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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.

Complete Traffic Plan Imperative

Many businessmen have been unhappy about Eugene's one-way grid in the downtown area, and as a result an attempt will be made to make a survey of the "economic results" with the intent that this study, together with traffic data shall be used in working out changes in the grid. One of our friends puts it this way:

"Check it up or chuck it out!"
Well, this study is a step in the right direction, but it has just one glaring fault—it simply can't go far enough. Like the checkup on "public opinion" a few weeks ago—which showed 80 per cent of the drivers in favor of the grid—it is essentially nothing more than "a poll," this time of business opinion, as of this date. For instance these questions will be asked:

"If there is a falling off in business, how much of it can be planned to the grid or how much to prevailing business lag everywhere?"
"Shall we regulate traffic for the convenience of business men or for the welfare of the public?"

Plainly, there is not going to be any peace in these matters until Eugene has some plan of TRAFFIC MANAGEMENT AND DEVELOPMENT in which everybody will have full confidence, and it ought to be quite evident that the interests of business people and public are NOT conflicting but mutual.

For that reason we have been much interested in a COMPREHENSIVE study now being made in Albuquerque, New Mexico, a city in every way comparable with Eugene as to population and traffic problems generally. There they have called in engineers from the National Automotive Safety Foundation, of Washington, D. C., to direct a thorough-going study. This is the same agency which assisted the Oregon Legislature's interim committee in its excellent report on the highway needs of Oregon as a whole. These features of the Albuquerque survey are worth noting:

1. Covers an AREA 20 MILES in every direction from Albuquerque.
2. EIGHT MONTHS will be spent in collecting and analyzing not only present traffic data but economic and engineering facts, including city and state laws and tax structures which will govern a long-range program.
3. OFF STREET PARKING as well as arterial street and highway developments will be covered in the analysis.
4. Objective is a program toward which Albuquerque can build over the next 10 or 20 years with some assurance that money spent in building will not be wasted.

In Albuquerque this survey is costing \$60,000, most of which is being put up by the New Mexico state highway department. It is doubtful if we could get much state help on such a study here, but in Albuquerque their city manager figures:

"We expect to save many times the cost of this survey by preventing mistakes in costly re-construction of our streets."

Our one-way grid is both an experiment and an expedient. Whatever changes we make in it—such as reopening Willamette and Broadway to two-way traffic—will still be experiment and expedient. So is a scheme for abolishing parking during rush hours (which would probably add enormously to police costs).

Every city in the United States is facing the problem of MODERNIZING to meet present and future traffic needs, but few are going about it as intelligently as Albuquerque. We have only one criticism of the Albuquerque effort:

"After a basic study is completed, there should be some provision for CONTINUING revisions as conditions and problems change over the years."

It is our belief that the people of Eugene would support a graduated levy for a 5-year continuing study and that our neighbors in Springfield and other communities would be willing to participate on any clean-cut plan. We are fumbling with city streets, county roads, and it is time to get rid of "guesstimates," "ideas" and whims. Nothing is more important to future welfare, industrially, commercially or socially than an accurate and functional TRAFFIC PLAN. Everybody who invests a nickel in home or business is vitally concerned.

Story of a Courageous Woman

In today's paper we print the story of Mrs. Hattie M. Stough—just as she wrote it. Mrs. Stough is not an educated woman; she never had the opportunities for schooling which most of us take for granted. But there are many things which the rest of us can learn from Mrs. Stough and in printing her story, without change, we do so with infinite respect. Indeed, in reading her contribution, we are moved to quote that beautiful poetic prophecy in the ancient scriptures (Micah 4:1-4):

"But in the last days it shall come to pass, that the mountain of the house of the Lord shall be established in the top of the mountains; and it shall be exalted above the hills; and people shall flow unto it."

"And many nations shall come, and say, Come, and let us go up to the mountain of the Lord, and to the house of the God of Jacob; and he will teach us of his ways, and we will walk in his paths: for the law shall go forth of Zion, and the word of the Lord from Jerusalem."

"And he shall judge among many people, and rebuke strong nations afar off; and they shall beat their swords into plowshares, and

their spears into pruninghooks: nation shall not lift up a sword against nation, neither shall they learn war any more."

