in the house in the November election.

And so on.

Something to remember: The big issue in this campaign that is opening (as in other political campaigns) is WHO WILL SIT IN THE SEATS OF POWER?

In this political Doneybrook Fair that is setting under way your job and mine is to sit out the wheat (if any) from the chaff (of which there is a plentiful).

Here's a timely thought: Saturday was Washington's birthday. In his schoolboy copybook, George Washington wrote this sentence at the top of one of the pages: "Labor to keep alive in your breast that little spark of celestial fire that is known as CONSCIENCE."

He grew up to be the Father of His Country.

At this point, I think I'd better write a note to myself: DON'T GET TOO CYNICAL.

It's true that at times these three-ring circuses we call political campaigns tend to become a little tiresome and more than a little disgusting.

But —

After all — They are a part of the American System of government. The American System of government is the best system in the world. It has built not only the greatest nation in the world but the best nation to live in.

No American in his right mind would swap it for any other system.

Let's keep this in mind:

When light-weights get elected to office in times that call for what Josiah Gilbert Holland described a century ago as "Tall men, sun-crowned, who live above the fog in public duty and in private thinking," the fault lies not so much with the pants-waists themselves as WITH THOSE OF US WHO VOTE FOR THEM.

By Robert L. Diefenbacher, D.D.

(Written for NEA Service)

Yesterday is past and there is no return. We may retravel the roads along which we sped. We can walk the paths which we trod as children. Some may even relive the thrills which they experienced under similar circumstances. Yet there is no going back to undo the past.

Forward is the only way that man may go. Many experiences of days gone by may determine the ways we turn today. Yet we may again stumble and fall. Our own limited pictures of the past are not enough to help us chart the future.

The light of Heaven, the helping hand of Christ, the redeeming power of the Cross, and the love of the Father must be coupled with our minds and souls as we make our decisions to go forward.

LISTEN

REAL ESTATE HOUR

"Good Music"

9:05 to 11:00 AM

SUNDAYS

KRNR

CBS 1490 KC

—Peter Edson—

Excesses of emphasis more often than not produce their own antidote. To a considerable extent that is now happening in the uproar over the nation's educational deficiencies. Many thoughtful people are warning us not to stress science too heavily.

Our weaknesses in the production of scientists are substantial. We need thousands more than we are getting. But we would build a badly warped society if we suddenly began to focus on training in science at the expense of more general education.

Our deepest concern should be to provide young Americans with a broad foundation of knowledge, and to train them in the discipline of thinking, so they will know how to use the knowledge they acquire in and out of school.

ACCORDING TO TOP educators, there is plenty of evidence that we don't do a very good job on this score. They say that all too many of our young people are being given a weird smattering of real knowledge mixed in with courses on How to Shovel Snow and How to Apply for a Job as Theater Usher.

Worst of all, they say, is the fact that we are not making American youth work hard enough in school so that they master the business of thinking. If they learn how to think, they will manage the other "how to's" on their own.

Here, it would seem, is the main difference between our educational

system and the continental European setup. There the work is really piled on. Youngsters learn at least two or three languages, hit mathematics and science hard, dig into history and related fields.

IN RUSSIA TODAY many of the educational pressures are the result of communism's harsh dictates. But the fundamental truth is that in basic form the Russian system is simply that found widely in Europe. Everywhere that this pattern applies, the core of it is hard work.

European youngsters are walking proof that the youthful mind can flourish under the disciplines that lead to sound thinking, and that it is not bowed down by the labor of learning to think or storing useful fundamental knowledge.

Our future as a great free people may depend upon our devising and putting into effect an educational system that will give all our young people a solid framework of knowledge, and imaginative training in the vital task of applying it to their own problems and the country's.

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Thinking It Over

By Robert L. Diefenbacher, D.D.

(Written for NEA Service)

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LUCKY LARCENISTS

TROTTOIT (U.P.)—Luck was running big for two thieves who sawed off and stole a 20-foot length of copper cable from a utility company tunnel. Company officials said that only shortly beforehand the power in the 4,400-volt line had been turned off because of trouble.

RALPH L. RUSSELL

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Mildred Hornschock, Associate
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12:00 Noon

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