

+ EMERALD EDITORIALS +

No Solution

It has been two days more than two months since University President O. Meredith Wilson and committee appeared before the Eugene city council to prevent disposing of hourly traffic control on 13th Ave. through the campus. Little has been accomplished since then and progress apparently has bogged down in red tape.

The last move came two weeks ago when University and city officials met with R. H. Baldock, state highway engineer, to get his views on the problem. Baldock offered to make a traffic survey and come up with a proposal to by-pass the University and close up 13th Ave., in accordance with Wilson's views.

Baldock said he would determine how much a traffic survey would cost and report back by the end of that week. This report is 10 days overdue now and it is becoming obvious that little or nothing is going to be accomplished in the near future.

For those who were around then, the situation is remindful of work on this same problem in 1952. Before the illuminated "Do Not Enter" signs were put up on Kincaid and University streets three years ago, there were street-level signs used for the same purpose—to keep out cars while students were changing classes.

Just as in 1955, several groups became dissatisfied with the system then in use. The University, city and state got together and took an extensive traffic survey to help solve the problem. The result was a lengthy and well-done report on traffic conditions, but the only result was the installation of the present signs.

The major difference between the situation in 1952 and 1955 is the increased traffic volume. The University and city are both larger than they were three years ago. Naturally there is more traffic. Streets are overloaded. But the 13th Ave. problem has not been solved.

Baldock told officials that he thought the best way to close up 13th and by-pass the college would be to build a grade crossing from Franklin Blvd. onto Kincaid. This would get traffic from Franklin to 13th without jamming up traffic. The state presumably would pay for the overpass and the city would pay any other costs.

But these "other costs" could be terrific by the time problems presented by shutting off 13th were solved. Baldock and others seem to forget that the 1952 report stated that Franklin Blvd. cannot handle any extra traffic and that 11th Ave. has been overloaded for several years. Most of 13th's rerouted traffic would use 11th, but its narrowness and inadequate signaling would create a terrific traffic bottleneck during peak hours.

Thus we get back to why 13th Ave. has to be closed off at all. Wilson says campus expansion makes it necessary. Certainly the pedestrian-traffic problem is not critical enough to support Wilson's idea. But if something is going to be done we hope it does some good. We don't want a repeat of the 1952 "solution."—(J.C.)

Lights Needed

With the approach of National Safe-Driving Day on Wednesday we might note that at least two street corners on the campus have been made safer within the last few weeks.

The erection of stop signs at the corners of 15th and University, and at 15th and Onyx fills a need that has existed for several years. The former intersection was undoubtedly the worst, and we have seen a number of near-misses, if not actual collisions there.

However, nothing has yet been done about the two most dangerous intersections in the vicinity of the University. The corners of 13th and Alder, and 11th and Alder, have

been the scenes of a great number of both major and minor accidents.

Both intersections are extremely dangerous. If we had to pick the worst, our choice would probably be 13th and Alder. Not only is it an intersection of two heavily travelled streets with only stop signs to control the flow, but the streets are narrow and cars are allowed to park on 13th close to the intersection. As a result, the driver's view is limited no matter which direction he is going.

Add to this the fact that often the intersection is wet and slippery and may even have a full-sized lake at the southeast corner.

The other intersection, at 11th and Alder, may have a little less automobile traffic but it certainly has more pedestrians. Most of the accidents we remember at this corner involved pedestrians.

The situation at both intersections demands the installation of traffic lights. We hope it won't take a fatal accident, perhaps involving a University student, to make that clear.

Not in the Cards

The congressional hearings on federal timber which passed through Eugene awhile back have certainly confirmed at least one cold fact of life—"once a politician, always a politician."

When the hearings got underway, the congressional committee vowed that it was going to do its best to keep politics out of the hearings and stick strictly to the main objective, the seeking of a solution to the federal timber problem.

If the committee has done its best, then that best just isn't enough. From the very start, the committee has allowed itself to be completely swept into a political current which has carried not only the committee members but the timber study far downstream.

