

Thousands Being Denied Rights By Crowded Dockets in Courts

By LOUIS CASSELS
UPI Correspondent
Washington - (UPI) - Timmy was 2 years old when he was hit by a truck that swerved carelessly into the driveway of his home.

Now Timmy is 5, and walks with the aid of crutches. His father, who earns \$120 a week as a salesman, is \$6,000 in debt for Timmy's medical bills.

Why doesn't he sue the operator of the truck for damages? He did - three years ago. But the case still hasn't come to trial.

Timmy's father, who told his story in a letter to Attorney General William P. Rogers, is one of thousands of Americans who are being denied their Constitutional right to prompt justice.

They are victims of congestion in the courts. Today there are more than 80,000 cases awaiting trial in Federal district courts. This is the biggest backlog in history and it is getting bigger every day.

No Longer Than Six Weeks

Lawyers and judges say it should never take longer than six months to bring a civil case to trial. But out of 91 Federal district courts in the nation, there are only 7 in which a plaintiff has an even chance of getting his case tried within that length of time.

The average delay in Fed-

eral courts is one year. And in some heavily populated urban districts of the East and Midwest, it is much longer.

For example, the usual waiting period in Brooklyn is 42 months; in Pittsburgh, 33 months; in Cleveland, 30 months; in New York City, 26 months; in Philadelphia, 26 months; in Milwaukee, 26 months; in Denver, 20 months; and in Chicago, 18 months.

Slowed to Crawl

Congested dockets also are slowing justice to a crawl in many state, county and municipal courts. In 1958, it took an average of 9½ months to bring a personal injury case to jury trial in non-Federal courts. This national average is deceptive, however, because it includes many small-town courts where justice is still relatively swift.

In the big cities, the average wait in lower courts of general jurisdiction is about 19 months. Chicago's Cook County has the dubious distinction of dispensing the slowest justice in America. If you filed a suit there today, you could reasonably expect to have it reach a jury in 1964.

According to Attorney General Rogers, these figures are "shocking."

In a statement to United Press International, Rogers recalled the ancient legal axiom

that justice delayed is justice denied.

"The major shortcoming in our judicial systems today, both Federal and state, is that

Federal Authorities Arrest Man in Valley

Rudd Kolarich, 35, was arrested at the Veterans Domiciliary at Camp White last week by federal authorities on a warrant from the board of paroles in Washington, D.C.

Kolarich, who was lodged in the county jail, is a conditional release violator and had originally been sentenced to federal penitentiary for forging and cashing checks, it was reported.

PRIEST ARRESTED

Warsaw - (UPI) - Roman Catholic Priest Zygfryd Jablonski is under arrest on charges of maltreating children in religious instruction classes, it was announced Saturday. In the latest case of the Communist government's anti-clerical campaign, the priest was accused of beating students for bad behavior and for not having copybooks, the prosecutor's office said.

Durban, South Africa - (UPI) - The 25 men who jammed themselves into a Volkswagen here Sunday said they knew it wasn't a record, but they had one distinction: the driver was still able to steer.

it takes too long to get a case tried in court," Rogers said.

"Most people cannot afford to wait two, three and in some instances four or more years in order to have their day in court.

"As a result, many legitimate claims are settled at a fraction of their true worth.

Others become worthless through the passage of time."

Warren Agrees

Chief Justice Earl Warren emphatically agrees.

"Delay in the courts is bad," he said recently, "because it deprives citizens of a basic public service.

"It is bad because the lapse of time frequently causes de-

Major Shortcoming Of Judicial System Is Time Consuming

Editor's note: U.S. Attorney General William P. Rogers says in the following dispatch written for UPI that the public must be awakened to the true seriousness of the court congestion problem if it is ever to be solved.

By WILLIAM P. ROGERS
Attorney General of the United States
(Written for UPI)

Washington - (UPI) - The major shortcoming in our judicial systems today, both federal and state, is that it takes too long to get a case tried in court, especially civil cases.

Most people cannot afford to wait two, three and in some instances four or more years in order to have their day in court. As a result, many legitimate claims are settled at a fraction of their true worth and others become

worthless through the passage of time.

Great Pride

The injustices flowing from delay are all the more shocking because we are a nation which takes great pride in our ability to provide equal justice under law for all individuals.

During the past few years, the Judicial Conference of the United States, the Attorney General's Conference on Court Congestion and Delay, bar associations and other groups interested in improving our system of justice have given extended consideration as to how this deficiency can be overcome. Some progress, but not enough, has been made.

Some conclusions are inescapable. We need more judges. We need to adopt better administrative practices in order to obtain the maximum benefit from existing court facilities. We need a better understanding among lawyers that delay is harmful to the administration of justice.

Serious Consequences

But above all, the spotlight of public opinion must be focused on the serious consequences which flow from prolonged delay. If the public could be awakened from its apathy, if people could be made to realize how serious the situation is both to them and to the nation as a whole, I am confident that the steps necessary to overcome delay in the administration of justice in this country would soon be forthcoming.

Tobacco Smoke May Alter Life Span of Smoker

Boston - (Science Service) - Heavy smokers may have a shortened life span because of the protein-changing ability of tobacco smoke.

The chemical acetaldehyde, used in perfumes, is also present in tobacco smoke and apparently reduces longevity by stiffening connective tissues, Dr. F. Marot Sinex and Barbara Faris, Boston University School of Medicine, told a press conference at the American Chemical Society meeting here.

Acetaldehyde is so reactive that the moment a puff of smoke enters the lungs, the chemical seeks to combine with proteins.

