

Eugene Register-Guard

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PUBLISHER—Alton F. Baker

EDITOR—William M. Tugman
MANAGING EDITOR—Alton F. Baker, Jr.
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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. A newspaper is A CITIZEN OF ITS COMMUNITY.
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PAGE 8 EUGENE, OREGON, TUESDAY, JANUARY 1, 1952

Civilization Is Being Reorganized

Out of all the events of 1951, sensational, dynamic, and seemingly important at the time, we would select the first steps toward Union in Europe as the most significant — most likely to have far-reaching effect upon our lives and the lives of those who will follow us. The actual accomplishments are small:

Tentative acceptance of the Schuman plan for pooling the iron and steel of Western Europe, but—even with Britain holding aloof—a step toward economic union.

Through NATO, under Eisenhower's leadership, the first steps toward a unified military program for common defense.

Acceptance of battered Germany into the Council of Europe, despite the lingering fears of France.

Add in the Japanese peace treaty, engineered under the mastery guidance of John Foster Dulles.

Add in the successful stand of United Nations forces in Korea under Ridgway's leadership, after the disaster at the Yalu river.

Add in the break in the Iron Curtain by encouraging Tito's resistance to Moscow dictation in Yugoslavia.

In spite of the tremendously complex and difficult problems created by fanatic nationalism in Iran and Egypt, the disaffection in the Moslem world; in spite of the riddle propounded by Nehru in India; in spite of our failures in China and many other parts of the world; in spite of the world-wide menace of inflation and the disturbing evidences of corruption and venality at home and abroad — we think we see a pattern for positive democratic action beginning to emerge.

It begins with the hopes for a union among the peoples of Europe who are

still free, the setting aside of the barriers which have stood between them for centuries — not because they want it that way (men and nations are very fearful of anything new and unfamiliar to their experience) but because the menace of Communism puts upon them a compelling MUST!

Communism is a relatively new form of an old threat — tyranny! We have been trained to think of World War I as our resistance to the Kaiser's bid for world dominion and of World War II as our effort to save the world from Hitler.

"Is it possible to think of these great wars as incidental merely to the greater war? Why was Hitler able to lure millions of Germans into his deathtrap? Did not his program begin with proposing German conquest to beat Communism to the punch?"

Union is coming in Europe because free men cannot keep their freedom shut off from one another in tiny national compartments. Economic and political and spiritual survival demand space and the free exchange of the wealth of continents.

Those who dream of Federal Union throughout the world will not see their dream accomplished in our times.

There is no quick or magic formula to bring about lasting world peace. Even if an European Union were perfected tomorrow, it would provide no magic cure for the many ills of Europe. But it would provide an instrument by which slowly and painfully the structures of civilization can be rebuilt to meet the needs of men in modern times.

Lots Of Unfinished Community Business

There may be some communities in the United States where there is no unfinished business at the beginning of the New Year. Those are the communities which are dead — or dying — the communities which have reached the visible end of growth and change and ambitious hopes.

(It might be a nice feeling to come to a time like that, to be able to sit back and say that the town has been built to meet all present and future requirements, nothing to do but to keep the parts of it functioning, no new taxes to raise, no more fights to be fought. During the year we printed a report on a town like that, somewhere in the foothills of the Catskills, not far from New York, but even as we wrote, it was being discovered by escapists and refugees from the big town, bringing new problems with them.)

Our town, thank heaven, is not static. The year 1951 has not been conspicuous for new undertakings, although a lot of long-discussed undertakings have gotten themselves "finished."

Bridges replacing the old Ferry street approach from the Coburg road were opened after 10 years of planning — opening a vast new suburban area across the river, creating new traffic problems.

In Lane county 42 people were killed in traffic, nine of them within the city of Eugene, a new record — revealing how little we know about traffic safety.

Final bonds for the new Eugene high school were voted, and the huge structure started — but we shall need two more junior highs and a whole flock of new grade schools before the present program is completed, and another senior high school after that.

