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No Parking, One-Way or What?
In Seattle, they are chasing all parkers off of the principal streets during morning and evening rush hours—and it seems to work very well (although it may have a lot of hidden headaches). In San Jose, California they have made one-way thoroughfares on San Antonio, Post, and San Fernando streets—with excellent results.

Ed Deardorff, who wrestles a Fairmount Loop bus through Eugene's traffic, has brought us copies of the San Jose Mercury Herald with "Before" and "After" pictures of the San Jose experiment. In the "Before" picture, San Jose's "main drag" looks just about like Willamette street. The "After" picture shows vast improvement in traffic flow—and safety. The San Jose paper reports:

"Installation of one-way traffic on San Antonio, Post and San Fernando streets yesterday seemed to be working out far beyond our greatest expectations." Sgt. Arthur B. Philpott, chief of police department accident investigation bureau reported.

Only a few people were getting "mixed up" with the new turn signs; a few were having trouble parking on the left side or putting their parking nickels in the wrong slot. There were no serious tieups.

In the recent comprehensive engineering report of the Oregon Legislature's interim committee, there is an entire chapter on city problems, and the long-range development of city arterials, but it says:

"The ONE WAY STREET offers the most important means whereby congested streets may be converted into better traffic arteries without heavy expenditures for widening and other improvements. Among the advantages of one-way streets are: increased capacity to handle heavy traffic volumes, reduction of most types of accidents, facilitated bus and truck movements—and increased average speed."

Did you know that at present our traffic signals on Willamette street have to be set for 18 MILES PER HOUR—and you are lucky if you can make it from 6th through 13th at that speed without a jam.

Portland is planning to gird the entire downtown area with one-way streets. Eugene is going to have to do something. Here's an idea with which we have toyed from time to time:

- 1. Make Willamette one-way north-bound, so that all in-bound traffic, particularly buses get a whack at the main drag.
2. Make Oak and Olive one-way for south-bound traffic, with east side buses using Oak and west side Olive.

Traffic engineers should be consulted before any final decisions are made. We just throw in "two bits worth." Every town has highly individualized problems of traffic management. No town can afford to copy any other town blindly. Perhaps all such important traffic changes as this should be initiated on a 30-day experimental basis, with check for results.

Eugene's traffic arrangements will need re-study when the new highway down Franklin and Broadway goes into service, when the cutoff from the West 6th overhead to West 11th is built—if it is built, whenever any major arterial development takes place.

There will always be squawks from merchants who think they are going to be hurt. No merchant is ever going to be hurt by any traffic change which makes it possible for people who want to do business to get in and out of town more quickly and safely. The only thing which will ever drive business out of town will be "bottlenecks."

However, one-way streets and other devices are only "soothing remedies." Major programs for arterial construction and off-street parking MUST be studied aggressively. That's why we have a City Planning Commission.

Looking Over the "Gift Horse"

Russian proposals to withdraw all Soviet troops from North Korea by the end of this year have met with the inevitable suspicion. Syngman Rhee, president of the American-supported republic in South Korea welcomes the departure of Russian troops but suggests:

"The Soviet plan must mean the Soviets feel the Communist regime in North Korea is secure."
Withdrawal of American troops from South Korea is regarded as a logical stipulation for the Russian program of withdrawal. This would be met gladly—if there were any assurance that any Russian promises would be kept.

In Washington and elsewhere in this country, the Russian proposals with regard to Korea will be studied with great care and from many angles. There is a possibility that the surprise offer with regard to Korea may be a test to precede similar offers with regard to Berlin. We have been getting exactly nowhere with the Berlin muddle. That has developed into what some Washington writers have been calling "the tele-con Marathon" (or nightmare).

The tele-con is a marvelous device which enables our leaders in Washington to talk back and forth with leaders in London, Paris, Moscow and Berlin, in code. In this struggle

the Russians have had the great advantage that they have just "one post of command" and we have at least four, all of which must be consulted at every turn.

And—just about the time we get Washington, Berlin, London and Paris all lined up on some proposal, Stalin or Molotov will make a slight variation in the line, with new confusion. There is a disposition in Washington to feel that the Russians cannot be trusted on any commitment unless it is in writing—and then the writing will have to be scanned for double meanings.

There is no disposition in the United States to go any farther in the direction of appeasement than we have gone—even if a firm stand should mean war. If the Moscow conferences bring no result, we will undoubtedly go through the formality of an appeal to United Nations, but there is very little United Nations can do—under present circumstances—except to denounce or expel Russia and recommend economic blockades and sanctions which might bring on war.

