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EDITOR AND PUBLISHER: William F. Baker
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The Register-Guard's policy is the complete and impartial publication in its news pages of all news and statements on news. On this page the editors of The Register-Guard offer their opinions on events of the day and matters of importance to the community, endeavoring to be candid but fair and helpful in the development of constructive community policy.

NEXT STEP IN TRAFFIC PLAN
After many months of careful study, the state highway engineers have submitted to our county, city and school officials their recommendations for the next step in what might be called a **TRAFFIC MANAGEMENT** plan for Eugene. However, what is proposed for the "High street junction" concerns the entire urban area, and not just the people of Eugene. Therefore we are going to suggest that this project be one of the first items for discussion when the Central Lane Planning Council begins regular meetings this fall.

Way back in 1938 the first outline was drawn with general agreement on the so-called "inner" and "outer" highway routes. The "inner" route — Sixth-Seventh-Broadway-Judkins Point, with one prong to Springfield bridge and another to Goshen—was to be built first, serving as the carrier for all Pacific, McKenzie and Willamette highway traffic. Later the "outer line" was to be built skirting Spencer Butte to Walker—the future main line of the Pacific highway—leaving the "inner route" the big job of McKenzie and Willamette traffic.

Moving the railroad and eliminating the bottleneck at Judkins Point was the first big job, and though it is only partially finished, it is "all set" from Broadway to Springfield bridge.

The next big "control point" in this project is what we have been calling "the High street junction" for want of a shorter name. High street is NOT part of the state-federal highway system, but as soon as a new bridge is built over the Willamette, it opens a new short-line to Springfield and to the Mohawk and Coburg areas, and even now it carries some 70 per cent of all our cannery tonnage. Obviously the junction of such an important traffic carrier with the "inner route" must be recognized as vital to any permanent **TRAFFIC MANAGEMENT PLAN** because:

1. High street grade crossing of the Southern Pacific and Oregon Electric must be eliminated.
 2. Cannery traffic must be moved in and out without jamming through movement on the Sixth-Seventh-Broadway line.
 3. New county bridge must be engineered to fit in with this long-range program, including the probability of a future super-highway on the east side Springfield to Oregon City.
 4. In Eugene connectors must be established between "inner" and "outer" highway routes.
- The "High street junction" is one of the toughest engineering problems in this state, but if it isn't fixed soon, it will be tougher. The engineers do not say theirs is the only solution, but that, in their opinion, this will be cheapest and best:

1. Four-lane bridge and approaches near line of old Ferry street bridge.
 2. Diagonal line to 4th and High and overhead to point between 5th and 6th, ramping down to connect with main highway lines and into cannery.
 3. Clearance of entire block between High-Pearl-6th-7th and half of the block north of 6th.
 4. Development of space not needed for turns to provide off-street parking facilities.
- The city of Eugene is going to have to find funds for at least a substantial part of land costs; the county is already committed to build bridge and approaches. Substantial state and federal aid (from future secondary highway funds) is likely but not yet sure.

Nevertheless **TRAFFIC MANAGEMENT** is the key to stabilizing property and business values and "the High street junction" is one of the key points of the entire program. Actually it is not much tougher than the old "Judkins Point problem." That has been solved and most of us are pretty proud of it. We "can do" if we work together and look ahead.

ROMANIA WANTS TRANSYLVANIA
Almost before Romania has detached herself from the Axis, the "Romanian patriots" are honing to get Transylvania back from Hungary. Perhaps the Romanian threat will make Hungary scramble to get free from German entanglements. The situation is most important as an illustration of the problems we shall face in Europe after we get to Berlin.