Gene Silke's big Springfield school system got its long-needed junior high — but The Old Woman Who Lived In A Shoe had nothing on District 19 for kids and more kids.

Springfield's Willamalane Park District has made a magnificent start, but is passing through financial crisis — the \$85,000 bond issue which didn't pass.

After years of argument, our county commissioners have hired a road engineer to lay out a road system for the county — and he should be coming up for air soon with a plan and financial measures to submit to the voters.

Origin and Destination surveys have been jointly financed by the State Highway Commission, the two cities, and the county government, and these reports will shortly tell us where new ARTERIALS and GRADE SEPARATIONS and BRIDGES are needed in the entire urban area — but not where to get the money.

Off-street parking is coming out of the "Talk Stage" under the aggressive leadership of Maurice Jacob's committee — but the where, and with what, will be enormous problems.

Eugene's park and playground program has made notable progress, but the controversy over locating a big industrial plant on the river front east of Skinner Park raises not only a question of zoning policy, but the question whether we want to save the river front — and the Gateways or Century

Fund may have to dig for the means of rescue.

County Judge Day T. Bayley has challenged the proposals to cut back the county's share of O & C timber revenues — a red-hot issue.

Pope & Talbot's sustained yield deal with the U. S. Forest Service, east of Oakridge, has not met organized opposition so far — but there are some signs that little operators may make a fight, as they did on the Fischer program.

It will not be a quiet year for "patriots" in Lane county. The biggest question is whether there will be enough patriots to go 'round for all the committee work and community chores and meetings to deal with some of these problems. It will be a lucky patriot who knows where his own home is evenings. (It might even be a bad year in domestic relations.) Our town is bubbling with problems — not counting those which will be connected with the 1952 elections.

If we were rather dormant in 1951, it was mainly because we were getting ready for 1952, and it will be a miracle if 1952 sees more than a few of these problems solved. Some of the boys who are now vocal and vigorous will be "having their meat cut up for them" before this is through, and some of the "answers" which we will find will only create new riddles for the children and grandchildren to solve. Already the calendar for "minute men" shows:

Thursday, January 3 — at noon in the Osburn, a rendezvous of city council, city planners, Gateways and Century Fund people and industrial representatives to talk about that riverfront problem.

Monday, January 7 — at 6:30 in the Eugene, a dinner meeting at which Frank E. Cox of Berkeley, Cal., will talk about some of the tough facts and necessities of the off-street parking problem.

Thursday, January 10 — at 6:30 in the Erb Memorial Union, a discussion of practical community planning on an area-wide basis by Leonard Marsh, of British Columbia. A "panel" will take off from there.

There is much need for some form of area-wide integration and co-operation in the planning of this urban area which the U. S. Census people predict will have 300,000 population by 1960. During the war we made a feeble start with our Central Lane Planning Council which did much good, fell to pieces for lack of any simple plan for area-wide consultation — and because problems multiplied faster than they could be solved.

This will be a big year for patriots! Patriots, HAPPY NEW YEAR!

Brand 'Em!

Public Disdains Careless Drivers

By GEORGE GALLUP

American Institute of Public Opinion
PRINCETON, N. J. — With the nation suffering its millionth auto death over the Christmas holidays, a novel proposal for curbing reckless driving gets enthusiastic endorsement from car owners and non-owners throughout the country.

Gallup Poll

The New Jersey Commissioner on Interstate Cooperation, Warren N. Gaffney, recently proposed that drivers convicted of careless driving be required to put a red tag on their car window for one year, as a warning they are reckless drivers.

This drastic plan was put before the public in a nation-wide opinion survey by the Institute, whose field interviewers asked a cross-section of voters:

"Would you favor or oppose requiring automobile drivers, convicted of careless driving, to put a red tag on their car windows for one year to show they are reckless drivers?"

76% favor the idea
20% oppose it
4% are undecided

Each person was also asked whether he or she has a driver's license. Those who do voted 2½-to-1 in favor of the red tag plan.

