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EWEB's head says future board may be appointed, not elected

EWEB Chair John Tiffany raised the possibility that EWEB members may be appointed by the Eugene City Council instead of elected in the future during the board's regular meeting Monday night.

The suggestion came at a public hearing of the board's proposed city charter amendment to expand the board's powers. The amendment met with heavy criticism from Charles O. Porter and Joseph Holaday of the Eugene Future Power Association.

Tiffany said the city charter does not explicitly state that EWEB members shall be elected, and that council members had shown some interest in getting council-appointed members on the board in 1971.

"The citizens of Eugene have elected their EWEB Boards for the last 65 years, and if there is a possibility that this procedure can be changed by

violated Oregon statutes, and promised to fight it at the polls or in the courts if passed.

Equally critical was Joseph Holaday of the Eugene Future Power Association. "This proposed charter amendment would weaken influence of the public," he said. "It strikes at the basic right of the Oregon electorate to approve or reject major plans of public bodies."

Holaday noted that the board had complained that the court decision last fall restricted them from advocating energy conservation. He pointed out that EWEB had financed several projects such as geothermal research, support of a fast-breeder nuclear reactor experiment, and research into a solid waste as an energy source, none of which seem restricted by the court decision.

Another member of the audience, Fred Keppel, described the amendment as "inappropriate," and added, "I think I can summarize this line of thought with the saying, 'What's good for General Motors is good for the country.'"

EWEB member John Reynolds also expressed doubts about the amendment, and suggested a closer working relationship with the city council to revamp the EWEB structure. He also questioned whether the amendment would clear up the doubts on the boards' authority created by last fall's court decision.

"If this board is really so worried that the court decision is going to hamstring us, let's go ask the Circuit Court for a declaratory judgment," Reynolds said.

A declaratory judgement is a court's interpretation of a court decision.

EWEB members will meet July 23 in a work session to rewrite the amendment. The session will not be open to the public, but will be open to the press.

By JEANIE WAKELAND
Of the Emerald

the City Council in an ordinance, as indicated by one legal opinion, I think a matter of this importance should be decided by a vote from the citizens of Eugene," he said.

Tiffany hinted that the proposed charter amendment should be expanded to restructure EWEB into a unit completely separate from the city council. Under present law, EWEB is owned by the city, but under council control only in corporate matters.

"The interests of the public are not best served by two masters," Tiffany said.

Members of the audience were generally critical of the amendment. Charles Porter, whose lawsuit last fall forced EWEB members to repay costs of a pro-nuclear power plant advertising campaign, called the amendment "superfluous, vague and devious." He told the board that the amendment

Treasure hunters discover wreck

KEY WEST, Fla. (UPI) — With part of its treasure already safely banked, the wreckage of a 17th century Spanish galleon was probed Tuesday by divers seeking the remainder of its cargo, believed to be worth \$400 million.

The shifting sands of the

shallow ocean bottom 40 miles southwest of Key West yielded three sizable silver bars and a load of coins Monday, convincing the hunters they had found their quarry.

One blackened silver bar two feet long still bore markings indicating it perfectly matched one listed in the cargo manifest of Nuestra Senora De Atocha, a ship lost in a hurricane in 1622 with more than 47 tons of silver and 27 tons of gold aboard.

Bleth McHalley, public relations director for Treasure

Salvors, said the value of the gold and silver bullion, plus the value of rare coins, made the ship's cargo worth \$400 million on today's market.

She said most of the treasure recovered so far is stored in vaults of the Florida First National Bank in Key West.

The company's divers still must find the cargo buried in 6 to 20 feet of sand in an area of the Marquesas Islands known as the Quicksands. Deep pockets of water on either side of the shallows constantly shift the sands with the movement of the tides.

Monday the search vessel Southwind docked at Key West with the three silver bars, 711 silver pieces of eight, numerous guns and cannon balls, religious jewelry and pottery.

The key item was a silver bar that weighs 63 pounds and bears the registration number 4584, and an indication of fineness purity of 2,380 parts of silver out of a possible 2,400. The weight and other figures exactly fit the description in the cargo manifest of the Atocha dug out of Spanish archives by a Treasure Salvors researcher.

"The Atocha is probably the biggest find in Florida history. It's everybody's rainbow wreck," said Preston Shoup of Treasure Salvors.

The Florida Division of History and Archives is monitoring the search to be sure the state gets 25 percent of any treasure.

The Spanish archives record that the Atocha left Havana Sept. 5, 1622, as part of a fleet of 27 ships bound for Spain with treasure from the New World. Less than 24 hours out of port, the fleet was struck by a hurricane in the Florida straits that sank the Atocha, its sister ship La Margarita and six other vessels.

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