In this country we have only a faint idea of how the races and nations of Europe hate each other. At the end of the last war the Balkans were a mad scramble, with all the little governments trotting out their pet historians and "ethnologists" to prove their claims to territory. For instance:

Romanians are a Latin people who claim to have sprung from the intermarriage of Caesar's legions with blond Dacian women, but they are Greek Catholics.
Hungarians are Magyars, a proud race, mostly Roman Catholic.
Bulgars are Slavs, mostly, and Greek Orthodox but they have a heavy infusion of Turks and Moslems.
Jugo-slavs are Slavs, but they split into Serbian Greek Catholics and Croatian and Dalmatian Roman Catholics who hate each other

and join in despising Romanians and Italians. In some degree you can trace these "antagonisms" in every part of Europe even to Belgium where Flemings do not like Walloons or French Belgians.

Last time, Romania was on the winning side, and the beautiful Queen Marie was exercising her charms, and with old man Jorga spouting history and ethnology, Romania walked off with Transylvania which had been Hungarian for nearly two centuries, a large chunk of Russian Bessarabia, and most of the Banat from Jugo-slavia and a sizable hunk of Bulgaria. What Romanian politicians did to their "minority" populations wasn't pretty.

There can be no real peace in Europe until some distinction is made between "governments" and people. Most Romanians, Hungarians, Bulgars, Serbs, Croats, Slovenes are just ordinary folk who don't really want to hate anybody. They have been victimized for centuries by the politicians and overlords who have made a fat thing out of racial and religious hatred and superstition.

Tip for peace-makers: Throw some of the "patriots" out the window and bring in some of the people.

MR. NELSON BOOTED UPSTAIRS?
From Washington comes the persistent rumor that Donald Nelson, of WPB, has been "booted upstairs" in the best Roosevelt tradition. Mr. Nelson has been given an important mission to China; that's what happened to Henry Wallace, just before the Democratic convention, you may remember. However, the Washington correspondents may be wrong in drawing the "deadly parallel."

For some weeks Mr. Nelson has been insisting that a start be made on "reconversion," even though the war has not been won. He seemed to gain his point, but he incurred the wrath of Army's Gen. Summervell (chief of supply) who is very close to Harry Hopkins.

Perhaps Mr. Nelson is being sent to China to educate him on the Pacific war and the probable demands for post-war lend-lease. It is difficult to see how the production chief could have any other mission to China, except to get first hand knowledge of China's needs.

One thing is fairly clear. Whether the war in Europe has been won or is still going on, not much is going to be done about reconversion till after the election. The hectic arguments over the reconversion legislation indicate that it is political dynamite. Conversion is certain to mean a certain amount of shut-down, layoff, population shifting. While war production booms, millions of workers are not facing the actuality of post-war. You can add "the fatted paycheck" to the commander-in-chief's campaign program. That is not campaigning "in the usual sense." Or is it?

MAYBE TELEVISION WOULD HELP
From scores of readers we have been getting an urgent question ever since the first report of "Paris Liberated" was followed by the news that there was still considerable fighting to do in Paris:

"Why don't they give us the news straight?" If by "they" you mean the military officials who control what the war reporters may or may not put out, we can say only that they probably are in the same fix as the news gatherers on the ground.

This war is so vast that nobody, not even General Eisenhower can get a complete or accurate picture at any given moment. Take the first stories from Bougainville: One very reliable correspondent reported: "Practically no resistance."

A few hours later came the report from another sector only a few miles away that the fighting was very bloody. That's the way it goes. At Paris apparently the German garrison tricked the French partisans into thinking it was all over. They "advertised." Around the world people celebrated — too soon!

Such things will continue to happen. Actually we are getting "the straight dope" just about as fast as it can be straightened out. Maybe "in the next war" television will enable us to look across enemy lines and through walls. Eisenhower has the right theory:

"Sack it to 'em and let history iron out the fine points."

Salem Statesman figures that 20-ton calculating machine at Harvard is to find out "how old is Ann." Heck, no! That's a post-war device to balance the budget.

On the other hand, some of the boys in the Buggy Ride have it doped out that Harvard's 20-ton calculator may still come in handy for our simplified income tax calculations.

OPA says it's illegal for the Oregon liquor comish to offer an extra fifth of real red-eye with every purchase of two bottles of that foreign hogwash they've been getting. By golly, OPA might yet become popular.