Those who do not drive voted in favor of the plan by an even larger majority, 5-to-1.

Auto Casualty Record

Since the first recorded traffic death 52 years ago, on Sept. 13, 1899, as many Americans have been killed in auto accidents as have been killed in all the nation's wars since the Battle of Lexington in 1775, according to the Association of Casualty and Surety Companies.

The millionth American military death since 1775 occurred on Sept. 3 or 4 in Korea.

The millionth automobile death took place Dec. 21 in Cleveland, where a spinster named Elma H. Wischmeier died of injuries sustained when she was struck down by a truck while crossing a street.

Ned H. Dearborn, president of the National Safety Council, recently declared that the nation's future auto accident toll might be reduced by providing more driving instruction for high school students, building better roads, tightening up on state licensing laws, and enforcing traffic rules strictly.

Public Favors Controls

Public opinion surveys by the Institute have found wide-spread popular sentiment in favor of a number of restrictive measures to control accidents.

In 1949, 85 per cent voted in favor of requiring new license tests for accident-prone drivers.

In 1950, the public voted overwhelmingly in favor of requiring every motorist to take a physical examination every three years in order to keep his license, and of setting a maximum speed limit of 50 miles per hour on open-country highways.

When licensed drivers throughout the nation were asked two years ago: "Do you think it is too easy in your community for people to get a driver's license?" nearly half said it is too easy. The vote was: 45 per cent too easy, 50 per cent not too easy, and 5 per cent undecided.

In proposing the plan to red-tag reckless drivers, New Jersey's Commissioner Gaffney suggested that all drivers be given a green tag to start with to put on their car windows.

If convicted of careless driving these motorists would have the green tag taken away and a red one put in its place.

SO THEY SAY—

In the final analysis, he who pays the fiddler's calls the tune. . . . Remember what happened under Hitler to the German Universities. . . . I hope this state of national emergency does not continue so long that our halls of learning become indistinguishable from a corridor of the Pentagon building.—Lawrence A. Kimpton, chancellor of U. of Chicago, on federal subsidies to universities, colleges.

At the head of Britain there is now a statesman whose political skill may somehow compensate for the weakness of his country. . . . although we can be certain that for whatever personal service he may render to the Allied cause Winston Churchill will charge us rather high brokerage fees.—Max Ascoli, editor, published.

The South is becoming ripe for a two-party system. In the 1952 elections we are going into the so-called "twilight zones" . . . and we are going to build the Republican Party in the South by starting at the precinct level. — Guy George Gabrielson, Republican national chairman.

The UN is a failure, not because unity among nations is undesirable or impossible. It is a failure because the spiritual conditions of unity are not present.—Clare Booth Luce, playwright.

There is only one Book. That Book is the noun; other books are but poor adjectives.—Dr. George Buttrick, of Madison Avenue Presbyterian Church, Manhattan.

It's a double-cross on our fighting men not to give blood to the Red Cross.

The Shepherd

NEW YEAR'S DAY

"This month shall be unto you the beginning of months."

Here now upon this New Year's Day . . . It is the usual thing to say . . . With high resolve and some misgiving . . . "I'll change my usual way of living" . . . But, Lord, so often I've bewailed . . . My resolutions that have failed . . . So many things I now abhor . . . Were those I prayed unto You for . . . This year, O Lord, choose what is best . . . And let Your judgment be the test.

JULIEN C. HYER

Driving the Truckload of Explosives



Hunting Mishaps Took 139 Lives

By UNITED PRESS

At least 139 persons were shot to death accidentally during the fall hunting season, a state-by-state survey showed Saturday.

Sixty-two hunters suffered fatal heart attacks and 47 were killed in miscellaneous accidents, including automobile and boating mishaps, a survey by United Press showed.

Conservation experts said most of the accidents could have been avoided if due caution had been exercised.

A spokesman for the Isaac Walton League said the figures show a need for better training in the use of firearms.