Maybe the hearings have helped work out solutions to the main issues at stake, access roads and the size of timber sales. But, if they have been a help, it seems that they would have been even more beneficial if politics could have been left out.

But, then, on the other hand, what can one expect? When you bring together such figures as Earl Chudoff, Clare Hoffman and our own Richard L. Neuberger and Wayne Morse, things can't help but take on a political flavor. These men live and breathe politics from the word go. And none of the four has ever been known to be the type to cover up their feelings. They all like to think of themselves as the type of individuals who "call a spade a spade," even if it is a political spade.

When the matter is looked at in this light, it is obvious that people are simply kidding themselves to think for a minute that these men could divorce themselves from politics long enough to make these hearings politically impartial. It just isn't in the cards. —(B.R.)

Footnotes

From the appearance of the cemetery after the Homecoming weekend, some people evidently have discovered a new sport. But we doubt the practical value of being able to hit a tombstone with a beer bottle at 30 yards.

Thanksgiving is the only holiday that is celebrated by turkey, pumpkin pie and term papers, in that order.

To you fellows who took your girls home for Thanksgiving—Did you notice that you packed twice as much 'stuff' into the dorm as you took out last Wednesday—We did.

Long Vacation



INTERPRETING THE NEWS

1956 GOP Strategy Based on '54 Lesson'

By Gordon C. MacNab
Of the Associated Press

The Republican defeat in Oregon last year still rankles.

A dozen top office holders and professional Republican Party workers made that clear in Portland early this month.

They said, though, they had learned a lesson from that defeat. And they said they would use that lesson to capture the national—and Oregon—elections next year.

These things emerged as the view of top Republicans who spoke at the Republican Western Conference here early in November, and spread out for local study their design for victory in 1956.

Their over-all view is this: America is at peace and is prosperous. The Eisenhower administration can be credited with both. Because of these two things the people — if they are approached properly — can be counted on to return the Republicans to office.

This approach to the people is the key.

Robert Humphreys, the Republican organizer, said it was a matter of organizing, right down to precinct and block level.

"We got out-organized," he said of the 1954 Oregon election of Democrat Dick Neuberger over Republican Sen. Guy Cordon.

Issues alone are not going to decide the next election, he said. Organization will be the determining factor.

Democrats haven't had a meeting comparable to the Republican Western Conference. If they do have one, it's not likely that they will soft-pedal the need for organizing either. They can be expected to say that if the Republicans are convinced it was organization which cost them an Oregon Senate seat, they'd better get set to run into more of the same.

And the Republicans left no doubt they do think it was or-

ganizing. Leonard Hall, national chairman, put it in those words. He said, "We lost a senator in Oregon last year because of the lack of precinct organization in the city of Portland."

Hall said too, looking toward next year's senatorial race:

"The people of Oregon will take care of Morse."

So from the Republican Western Conference, and from the assurance that the winner isn't likely to change tactics, the people of Oregon can look for as lively and as close-to-home campaigning as they have ever known.

The contest to unseat Sen. Wayne Morse, whose switch to the Democratic party was particularly irritating to the Republicans, will be the central point of the Oregon campaign.

At a meeting in which names of candidates and prospective candidates were so conspicuously avoided, the frequent references to Sen. Morse were notable.

"Senator Flip-flop" said Bertha Adkins, assistant to the national chairman, with obvious distaste.

"Demagoguery, especially in Oregon," she said "is going to be one of the things to overcome."

So the talk of the need to organize and ring doorbells and to chat with voters at coffee parties, got down often to the point of saying that the Republicans are aiming strongly at beating Morse.

The prime aim of the conference was, of course, to outline what the party has done and to talk about plans for winning the national election next year.

But it was interesting to observe how much of the talk centered around the problems which are close to Oregon: Power and the other natural resources.

And it was of interest, too, to note how often the talk turned to the Oregon voter—that man who so long was a staunch Republican and who now has become, surprisingly, someone who must doubt they do think it was or-



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