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The Register-Guard's policy is the complete and impartial publication of all news, and the presentation of all points of view on the 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.

Counting Up the Winter Damage

Now that the big thaw has come at last, we will soon be able to get some measure of the damage to state highways, county roads and city streets. This is the period when heavy hauling needs to be guarded because this is the time when the breakup really begins.

On Monday night, we are told, the Eugene City Council will consider adoption of a statement of policy to conserve the city's limited resources for street construction, maintenance and repair. Such a policy has long been needed. It will probably follow this pattern:

1. The city will no longer undertake to maintain any street which is not paved.
2. Streets which are well built up and able to sustain paving assessments should get petitions to have the cost of pavement, which means a form of special bond in which the charges to the abutting property owner are spread over ten years and added to his tax bill.
3. In undeveloped neighborhoods the city will provide grading and temporary rock surface if the property owners will pay the cost.
4. If necessary, the city will use its power to order certain streets to be paved where the property values are sufficient but where owners have avoided the job.
5. City funds must be used on the rebuilding and improvement of major arteries.

In recent years we have been wasting a great deal of money putting light rock and a skim of oil on streets which ought to be given permanent foundation and bearing surface. This has made it virtually impossible to do any substantial improvement on thoroughfares which carry major loads. In the current year's budget we have only \$117,775 for streets and sewers combined. If any major work is done on arteries we shall probably have to have special bonds or tax levies for those improvements. This city, like all other Oregon cities, shares in the 10% of state gas tax revenues allocated to cities. For the last calendar year Eugene's share was \$92,916.64.

There is no prospect that the percentage for cities will be increased by the present legislature or that the 10% share which the counties get will be increased. On the contrary, the State Highway Department has reconstruction troubles of its own and is asking for an extra cent gas tax and an increase of license fees to \$10.00, but all of this additional money will go on the State Highway system. Cities and counties will be expected to meet their needs without further raiding state funds.

We hope we have given a fair statement of the problem. In the City Council there is no disposition to be arbitrary or unreasonable. This is one of those things that had to come.

City Business Is Technical

With the appointment of a new city manager for Eugene, Oren L. King who comes to us by way of the Colorado State Highway Department and city managerships at Montrose, Colorado and Pendleton in this state, we hear some of the to-be-expected complaining.

"Why does the city of Eugene have to import a man from outside?"

We don't have to. We have many fine citizens but they are not TRAINED IN THIS BUSINESS and city business is a very technical business involving highly specialized techniques, particularly in finance and engineering. In our business, if we have to hire a printer, or a reporter, or an ad man, we very often go outside of Eugene because trained men may not be available. Or, in the case of an executive position, there may not be anybody with sufficient experience. We explained it this way the other day:

"The man who manages a city's business has to be thoroughly familiar with a wide variety of things from the 87 varieties of fire hose and paving mixes to all the intricate dealings of public finance and municipal law as well as the efficient organization of men and women. It is a very tough job."

Right now there is a great shortage of experienced city managers because in the last year hundreds of cities have turned to the Manager Plan as the sensible and practical thing. In time we will probably develop young men in Eugene's city service who will become city managers here or elsewhere. The question comes to us another way:

"Why doesn't the University of Oregon or Oregon State College train men for management the way many schools are doing?"

Some courses are offered now. A professional school in Public Administration will probably come in time. It is largely a matter of funds. Mr. King is a trained man with a fine record of experience. We look for good things. We elect the Council and Mayor; they hold Mr. King responsible; we hold them responsible for making every tax dollar stretch just as far as it can.

Good Time Was Had By All

We had freedom of speech in the American tradition at its very best Thursday night in Eugene. In the auditorium of a little Unitarian church, at 11th and Ferry, a real live Communist held forth on the subject, "Shall Communists be allowed to teach?" the opposing view was stated briefly by Eugene's Junior First Citizen; the constitutional questions involved were explained by the Deputy District Attorney, and all citizens who could pack themselves into this modest lit-

tle hall were allowed to question all of the speakers to their heart's content. The meeting lasted far beyond the appointed hour-and-a-half. The discussions were orderly and thoughtful. No insults were exchanged. This is American democracy.

Nobody won a victory unless it was the community which we call Eugene. We doubt if the arguments changed the preconceived opinions of those who came to the meeting with strongly held opinions on either side, but for those who came with open minds the discussions undoubtedly cleared the way for intelligent understanding and for everybody, and especially for those who have been inclined to doubt freedom of speech, it was a demonstration that in any American community there are citizens, even rock-ribbed reactionaries and opponents of everything represented by communism, who will insist that every cause must be heard—the only stipulation being an orderly proceeding and no "martyrdom."

