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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 Register-Guard offers 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.

Facts for Traffic Planning

If you stop every vehicle on every road within 10 miles of any city in the United States, you will find that at least 80 per cent of all the vehicles are "local." In other words at least 80 per cent of the traffic is composed of people going to or coming from the business center. The percentage of tourist or inter-city traffic, passing through and beyond, is really small.

That is one of the accepted "basics" in modern traffic planning. That is why the U. S. 99 route across Eugene and such routes and Portland's Front Street and Harbor Drive serve MAXIMUM PRESENT NEED and are particularly important to stabilize business and property values. By-pass routes come later to divert through traffic and also serve as feeders.

But—this is only one of the many facts which need to be considered before any city can say it has a TRAFFIC PLAN or before it is safe to start spending huge sums to reconstruct its arterial system for the future. Not long ago we asked an able and experienced traffic engineer to itemize all the things which ought to go into the study for a complete traffic program, and these are important items:

PROPERTY VALUATIONS—Should be analyzed not only for the present but over 10 years.

PEDESTRIAN COUNTS—Remember it's the people on foot who trade, not those who roll by in a car.

PARKING—You don't get the buyer's business till you show him some place to leave his car. You need an inventory of every space on or under ground or up in the air, public or private.

MASS TRANSPORT—Don't forget that your bus lines and other public conveyances bring customers.

BUSINESS REPORTS—Not for one month but over extended periods month by month and not only by locations but by classifications, and don't forget you'll always find good merchants badly located and poor merchants in swell locations.

TRAFFIC CHECKS—As to origin, destination, frequency, habits and preferences, over extended periods of time.

ACCIDENT RECORDS—These go with flow measurements and timing checks to show where your trouble points are.

LINES, SIGNS, ETC.—Every time you put up a new light you may change the traffic pattern.

LAWS—These govern not only your police measures but your financing of all remedial measures.

Our friend adds a last item—SENSE OF HUMOR—because, says he, no matter what plan you work out, somebody's going to be unhappy, and in most cities only "seeing is believing." But, he adds:

"An entirely practical plan can be worked out for Eugene or any other city, and without fearing the whole town down and putting it together again—if you face the facts before it's too late. People are evidently trying to break into your town to trade. You've got to help them."

There is a great deal of wisdom in these observations. Since it is true that if you build a courthouse or an office building you affect traffic patterns, then it follows that you ought to have a traffic program before you sink millions into immovable structures.

Eugene is young, as cities go. Our problems are not yet too tough. We need a complete analysis of our traffic problems before we plunge into guesswork changes.

Chafee on Freedom and Fear

It is popular to hate Communism. Like sin, nearly everybody's "agin' it." Politicians have been quick to capitalize on frenzy and therefore we have before Congress such measures as the Mundt and Ferguson bills which seek to set up a machinery to prosecute not only party Communists guilty of overt acts but all persons suspected of giving aid directly or indirectly to subversive causes. This is a type of legislation which would set up a secret political police and it is far more dangerous than Communism.

"We must choose, and choose very soon, between freedom and fear—we cannot have both. If the people of the United States persist much longer in being afraid, the real rulers of this country will be fanatics fired with a zeal to save grown men from objectionable ideas by putting them under the care of official nursemaids. Freedom is NOT SAFETY BUT OPPORTUNITY."

—Zechariah Chafee to Phi Beta Kappa.
All his life Chafee has been a student of our constitutional problems, particularly freedom of speech and press, and he is best known for his searching criticisms of the press. He has served some of his sharpest barbs for the Mundt and Ferguson bill which would set us on our way to "thought police."

Pointing out that we have an estimated 70,000 actual party Communists out of a total population of 143,382,000, or 1/20 of 1 per cent active Communists, he figures the odds 1999 to 1 in favor of free institutions, if we keep our heads.

"What can we do to prevent them from harming the other 99.95 per cent of us, who have on our side only the city and state police, almost every newspaper, school teacher, professor, preacher, the FBI, the Army, the Air Force and the Navy, never forgetting the Marines? Shades of Valley Forge and Iwo Jima! If we no longer want to be the land of free, let us at least be the home of the brave."

From our own American history he draws some of his most potent arguments against repressive thought legislation:

This is not the first time when tears of the infiltration of revolutionary radicalism

from Europe has led earnest men to demand drastic laws against speeches and publications. The names of the men who supported the sedition bills of 1798 and 1919-20 have long ago slipped into oblivion, but we remember Jefferson, Holmes, Hughes, and Al Smith for their courageous insistence that we must trust open discussion to bring us safely through.

That courage, we are now told, is out of date. The United States never had to face Stalin before. But in 1798-1801 it had to face the French Revolution and Napoleon. And in 1919-20 it had to face Lenin. His army was not so big as Stalin's but he was a far abler master of revolutionary tactics. The lawyers who drafted the Sedition Act of 1798 and the judges who enforced that law were firmly convinced that they were stamping out