"Some people don't realize that when they go hunting they are carrying a lethal weapon," he said.

Most of the shootings were self-inflicted but there were many in which sportsmen were mistaken for game by other hunters. Many hunters were killed while climbing fences or other obstructions with guns loaded.

The figures covered the period from Sept. 1 to Dec. 15, which includes most of the major hunting seasons except for waterfowl in the southern states.

There was no available comparison with last year's total for the corresponding period, but conservation authorities said it appeared that hunting accidents were increasing from year to year.

Pennsylvania reported 20 gunshot deaths during the period to lead all other states. Heart attacks claimed 12 lives, but no fatal accidents of a miscellaneous nature were reported in the state.

There were several cases in which pets were slain by trigger-happy hunters. At West Willington, Conn., a pet deer named "Bambi," which delighted children by chewing gum and watching television, was butchered and dragged away.

Two hunters shot and killed another pet deer in a game preserve at Hamden, Conn. They said they did not see the game preserve fence, which is eight feet tall.

Many of the gunshot accidents were freaks.

John Loudon, of Shorewood, Wis., was hit in the face by a bullet fired accidentally by a youth in a neighboring hunting camp cottage trying to attach a bayonet to his rifle.

Florida reported no firearms fatalities, but the mayor of the little town of Pahokee slightly wounded a city councilman. The councilman was wearing a polka dot shirt and the mayor said he thought the city father was a turkey.

Near Grand Rapids, Mich., two

Youth's Shot Kills Woman

WASHINGTON —(AP)—A 15-year-old boy celebrated New Year's by firing his rifle, Washington police said Tuesday and a black woman the mother of three children fell dead of a bullet wound.

Homicide Capt. Richard Felber identified the woman as Mrs. Olive Estep, 41.

Capt. Felber said the youth was being held pending a coroner's inquest Wednesday. He quoted the boy as saying he fired his .22 caliber rifle, a gift of Christmas a year ago, through the open window of his bedroom.

Mrs. Estep, dialing the radio in her living room a block away, toppled to the floor, Capt. Felber said.

Editor's Mailbag

RED CROSS PRAISED

WALTON—(To the Editor) My name isn't Bret Law, Duane Hoover, Wayne Morris, Mrs. Lee but I do have something I'd like to discuss with you and the many readers.

First, since we are on R.N. (the Forgotten by the State of Oregon)—I must say to the editor that I have an egg carcass in that measures 6½" by 8" by 1½" measuring stick which is supposedly accurate. Now—guess it may have put a finishing touch to art of laying because its sure clinch, the hens are practically strike. However, I've seen a page 3" line about 1 egg smaller than this.

Now to get serious I do want let everyone know how the Red Cross came through to the Harris family who lost their positions by fire last month. Local people too were wonderful and the Harris family wishes thank each and everyone who helped them. Before the blaze down Mr. and Mrs. Scheidt the local office were out here with blankets and for information useful in gathering supplies.

Once again we say America the Red Cross.

About this forgotten road. A one who has to drive over when it's in need of a scraping will never forget it cause they are apt to have tires, broken tie rod ends or possibly broken springs.

I rant and rave about this all the time.

MRS. LYALL KEITH

Captain Hope To Save Ship

NEW YORK —(AP)—The trepid captain of an American freighter, fighting alone to save his damaged ship in the Atlantic was reported Tuesday to be winning his battle against the elements.

The Atlantic storm which Captain Kurt Carlsen of the 6-ton Flying Enterprise was battling some 300 miles southwest of land was said to be abating, radio reports reaching the office here of the Isbrandtsen Line, owner of the freighter, said the ship was no longer taking water.

The 37-year-old Carlsen, Woodbridge, N. J., remained on board in the true tradition of sea Saturday after giving orders for his 10 passengers and 40 crew members to abandon ship.

At the height of the storm, hurricane winds blowing and foot waves making the operation hazardous, the crew and passengers were transferred to the troopship Gen. A. W. Greeley, the American freighter Soland, which were standing by.

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