"But they shall sit every man under his vine and under his fig tree; and none shall make them afraid: for the mouth of the Lord of hosts hath spoken it."

So we print the pictures of Mrs. Stough "sitting under her own vine" in her "Land of Promise." It is only a few years since Mrs. Stough came to Oregon from Missouri, a lone woman with eight children, and only \$35.00 in her pocket, but with shining faith and hope, because she had heard that here in the West, her children could have schooling, the opportunities she had missed.

In that first year, the Stoughs knew dire want, deep discouragement. They had to go to the county for help. Mrs. Stough was offered transportation back to Missouri for herself and her children, but not for her sister. She declined to leave her sister. She declined to give up her dream. For herself and her brood she asked only the chance to work.

Mrs. Stough and her family went together into the bean fields and today they own their own bit of land and the roof under which they sleep, almost paid for she says, and all the children have been to school (and one to college). Troubles are not over; there is one youngster who will need a costly operation, but this woman is not complaining.

She has spelled out, for all of us to see, a lesson in what can be accomplished by a family in which there is love, and loyalty and leadership. Her story is a warning to all of us that we must not be quick to condemn as shiftless and incapable those who have been handicapped or unfortunate. Poverty is never shameful so long as there is courage and hope. Mrs. Stough has spelled out a "sermon" on happiness.

This story came to us in the form of an open letter to Judge Hurd, and it caught the eye of our secretary, Betty Sherman, who typed it out and suggested "you'd better read it." So we called in Dan Sellard and Harlow Schillios and the rest of the staff, and it was the prevailing opinion that the story should be printed—without change—verified. It has been verified. There is little we can add, except the hope that it will be widely read and given thought.

Where Fatal Accidents Occur

From the Traffic Engineering Division of the Oregon State Highway Department comes an extremely valuable analysis of the 365 fatal traffic accidents which occurred in Oregon during the calendar year 1948 in which 419 men, women and children lost their lives. Out of the 365 fatal accidents only 98 occurred within the boundaries of incorporated cities, whereas 267 took place in rural areas. Of the 98 accidents within cities, Portland accounted for 54; the other city fatalities were divided as follows:

Highway	City	Total
Below 1000 population	4	3
1000 to 2500	1	4
2500 to 5000	6	1
5000 to 10,000	6	8
10,000 to 50,000	2	7
Portland	21	33
	4	84

In the rural areas, the fatal accidents were apportioned as follows:

Primary State Highways	180
Secondary State Highways	39
County roads	47
Other locations	1
Total	267

In Lane County we had 24 fatal accidents which cost 30 fatalities and 21 serious injuries. Of these accidents, 9 were on the Pacific Highway, 3 on the McKenzie, 2 on the Willamette, 3 on the Siuslaw, 1 on Route F, 1 on the Disston Road, 1 on Benson Lane north of Eugene, 1 on Heeceta Beach, 3 were in the City of Eugene. In only 6 out of the 24 accidents were the road conditions reported "wet or icy." In 2 out of the 24, the driver had gone to sleep. In all other cases the driver was reported "normal." Of the 24 accidents, 11 occurred by daylight; the rest were after dark. Twelve of the accidents were on straight road, 3 on curves, 4 on intersections, 2 in driveways, 2 on bridges, 1 at an overpass. There were 8 collisions, 5 involving pedestrians; all the others were of the non-collision or fixed object type.

The detailed report is accompanied by a map showing the exact location of fatal accidents. It is a study which will be of great value to police officers and safety councils in every community. The dramatic thing we see in the report is that here and elsewhere through the state the fatal accidents are happening to "normal" drivers. In the entire state we can spot only 23 fatal wrecks attributed to intoxication and a few to other causes, such as defective vision, blinded by approaching lights, asleep, illness. Obviously, the better the road, the more chances the speedy normal driver is inclined to take. This is indicated by the fact that so heavy a proportion of the accidents occurs on the State system which offers the best engineered, best paved, and best maintained roads in the state. There are many other inferences to be drawn from this study.

Of course, one year's records will not suffice to establish proof conclusive of any trend. These studies should be continued over a period of at least ten years and they should be placed in the hands of every safety agency in Oregon.