It would be ideal if Russian and Allied troops could be withdrawn from every part of Europe and Asia where the presence of occupation forces and military government now magnifies confusion, but we are not dealing with a power whose promises invite confidence.

The offer with regard to Korea must be welcomed as a pacific gesture but it cannot be considered apart from Russian policy in other parts of the world frontier. Progress toward world peace demands withdrawals on every front and new patterns of good faith, with actions to back up words.

"How are you?" is a greeting that too often is mistaken for a question that leads to a person telling you all his troubles.

In more ways than one you are better off with health than wealth. Nobody tries to borrow it.

A check on the autos in an Ohio city showed that one in every seven was faulty. A check on the drivers would be more interesting.

The average American home used the telephone 301 times last year. That's about one call for the old gent.

A judge suggests that all cars be taken from careless drivers. How strange it would seem with our streets almost deserted.

Making minutes count for years and years is what produces most of our men of the hour.

Start tooting your own horn if you want everybody to duck when you approach.

OUT OF THE WOODS

Building Codes... Here is more on government and the lumber business. Lumber still suffers from the practices that grew about it in the hundreds of years when its product was the cheapest commodity everywhere. The building codes of municipalities, counties and states were formed out of experience with practices and customs of lumber use.

In the main, building codes yet require the use of lumber with qualities—that is, grades—higher than those needed. The great majority of the 37,500,000 homes enumerated in the 1940 Census contain many more board feet per unit than were ever needed, as well as much higher grades than were actually called for in service. Very few old houses are wrecked because of lumber failure in the structure. They demonstrate that today's new homes can be built to serve as well with far less lumber and with substantial employment of low grades of wood that were always left to rot in the forest in the old times.

The National Bureau of Standards has defined the common code of building as "a collection of legal requirements whose purpose is to protect the safety, health, morals and general welfare of those in and about buildings." Most of these collections are municipal codes. There are more than 2000. Six states have codes of one kind or another, and all states have laws of some sort that bear on building construction. Countless building codes are becoming prevalent.

Normally the local building code states in detail requirements for fire resistance, strength of materials, design loads for various types of construction, for securing building permits, and for many other technical phases. The code dictates to a builder the types and the grades of material for his building project, the way the materials are to be used and the place for each material. The relative quantities of differing materials for each building job are regulated by the usual code.

All of this has a special effect on lumber, which comes to the building market in a wide range of grades and items among a large number of species. No two trees are alike, and no two pieces of wood are alike. The grade of any one piece can only be approximately fixed. In view of this fact, the engineers who recommend building code provisions are apt to go to extremes in making sure that the grade of lumber specified for a given use is more than high enough to meet the need.

The Tide of Change... Engineers in building and engineers in forestry are joining to work out building regulations of lumber use on principles of assuring sound and safe home construction, while at the same time providing for more lumber supply, lower building costs and for utilization of the lumber tree to a degree that will help forest conservation. The example of experience with wood floor construction in war housing is but one of a myriad that dictate building code changes for lumber.

In all corners of the country public and private agencies that carry technical authority, with numerous organizations that have various interests building, are promoting revisions of building codes. The National Housing Agency has long-range program of tests on ways and means on the building of good housing at reduced costs, and most of the tests are with lumber and carpentry.

The National Bureau of Standards Association, the Producers Council, the American Society for Testing Materials, the National Board of Fire Underwriters, the John B. Pierce Foundation, various engineering societies, companies and trade groups in building materials, building trades unions, researchers, prefabricators—all of these and a long list besides are supporting the modernization of the codes and ordinances that rule building and building supply in America.

Lane Tax Rates Compared With Other Communities'

By AL CURREY
How do Lane tax rates compare with those of other communities? The United Press reports that Minneapolis taxpayers will send the tax collector \$129 for each \$1000 of assessed property value. In a survey covering 20 U.S. cities, the press service also found that taxes on each \$1000 of property value will climb this year in all but four cities.

In Jackson, Miss., the rate per thousand will be \$60.00 during the 1948-49 tax year. Rates in other cities are given as follows: Boston, Mass., \$42.59; Atlanta, Ga., \$54.45; San Diego, \$67.10; Miami, Fla., \$51.80, and Los Angeles, \$60.60.

These figures cover city, county, and school taxes in most cases. On a comparable basis, Eugene property owners will pay total levies of \$70.50.

