

The News-Review

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INSURANCE ISN'T COMPULSORY

By George Castillo

With James F. Johnson, director of the Department of Motor Vehicles, and Gov. Robert Holmes now thumping the drum for compulsory automobile insurance, many people appear surprised that the state doesn't now have such a law.

It doesn't. That point is emphasized in a concise leaflet on the subject now being distributed by the Financial Responsibility Division of the Department of Motor Vehicles. It is entitled "Know the Law on Uninsured Auto Accidents in Oregon." It answers the most common questions on the current law.

The state currently does not demand that a car owner carry liability insurance. Most owners carry collision and comprehensive insurance because the banks and other financing agencies for buying cars demand that insurance be carried during the contract period.

But if an owner wants to take a chance on our crowded highways, he can now go without liability insurance until he has his first accident. This may be years after getting the car or the day after. Only when he has the accident must he prove that he has secured the required insurance after the accident. It must cover other drivers and riders for bodily injury and property damage.

Doesn't Help Other Person

But this doesn't help the other person in the initial accident. If you don't have insurance, are at fault and cannot pay for damages, the other person involved will probably not get paid. You will probably lose your driver's license and registration privileges, but that's small help to the injured person with the demolished car.

After the accident, the department will send a notice to the uninsured person demanding that he promptly prove that he has secured the required insurance. This proof must be maintained continuously for a period of five years. If the proof is not furnished, license plates and driver's license are confiscated.

This applies to both driver and owner if they are not the same. For example, a minor may have had an adult sign as a co-owner so he could buy the car. That adult is subject to the law even though he never intends to drive the car.

Director Johnson, who has been the banner carrier for a system of compulsory insurance to take effect before registration or renewal of registration of cars, has issued a recommended new law to bring it about.

It has been sent to opponents as well as proponents for study before the 1959 Legislature goes into session. Under such a law, the Department of Motor Vehicles would refuse to register or renew registration of any vehicle unless the application for registration or renewal were accompanied by proof of financial responsibility.

MAKE HAWAII NO. 50

Hawaii has apparently taken a chins-up attitude since Alaska was given first consideration in its bid for statehood. Lorrin P. Thurston, publisher of the Honolulu Advertiser and chairman of the Hawaii Statehood Commission, in a letter to The News-Review, says with lip-biting sportsmanship: "We, of Hawaii, are delighted that statehood has at long last been granted to Alaska."

He asks for editorial support on the basis that the territory of Hawaii is "far better able to support the costs of statehood" than is Alaska. He also points out that the "crossroads of the Pacific" has a population three times that of Alaska.

After a struggle of 58 years, the territory deserves the status of statehood. Almost everyone appears to be in favor of the step, but it doesn't seem possible to get the House and Senate together at the same session in favoring it.

The territory has been investigated by 23 Congressional committees, Thurston points out. President Eisenhower has asked for approval of statehood five times. Both political parties have endorsed immediate statehood. And public opinion polls have repeatedly shown favorable inclination.

It appears to be about time that the bridesmaid became a bride.

British Columbia Would Free Doukhobor Children If They Return To Russia

VICTORIA, B.C. (AP) — The British Columbia government is prepared to release Sons of Freedom Doukhobor children confined in the government dormitory school at New Denver, provided their parents make application for migration to Russia.

This was indicated Friday in a statement released here and in Ottawa on financial assistance the provincial and federal governments have agreed to provide for the Freedomites' move to Russia.

"The government of B.C. will assist in restoring to their parents custody of their children for whom parents make application for the purpose of migration," said the statement issued here by Atty. Gen. Robert Bonner.

Wouldn't Attend School

The children were taken from their parents after they refused to send them to public school, claiming that Canadian schools teach militarism.

"Reasonable financial assistance will be provided by the government of Canada to cover the cost of transportation to the U.S.S.R. and by the government of B.C. to assist in the establishing of settlers in that country in an amount not to exceed transportation assistance."

The statement says the B.C.

government will "assist, if asked, in the orderly realization of assets, real or personal, of migrating persons and will credit moneys there secured as directed by them."

The cost of moving the Freedomites to Russia has been estimated at two million dollars.

Break-Away Group
The Sons of Freedom are a minority breakaway group numbering possibly 3,000 of the province's 10,000 Doukhobors, who came to Canada from Russia in 1899-1900 to escape Czarist persecution.

The Sons of Freedom preach pacifism but over the years they have resorted to bombings and other forms of terrorism to dramatize their differences with the government.

Generally, the Freedomites have aspired to remain alone and isolated from the rest of Canadian society. They would carry on their own educational system and refuse to serve in any military service.

APPOINTMENT APPROVED

WASHINGTON (AP) — The Senate Space Committee here has approved the nomination of T. Keith Glennan, Cleveland, Ohio educator, to head the new civilian space agency.

Paris Fashion Note: Sack Is to Be Sacked



NEA Service, Inc.

Editorial Comment

From The Oregon Press

AIR SERVICE FIRST STEP

Salem Capital Journal

We're going to assume that within the next two months the Civil Aeronautics Board will approve West Coast Airlines' request to start Salem service, linking the capital city with the airline's existing Western Oregon net and opening a new Salem-Bend route. It's tougher to assume further.