The young Progressives (Wallace-ites) of Eugene sponsored the appearance of Professor Herbert Phillips who was dismissed from his post at the University of Washington because of his membership in the Communist Party, thus raising complicated problems of academic freedom and the rights of tenure in the teaching profession. The young Progressives faced a difficult problem.

They had only twenty-four hours' notice of his coming. On such short notice in this overcrowded town with all the prior engagements, it would be difficult to find a meeting hall even for the President of the United States without cancellations.

In our opinion the logical place for such a meeting should have been on the campus of the University of Oregon, but we recognize the practical limitations on a state university. The red tape of getting approvals through channels because the state university must be super-sensitive and scrupulously impartial in political situations and above all things it must reckon with the unpleasant facts of popular prejudices and legislative reactions. We recognize the wisdom of the general rules which put a strict limitation on such activities.

(It should be kept in mind that during the recent presidential campaign the Democratic Party in Oregon made a last minute request to bring campaign speakers to the campus and they were denied on the ground that leading spokesmen for each party had already been heard and the general rule could not be broken.)

The problem came to town; the town responded. The meeting was held and the people heard Professor Phillips tell his troubles and try to explain his conclusions. They saw no red demon but a mild mannered, scholarly man who tells the story of a bitter childhood inclining him to working class sympathies, of years of study and introspective thought largely in the field of metaphysics which have led him to espouse what, to us, is a very strange faith and one full of inconsistencies leading us to wonder:

In all of his studies did this man ever include the history of the making of the Constitution of the United States with its long background of struggle for freedom of speech and conscience?

The meeting was a good thing because it takes away all of the mystery which surrounds "dangerous radicals" and it proves that if they want a dual of ideas you can find in every town in the country men capable of meeting them with their choice of weapons at a moment's notice and in the open.

Old Gray Mare Overloaded

Although Portland has reduced its demands for a junior college to some \$1,500,000 and a proposal to buy the old Lincoln High School building and has abandoned the Newberger proposition that new construction at the established institutions be limited until the demands are met, and although Klamath Falls is asking for a mere \$1,818,704 budget for the vocational school in the old marine camp which has been given the fancy name of "Oregon Tech," it is reasonable to ask:

"Just how much can the old gray mare carry?"

As we have pointed out before, the major schools of the Oregon State System of Higher Education are having a tough time to make ends meet and to keep Oregon standards in terms of quality of teaching on a par with competing states. The Klamath venture is not a part of the Oregon State System of Higher Education because it comes under another state board, but its funds come out of the same taxpayer pockets. Previously we have raised this question:

"Are these projects educationally sound and necessary, or is there a cheaper and better way of accomplishing the results we want?"

We have made inquiry about the relative costs of vocational education at the Eugene Vocational School. We find that for the school year 1947-48 Eugene Vocational School handled a total of 1277 enrollees on a total budget of \$136,267.80, derived from the following sources:

Federal funds	\$23,305.67
Tuition	20,535.94
On-farm agriculture	5,043.80
Lab fees	3,909.37
Eugene school tax	83,412.02

For the current year Eugene Vocational School is operating on a budget estimate of \$140,046.91 and the enrollment bids fair to equal, or surpass, last year's. We raise a question:

"Is it economical for Oregon to try to build up an elaborate 'technical' school at Klamath or is it better to have, in the various cities, vocational schools in the pattern which we have here and which Klamath had before they were seized with ambition?"

It is unpleasant to raise these issues but we think they should be raised.

"I Haven't Given Up Hope, Mr. Lincoln"



In The Editor's Mailbag . . .

DUDECK

EUGENE—(To the Editor)—Regarding the school election held last Oct. of which many of us knew nothing and which provides for a school bond issue of \$1½ million, it would be interesting to know how many voters were real tax payers and how many were job seekers. It is true that we all pay taxes directly or indirectly but bonding a district to that amount for 20 yrs. is a serious matter. Why was not the money raised by a special tax? If we cannot afford to tax ourselves when times are good, then how can we afford to pay off the bonds plus \$80 or \$90 thousand interest annually plus premiums, and perhaps hard times?