Tail Tendons Used

Dr. Sinex exposed kangaroo tail tendons to water and passed them through puffs of cigarette smoke. It took the tendons 20 times longer to shrink when in the presence of the smoke. This could be analogous to the stiffening of tissues found in aging bones, skin, blood vessels, and especially lungs, Dr. Sinex explained.

Kangaroo tendons were chosen because they have the purest bulk source of the important body proteins collagen and elastin. Elastin is the chief protein component of lungs and blood vessels. Protein is chemically the same anywhere in the living body, and presumably reacts the same regardless of location, Dr. Sinex said.

Might Counteract Effects

He also suggested a process which might counteract the adverse effects of tobacco smoke.

The amino acid cysteine is capable of reversing the stiffening action of cigarette smoke, and might protect the smoker from injurious effects of compounds such as acetaldehyde. But the amount necessary at the moment to give protection would induce serious physiological consequences, Dr. Sinex cautioned.

CONVEYOR KILLS BOY
Dover, N. J. - (UPI) - Six-year-old David Deans was killed during the week end when his head was crushed in a supermarket conveyor belt while his parents were shopping. The boy stuck his head into a wall opening through which the conveyor belt was carrying empty soda bottles to the basement.

State police said they were investigating to determine the cause of the crash. Dugan had been working as a farm laborer near Lexington.

SOME CHANGES NEEDED
London - (UPI) - The British government's Gas Board acknowledged today that its new special training school at Mere is completely outfitted with electrical appliances—and hasn't a gas outlet on the premises.

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Farm Laborer Dies Of Accident Injuries
Heppner - (UPI) - Charles W. Dugan, 21, of Natchez, Wash., died in a hospital here early Saturday from injuries suffered on Highway 74.

ARTIST DIES
New York - (UPI) - Alexander Rice, illustrator, artist and former motion picture art director, died Thursday at Beth-El Hospital. He was 68.

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Clam Fryettes Snow's 10-oz. can 45c	Shortening Spry-7c off pack 3-lb. can 88c	Powder Room Toilet Tissue 4 Roll pack 57c	Freezer Foil Alcoa-heavy duty 25 ft. roll 65c
Sandwich Bags Zee Brand Pkg. of 75 23c	Waxed Paper Cut-Rite 125 ft. roll 29c	Toilet Tissue M-D Assorted Colors 4 roll pack 45c	Vano Starch Handy Liquid 3c off pack qt. 26c
Cat Food Kitty Brand 15-oz. can 10c	Lux Liquid Dishwashing Detergent 22-oz. can 75c	"All" Super Rinse 5c off 24-oz. pack pkg. 40c	Giant Vel Detergent 51-oz. pkg. 87c

Prices in this advertisement are effective through Wednesday, April 15, at Safeway in Medford... We reserve the right to limit.

SAFEGWAY



1959 MOBILGAS ECONOMY RUN TESTS MILEAGE OF ALL U.S. CARS

"I Saw Gasoline History Made"... Jim Bryan



JIM BRYAN, winner of the 1958 Indianapolis "500" and performance steward of the 1959 Mobilgas Economy Run, saw gasoline history in the making.

KANSAS CITY, Mo., April 9 - Just four hours ago, 47 men and women, drivers in the 1959 Mobilgas Economy Run, wearily crossed the finish line in front of the Muehlebach Hotel. They were dog-tired after 4½ days and 1,898 miles of some of the toughest driving I've ever seen.

Powered by Mobilgas Special, stock cars representing every U.S. make started from Los Angeles' Civic Center at dawn on April 5. First across the blistering desert, then up, up to 11,988 feet and over the jagged spine of the Rockies, then over the prairies. And by the end of the Run they had bucked 342 miles of traffic in 147 towns and cities. Deserts, mountains, prairies and cities—running at maximum legal speeds all the time!

One of the drivers summed it up for me: "Toughest, most demanding grind I've ever been through. But when I needed it, Mobilgas Special came through with plenty of smooth, knock-free power. And it came through with plenty of economy, too!"

Official Results 1959 Mobilgas Economy Run

COMPETITIVE CLASS	OFFICIAL WINNER	MILES PER GALLON
Class A..... Compact Car Class.....	Rambler American Deluxe.....	25.2
Class B..... Low Price Class, Six Cylinder.....	Chevrolet Biscayne.....	22.3
Class C..... Low Price Class, Eight Cylinder.....	Plymouth Belvedere.....	21.1
Class D..... Low Medium Price Class.....	Dodge Coronet.....	21.7
Class E..... Upper Medium Price Class.....	Ford Thunderbird.....	19.1
Class F..... High Price Class.....	Cadillac Sixty-two.....	19.0
Average of all cars entered		19.4 m.p.g.

Best Mileage By Make

Buick..... 18.8	Edsel "6"..... 19.6	Oldsmobile..... 18.2
Cadillac..... 19.0	Edsel "8"..... 17.8	Plymouth "8"..... 21.1
Chevrolet "6"..... 22.3	Ford "6"..... 20.3	Pontiac..... 18.6
Chevrolet "8"..... 19.2	Ford "8"..... 19.6	Rambler..... 25.2
Chrysler..... 19.6	Imperial..... 18.2	Studebaker..... 22.4
De Soto..... 19.0	Lincoln..... 17.2	Thunderbird..... 19.1
Dodge..... 21.7	Mercury..... 18.9	

Route of 1959 Mobilgas Economy Run



The Mobilgas Economy Run—an official test of cars competing with others in the same price class—is sponsored annually by General Petroleum, far-west affiliate of Socony Mobil, as a public service to motorists. Throughout the entire Run, cars, drivers and gasoline are carefully supervised by United States Auto Club officials.

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