Actually lower than the \$71.70 rate in Eugene last year, the tax dollars collected in this city during the year will be divided as follows:

Table with 3 columns: City government, County government, School system. Values: 18.26, 8.91, 43.62.

While the total of these taxes in Eugene is more than in some of the cities covered in the United Press survey, it is significant that Oregon's tax laws provide a stringent control on tax increases—except by specific authority of the people.

The "6 per cent limitation" requires all Oregon taxing bodies to have the voters' sanction before any annual budget can be increased more than that percentage over the highest budget of the preceding three years. Furthermore, any amount budgeted "outside" the limitation cannot be figured in calculating the allowable increase for future budgets.

As an example of the willingness of local voters to meet community needs with larger tax payments, voters in Eugene last May approved four separate financial measures. Lumped, these propositions added approximately \$8.08 in taxes on each \$1000 of assessed valuation.

Few citizens realize the extent by which electoral sanction has "raised the ante." In Eugene, however, except for the favorable ballots this spring and in previous elections, the city would have been able to raise only \$130,000 in ad valorem taxes.

The city's 1948-49 budget totals \$883,000. Receipts from sources other than the property tax will pay \$486,000 of this. Only specific authorizations for taxes "outside" the limitation permit the city budget committee to finance many municipal operations. Altogether, taxes being levied outside the 6 per cent restriction in Eugene actually are more than double those "inside."

This situation holds true in the great majority of Oregon's cities and counties. In Lane County the \$989,787 general fund budget and \$1,119,249 general road budget are to be met with just \$662,646 in county property taxes.

The county expects to gain around \$260,000 through state school-aid payments; and \$760,000 is expected from gasoline tax shares and other "road receipts." Other sources of revenue—other property levies—will add another \$300,000 to the county coffers.

Furthermore, the county tax levy of 8.9 mills (\$8.90 on each \$1000 of assessed property valuation) includes a 2.5 mill road levy approved in the May election and a 1 mill levy authorized in a 1944 election. Both were granted by the voters to give the county a little more breathing

Laundrymen Report Error

OMAHA, Neb. (U.P.)—Omaha residents are losing their shirts and quite a little other clothing at the new self-service laundrettes.

A survey revealed that forgotten items are piling up at the laundries, left there by forgetful patrons. Clothing is not the only item left behind by the customers. A laundrette manager said: "They leave tablecloths, towels, rugs, shirts, ladies' unmentionables, dish rags and mop heads."

Another laundrette reported that one woman overlooked a sheet in the washer. It is still unclaimed. Enough clothing to outfit one person completely is found in the course of a month at one Omaha establishment.

The operators have a hard time matching up the articles and owners. There is no identification on the forgotten wash and the laundrettes don't keep any record of who uses the machines. Most of the firms donate their finds to charity. But one manager said, "We keep them. My wife hasn't had to buy anything for a long time."

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Hospital School Starts Season

With a full complement of trained personnel, the Children's Hospital School opened Monday with a near-capacity enrollment. Capacity enrollment will be reached as soon as foster homes are found for a few out-of-town students, Miss Blanche Markham, superintendent, said.

The students are divided, with those 2 to 6 years old attending in the morning, and 7 to 14 year age group attending in the afternoon.

The staff in addition to Miss Markham and Manager Lloyd Eppenbaugh includes Mrs. Carol Hatcher, speech therapist; Miss Elizabeth Howland, physical therapist; Miss Joy Efteland, occupational therapist; Mrs. Martha Huffstutter, part-time physical therapist; Mrs. Frank Bonson, kindergarten teacher. A full-time teacher will be supplied by School District Four in Eugene.

While most of the students are from Eugene, several are from out of town, including some from Lebanon, Salem, Grants Pass and Burns. Some will come from La Grande when foster homes are found.

Cattle Drive Starts Overland

MEDICINE HAT, Alberta, (U.P.)—First big overland drive of fat and feeder cattle from southern Alberta to Montana in many years swung onto the trail this week from the Manyberries-Pakowki region some 70 miles south of Medicine Hat.

American buyers took this method of moving close to 1000 head of choice stock to United States feeding lots and packing plants to overcome the shortage of railway cars.

Trailing the herd are Otto Skogen and Otto Shepherd who have been in this district two weeks buying up yearlings and two year olds at from 23 to 25 cents a pound. Four cowboys and a chuckwagon are in the trailing cavalcade which will take some 10 days

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