Does anybody want to buy some "Peruvian bonds" made in Eugene. That may sound like a joke but maybe it isn't. It may sound smart economy to bond a school district for the school kids to pay off when they grow up. But school kids are "modern" and have never formed the saving habit. Most of them, 15 yrs. hence, will be living in apts. and trailers raising other school kids and looking for a job. Some people seem to think that voting for a bond issue is getting something for nothing. True it will furnish jobs at \$2.25 an hr. for some people but when Ole Man Depression comes knocking at the front door, many job hunters will be at the back asking for a bite to eat. Many of us thought that we had our homes free of debt but now it seems that the money lenders will soon have us by the neck.

It would be far wiser to have a million sand bags ready to watch ole man river. With a dry cold Jan. and a possible warm wet February with ten ft. of snow in the mts. the stage is all set for a flood that may take Eugene and her Peruvian bonds down the river. A dyke 30 ft. high from Judkins Point to Santa Clara should have been built long ago. Marysville, Calif., situated between two rivers, has dykes that high with the S. P. tracks on top and she has never gone down under. Schools are necessary but are not as important as safety. And why bond the school district for 20 yrs.? Why not pay as we go and can afford it.

Rt. 5, Dorvin Dudeck.

B & O—C & O

EUGENE—(To the Editor)—I was very much interested in your editorial reference to the article you found in the B & O railroad

organ concerning the Horton-Junction City logging railroad. I was very much interested when I first read the article at length in the Bulletin of Railroad and Locomotive History in 1942 under the name of our Randall V. Mills of the English Department of the University of Oregon.

Mr. Young of the B & O does not appear to be too scrupulous in his effort to draw the spotlight, perhaps to conceal the fact that a small time stock operator may turn big executive by accident and under protest. I shouldn't be surprised if you soon comment on his claim that he was the original inventor of the steam railroad, after the manner of our Russian contemporaries. Neither should I be surprised if it is reported that he has grabbed the stick from the bass drummer and tried to lead the procession.

You deserve credit for recognizing an article of local interest. The B & O organ deserves little credit for their attempt to claim credit for the work of a member of the lowly order of university professors.

CALVIN CRUMBAKER
Eugene, Oregon
EDITOR'S NOTE: You mean C & O, don't you Cal? Young is president of the Chesapeake & Ohio, alias "Chessy." He picked up the pieces of the old Van Sweringen railroad "empire" which included Nickel C & O, Pere Marquette, Clover Leaf, Toledo & Western, Hocking Valley, Erie and portions of Lehigh. The Baltimore & Ohio is the oldest system in U.S. It hooks into New York via Reading and Central of New Jersey and operates west through Baltimore, Washington, the Cumberland gap and West Virginia to Cincinnati, Chicago and St. Louis. B & O now includes the old C & D and Monon. So you have New York Central, Pennsy, B&O and C&O, the four major midwest (or eastern) systems. The Vans were

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Editor's Mailbag—

TIME SKIDS ON!

ELMIRA, Ore. (To the Editor)—Sister Bessie and I, both agree Things ain't like they used to be. Forty years ago we were full of vim, Snappy, cute, trig, and slim. The boys bowed as we passed by. And we smiled back with glances shy. Now as we stroll down our village street Not quite as slim, but just as sweet. The boys all shout as their cars we duck. Hi Yeh, Mom! Keep both chins up.
Written by Bernice Middleton, from Brockville, Ont., Canada. Mrs. Dan Williams, Elmira, Ore.

MIKE GROSS

EUGENE—(To the Editor)—Comrade of mine the march of the day is over, the watch of the night has come. You never complained that the day was long and wearisome, out there in the Tropics, eight thousand miles from home. Under a merciless sun we faced the welter of battle together. You were a brave, clean, and upright soldier. Unmindful of self you were alert to cheer and help your comrades. And now that you are silent, when our company roll is called, we place this flower upon your grave.
"Taps" has sounded — go to sleep! Good night! We will see you at "Reveille" in the morning.
Willard A. Elkins, Salem, Oregon. Feb. 7, '49.

COME GET IT!

EUGENE—(To the Editor)—I note a front page news item in The Oregonian of this date, in which it is stated that the City of Portland will go to some considerable expense to save some 6000 cubic yards of sand gravel which has been spread on the

city streets during the weather of the past two months. This writer thinks it appropriate to call the attention of the good people of Portland to the Upper Willamette River in the vicinity of Eugene and Salem are numerous gravel and sand bars, several million cubic yards of the bars piled several feet above low water line and a quarter of a mile in length. The good neighbors of Portland may have free for nothing what will send down a dredge to them up. And it would be a waste of money to dredge them up. They gave this matter their daily attention. Prompt removal of these gravel and sand could very well prevent flooding of rich farm land Spring.

Sincerely,
O. A. Pitt

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