In The Editor's Mailbag

DUDECK WRITES

EUGENE — (To the Editor)—It is a hopeful sign for a small community like Eugene when a self admitted "Vet" editor takes an open stand against gambling. It would be for better of course if you included the twin brother of gambling which is the liquor traffic since they are usually seen together. Your reference to the "horrible days of prohibition" does not sound very intelligent and I always like to read intelligent articles. Since prohibition was the greatest reform movement in the history of our nation it was bound to be "horrible" to selfish interests. It was horrible to selfish newspapers since it knocked out liquor advertising. Horrible to white slave traffickers since it almost destroyed their business. Horrible to professional gamblers since most men when sober have sense enough to stay away from such places.

Today the liquor interests spend \$100 million a year for liquor advertising and that is why wet newspapers were so anxious to destroy prohibition. But the "wet" chickens are coming home to roost and have brought their twin brother, "gambling" with them and threaten to destroy the last vestige of Democratic government. \$25 billion a year for gambling, \$10 billion for liquor and \$4 billion for cigarettes with billions to take care of crimes caused by liquor, and also cigarette fires, with over \$50 billions thrown into a rat hole each year, and millions unemployed who think that some one owes them a living we have one "horrible" picture of America's future. Eugene, I am told, has 200 vacant houses that are not for rent on account of the liquor cigarette mess.

No one likes to build a nice home and then turn it into a pig pen. I used to have great faith in America's future but today I feel like the old lady who replied when she was asked about our future, "I think that it's gone too far only the Lord can straighten out the mess." Oh yes, but when the Almighty takes a hand in the matter the angels will weep much like mama does when daddy takes the bad boy into the wood shed with a hickory. "But Babylon, queen of the Chaldeans, shall be as when God overthrew Sodom and Gomorrah. It shall never be inhabited." "Oh Jerusalem how often would I have gathered thy children together as a hen gathers her chicks but ye would not. Behold your house is left unto you desolate." Will America ever learn from the past?

When the late Roosevelt was elected President he said "Prohibition is not my baby." No? But cocktails were, and a cerebral hemorrhage was the result. I just wonder if you have the courage to publish this.

DORVIN DUDECK

CATHOLIC VIEW

EUGENE—(To The Editor)—It seems to me that we are sidestepping the real issues on this Barden bill controversy.

Paramount District Water Project Ends

SPRINGFIELD — Installation by Mountain States Power Co. of 7000 feet of water main in the Paramount District has been completed. W. K. Barnell, company manager, announced Saturday.

The project, underway for several weeks, has cost the company more than \$72,000, Barnell said. The company replaced eight inch mains with 12 inch pipe and connected the new line directly to the 10-inch intake pipe to the reservoir.

Barnell said Mountain States has spent nearly \$100,000 on water improvement projects in Springfield since Jan. 1.

The Optimist

Witnesses, would have equal claim to have their schools supported.

People who belong to no church would object to being taxed to support religious schools.

History has proven that where church and state is united, it leads to tyranny. Therefore is it not wise to keep them separated?
CHARLES W. SHERMAN,
548 West Fifth Ave., Eugene.

As I see it, the Barden bill has nothing to do with the separation of church and state. It would provide benefits to the child, not to the school—benefits provided out of taxes.

The bill also has nothing to do with the support of parochial schools. Parochial schools are self-supporting. Those who maintain them pay taxes to maintain the public schools. They also pay taxes to the federal government from which money for the Barden bill would exclude an American child from benefits provided out of taxes because his parents want him to have a religious education. In this way it is discriminating against a child, not a school because the benefits are to the child himself.

Why should not the child in the parochial school be also given his glass of milk? His parents pay for it by their taxes.

Respectfully,
MARY R. KINGZETT
Floral Hill Drive, Eugene

SCHOOL ISSUE

EUGENE—(To the Editor)—Our public schools are supported by taxes. All children without regard to creed or color, can attend these schools. Catholics, Protestants or Negroes are welcome in the schools. There is no discrimination against any one in our public schools.

When the religious organizations wish to have their own schools, they certainly have that privilege, but why should they expect support from the public funds?

If the public should support the religious schools of one church, why not support the schools of ALL CHURCHES? For instance, the Methodists, Presbyterian, Seventh-Day Adventists and Jehovah



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