Will the CAB allow West Coast to extend its system into Northern California? Will it okay adequate West Coast service east of the mountains? Will it approve a workable first-west object?

The first object of interest to residents of the mid-Willamette Valley is the Salem-Bend link, with north-south service in the valley next. But the tie with Northern California and service in Eastern Oregon become important in that most Salem area persons who would use the Salem-Bend flight would need it only as a connector to further points: Lakeview, Klamath Falls, northern California or Nevada to the south. Boise and other Southern Idaho points to the east, or Yakima, Pasco, Walla Walla, Spokane and other northern and northeastern points.

This matter of movement away from what most of us so long have considered the beaten paths is becoming more and more important because the paths through the sagebrush country no longer are unbeaten.

Things have changed. Contractors, architects, dam builders, lumbermen, salesmen and a multitude of others now move between Western Oregon and the area east of the Cascades in great numbers. No longer are all headquarters of service firms and distributors in Portland or San Francisco. No longer does a contractor or other specialist in construction do most of his work in his own community; Willamette Valley firms now are working in Idaho and Montana, for example. The transportation trunk lines—north and south from Portland and to the east from there—no longer care for all but a fraction of a per cent of all travel.

And the distances involved in this Northwest economy are so great that surface travel is not only too slow but too expensive. One of these men who commutes around the Northwest tells us it costs him almost 50 per cent more to drive his car 200 miles than it does to fly. The reason is time. Flying 200 miles, transacting his business and returning can be done in a 12-hour day. Driving the same distance, doing the same business and returning takes the middle out of three days, meaning that he has lost most of the productivity of two days.

And it sounds improbable, but the State of Oregon could increase its efficiency and perhaps save a little money by using the airlines for its longer trips around the state.

An employee, putting in a 15 to 17-hour day, the beginning and end on his own time, can go to Medford from Salem and back in a day and have several hours for business. His auto travel and meals for the day cost the state \$29, figured at current state rates.

The same trip by air, including lunch and a taxi to the airport and back at the Medford end, costs \$27.

The savings is \$2. The employee has worked a normal day and is fresh for the next day's tasks.

The reason this isn't done probably is that Medford is the only destination which currently has good air connections with Salem.

The first thing to do is break the trunk-service-only tradition for Salem, and then help convince the CAB that only a complete local service network throughout the Northwest, as well as connecting links with other regions, will develop the great air travel potential.

Fluctuations Range
The flood period, of course, is unusual, but it shows ranges of fluctuations. On the same December date in 1956, the river was flowing at the rate of 1,380 cfs.

The July figure this year is not the lowest since records were available in 1947. On July 31, 1951, the stream had dropped to 105 cfs. Both the north and south rivers, however, are below the average flows for late July.

Lookingglass Creek near Brookway is another dramatic example of fluctuation of streamflow. On July 30, it carried one cfs, or about 7½ gallons per second. On Dec. 26, 1955, also during a flood stage, measurement showed 26,400 cfs, equivalent to 207,485 gallons per second. Again this is an extreme.

The Dec. 26, 1956, figure was 180 cfs. However, the summer figure was even more extreme last year. On July 31, it showed no water at all.

North River Extremes Less

The greatest flow outside the main Umpqua in the basin this summer is seen in the North Umpqua. At Winchester, the flow was measured on July 31 at 1,220 cfs—9,128 gallons per second. Here the fluctuations between summer and winter are not as marked. On Dec.

22, 1956, the amount measured was 3,870 cfs, slightly over three times the present flow. But again, the peak flows during flood periods reveal a tremendous range. During the high water on Dec. 22, 1955, water was flowing past the same point at the rate of 80,800 cubic feet per second (604,424 gallons per second).

Other streams and their flows on the last of July were: South Umpqua near Tiller 163, Cow Creek near Azalea 19, Cow Creek near Riddle 63, Steamboat Creek 45, Little River near Peel 20.5, Galena Creek near Oakland 18.4 and Elk Creek near Drain 8. All figures in the list are by cubic feet per second.

Senate Passes Military Construction Measure
WASHINGTON (AP) — The Senate this week took five minutes to vote \$1,720,115,000 for military construction projects at U.S. installations throughout the world.

The bill was \$561,300,000 higher than approved by the House and some \$10,500,000 below the administration's request. The difference between House and Senate versions now must be ironed out in conference.

From the over-all appropriation, the Army would receive \$358,177,000; the Navy, \$359,343,000 and the Air Force \$84,595,000. In addition, the bill carries some money for the advanced research projects agency.

ARMS FOR TUNISIA
WASHINGTON (AP) — The United States is shipping a supply of military equipment to Tunisia to strengthen that North African country's police force.

The shipment, part of which has arrived in Tunisia, includes small arms, jeeps, trucks and radio supplies. A similar shipment was sent earlier this year.