Mailbag

BY REQUEST
CRESWELL—(To the Editor)—While reading my Bible the other day I found the enclosed poem pressed tightly between the pages. It was out of a magazine when I was about 12 years old and I've always cherished it. Perhaps you'd care to print it that someone else might enjoy it too. It is called the best-shaped poem ever written, but the author is unknown.
MRS. WILLIAM SHOOP.
Rt. 1, Creswell.

THE CROSS
Blest they who seek,
While in their youth,
With spirit meek
The way of truth.
To them the sacred Scriptures now display
Christ as the only true and living way.
His precious blood in Calvary was given
To make them heirs of endless bliss in heaven.
And e'en on earth the child of God can trace
The glorious blessings of his Savior's grace.
For them He bore
His Father's frown;
For them He wore
The thorny crown;
Nailed to the cross,
Endured its pain,
That His life's loss
Might be their gain.
Then haste to choose
That better part,
Nor dare refuse
The Lord thy heart,
Lest He declare
"I know you not,"
And deep despair
Should be your lot.
Now look to Jesus, who on Calvary died
And trust on Him alone who there was crucified.

DEAR EDITOR:
I SAW—on Willamette street, where "the race of men go by" two women meet for the first time in many years. In reminiscing, it was disclosed that life had been hard for Mabel and her family. I perceived that her world had been small. She didn't know that every man and woman passing in that Saturday's motley crowd—perhaps even the sweet little woman who listened so attentively and courteously, was wrestling with some problem—some challenge to test their mettle.
"Oh, yes, Hugh is working in Portland and making \$19 a day and, Lordy, am I ever spending it." I closed my eyes and shuddered. "Yes, we've bought a home. It isn't much of a home yet, but we are remodeling and building on rooms for the two children. I

am going to have a nice room for Don when he gets home from overseas and Rosey must have some place to entertain her company. Tomorrow is Hugh's birthday and me and the kids bought him a big roomy chair and a stool to put his feet on. He has talked about this for years and now as it is his birthday we are surely surprising him. Don sent some money home to buy him a pipe and honest-to-goodness tobacco." No, Mabel was not the kind to ever wonder at the glories of the sunset or note the diamond dew-drops on the rose petal. She would never have taken time to seek the retreat of the little humming birds under the grape vines, but deep in her breast surged a noble impulse—a desire for a home and comfort for her loved ones.
Home: "So many things beside its power
To keep out wind and cold;
The strength and bravery of a man,
A woman's steadfast love,
The faith of a little child, . . .
The gracious presence of the Christ. . .
But its four walls encompasses
The forces of the world."
Respectfully,
MERLE PETERS.

EUGENE (To the Editor): —This poem was written by a soldier in the Forestry Engineers, in Guadalcanal.
He is the son of Mrs. Lillian Dore, of West Springfield, Rt. 4.
"THE FORESTRY ENGINEER"
He is never in the headlines,
His name has not yet spread.
No medals are ever given,
To his buddies who are dead.
He never asks for glory,
He never asks for fame,
But when it comes to fighting,
You will find he's always game.
He doesn't fly the airplane,
He doesn't drive the tanks,
He is just a logger,
So he only saws the planks.
Yes he is only a logger,
In the service for Uncle Sam.
He doesn't get any glory,
But he doesn't give a damn.
—By EUGENE DORE.

OPPORTUNITY
EUGENE (To the Editor): Eugene has a wonderful opportunity in post-war for her development. While in service Eugene has been talked about for her outdoor achievements, such as fishing, riding, and homes in general. Boys who never saw Eugene have been told by the boys from here highlights on Eugene. I'm sure the Willamette valley will be recognized as a height of activity after the war and give it the

break it deserves. The boys all seemed highly enthused about it. This is a story that should be pointed out for the people here to see, and a step for future success of the Willamette Valley and Eugene. Thank you.
KENNETH SMITH.

Potatoes were first discovered by white men in Colombia, South America, in 1538.

Whales live through the winter by keeping blow-holes open in the ice.

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