Sens. Kennedy, Capehart Exchange Hot Words Over Whether U.S. Losing Lead

WASHINGTON (AP) — Sen. John F. Kennedy (D-Mass.) said the world balance of power is shifting sharply in the Soviet Union's favor because of the big Soviet gains in missile power.

He told the Senate here that the deterrent ratio might shift so heavily as to encourage the Soviets to attack the United States in an effort to "take a short cut to world domination."

Kennedy's remarks drew bitter criticism from Sen. Homer E. Capehart (R-Ind.) and other Republican senators, who decried the references to Soviet superiority over American military might.

Voice Booms
Capehart, his voice booming, said Kennedy had mentioned 35 to 50 times that the Soviets were superior to the United States in their defense effort.

Such remarks, he said, were coming close to giving aid and comfort to the enemy.

Capehart leaped in with his criticism of Kennedy while the Senate was in the throes of a furious debate over reports that the Pentagon was studying conditions under which the country might surrender in an atomic war.

During the snarl Capehart and Sen. Everett Dirksen (R-Ill.) proposed closing the galleries to the press and public. Democratic opposition, however, quelled the move.

In The Day's News

(Continued from Page 1)
GARY, POLAND, CZECHOSLOVAKIA, EAST GERMANY, etc.
It is an ancient proverb that what is sauce for the goose is sauce for the gander.

Modern gadget note:
A Danish inventor (name of Hellweg Friberg) claims he has invented an electronic atmosphere-taster with a great distaste for liquor. He says the jigger will shut off an auto engine at the slightest hint of alcohol on the driver's breath.

He adds that once the shut-off system goes to work the driver can't shut it off.

These electronic thingamajigs are wonderful, but there is a point at which human credulity balks. How can an electronic breath-sniffer tell the difference between likker on the breath of a DRIVER and likker on the breath of a PASSENGER?

Still—
Modern progress is fabulous. Maybe it can be done.

If it can, the millennium is near. I think we must all agree that to determine with such scientific infallibility exactness that no one can question the verdict just who is LYING and who is TELLING THE TRUTH.

If we could do that, our administration of justice could be made perfect. It would then be possible to acquit all persons unjustly accused of wrongdoing and to convict all malefactors who are charged with breaking the law.

It would be possible to differentiate decisively between propaganda and fact.

Page Mr. Friberg!

Tell him to forget for the moment his electronic breath-sniffer and go to work on a lie detector that will ALWAYS work and NEVER FAIL.

Douglas Has 16 Century Farms

Sixteen Century Farms in Douglas County are among 352 in Oregon to be recognized Sept. 2 at the State Fair in Salem.

The list includes those farms settled 100 years ago or more and still in the hands of or operated by heirs. The Oregon Historical Society and the state Department of Agriculture verified the claims of applicants.

The Douglas County claimants included: Grace Agee, Elkton; Margaret E. Berney, 600 SW Grant Smith Rd., Roseburg; Robert P. Blakely, Idleyld Rd., Roseburg; Addie Wilson Brant, Yoncalla; Clara Weatherly Cheever, Elkton; Myra A. Daniels, Rt. 2, Roseburg; Walter B. Haines, Elkton; Alatala Hubbard, Yoncalla; George Cody Long, Yoncalla; Walter R. McKirdy, Yoncalla; La Verne Murphy, Umpqua; Lucius L. Patterson, Rt. 1, Newberg; Harrison F. Rice, Dillard; Glen N. Riddle, Riddle; Ralph Sawyers, Elkton, and R. O. Stephens, Oakland.

Crook Co. Escapee Apprehended On Farm

WALLA WALLA (AP) — A man who escaped from the Crook County Jail in Prineville, Ore. two years ago has been apprehended on a farm near here, the FBI reported.

Special Agent Donald S. Hostetter, in charge of the Seattle FBI office, said the man is Roy Leonard Stinehart, 34. He is being held for the U.S. marshal at Spokane.

Hostetter said Stinehart is charged with unlawful flight to escape prosecution for burglary. The fugitive had worked as a transient farm hand around the Northwest since his escape, the agent said.

Stinehart was awaiting trial when he escaped. Apparently he used wooden keys to affect his release.

KNIGHT'S CONCLAVE

INDIANAPOLIS (AP) — More than 8,500 sword-wearing members of the Knights Templar will come trooping into the city today for the start of their week-long 47th triennial convocation.

Called as the largest national convention ever to hit Indianapolis, the Knights' convocation will feature a gigantic parade tomorrow night.

Radiation Affect Disputed By Top Atomic Experts

BURLINGTON, Vt. (AP) — Is all radiation harmful? Does man suffer every time he absorbs a little more of the radiation that exists in the world around him?

Or can a little bit of radiation prove helpful to man?

Some of the world's top scientists have been debating that question at the University of Vermont for the past week, but it remains unanswered.

About 750 leading scientists from all over the world, including both sides of the Iron Curtain, have been attending the weeklong first International Congress of Radiation Research.

All the scientists agree that radiation in high-level, one-shot doses is dangerous. It will kill man or cause mutations that will damage future generations.

But the scientists are divided on the effects of low-level radiation exposure spread out over long periods of time.

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