

If Meter Revenues Went for Parking Lots

Many cities in California and elsewhere have been using all or part of their revenues from parking meters in streets to finance the purchase of off-street parking facilities.

As Eugene gets into the off-street parking problem, there will almost certainly be a demand that Eugene earmark meter revenues for parking facilities.

"How much could be accomplished by diverting meter revenues from police to off-street parking?"

In the fiscal year 1950-51 the gross from parking meters was \$92,383.62, or about \$90,000 net after deducting operation costs. The revenue this year will be about the same.

The other side of the apple looks like this: If we divert \$90,000 a year to parking projects, we shall have to make up the equivalent in the police department budget.

It now costs us approximately \$225,000 a year to maintain the police department, and of this, \$90,000 comes from parking meters.

City Manager Oren King believes a plan can be worked out whereby the revenues from meters on parking lots will sustain the revenue bonds needed to finance the acquisition, at least in part, but of course the faith and credit of the City would have to be pledged also to insure sale at low interest rates.

The problem of acquiring and maintaining parking facilities must be considered as part of the cost of doing business in the community. Rates must be kept low enough to hold the customers who now spend more than \$80-million a year in Eugene.

costs, but the proposition is as broad as it is long.

(Preliminary discussions indicate that parking-project costs should be divided between downtown property owners, business tenants, and the general public on some ratio yet to be determined.)

At our request, City Finance Officer Henry Beistel has prepared a detailed history of parking meter operation in Eugene since December 1939 when the first 265 meters were installed.

These meters have cost the city \$103,161.08 to purchase and another \$43,970.83 for operation and repairs, a total since 1939 of \$147,131.91, which should be charged against gross receipts for the period of \$572,049.47, leaving a net over the 13 years of \$424,917.56.

"Why weren't these revenues earmarked for parking projects from the beginning?"

The City has always lived from hand to mouth. It's no use to cry over spilled milk. From here on we have a year and upward to play with.

If we make good the raid on police funds, however, there are these things to be remembered:

Off-street parking must be planned for peak loads, and this means many idle periods. Even if meter revenues on parking lots are sufficient to amortize investment costs, there will still be operating costs.

The deficit is more probable than profits when all costs of parking facilities are considered. The problem of acquiring and maintaining parking facilities must be considered as part of the cost of doing business in the community.

Meaning of Those Amber Lights

Several persons have written to the editor to protest the recent statement by Henry Beistel (as quoted in this paper) that "amber lights mean STOP."

Mr. Beistel is city finance officer and recorder and he substituted for City Judge John L. Barber Jr. recently while Barber was on holiday. One man calls attention to the following section in the official Drivers' Manual:

"A steady yellow light 'Caution' signal—this light, used with changing red and green lights, means that the lights are changing from green to red. Vehicles must not enter the intersection against the steady yellow light unless they are too close to stop safely when the yellow light appears."

We are inclined to hold with Mr. Beistel that the yellow light does, in effect mean STOP. The rule says specifically that the driver must not enter the intersection on the amber light UNLESS he has progressed too far to stop safely.

The rule does allow the driver some discretion as to whether to slam on the brakes and stop the moment the amber light appears—perhaps endangering the man behind him—or to go on through.

Any judge, we believe would rule: "The moment the amber light appears, the driver must be preparing to stop or stopping, unless to do so would land him in the middle of the intersection. Even in such a case the amber light allows plenty of time to clear the intersection before the red appears."

We don't need statistics to know that the average run of motorists on icy pavements is too fast per hour.

The only tight shoes that are comfortable are the ones you have just taken off.

The optimist believes times are ripe—the pessimist thinks they're rotten.

As Beistel pointed out, the people they are trying to get, are those who "rush the lights"—the guys who start boring in on the green even before the amber appears, the guys who try to get through on the amber even though they may be half a block away when it begins to flash, the guys who pile through the intersections at dangerous speed, whatever their thinking may have been.

Of course, this rule places the word of the policeman against that of the driver, the opinion of the policeman against the opinion of the driver. Where the driver claims unfair treatment the judges should certainly try to ascertain what the circumstances were, whether there is any possibility of reconciling the policeman's version with the driver's. The driver, of course, can always demand a jury trial, if he feels sufficiently outraged to spend the money.

However, it is our belief that public opinion will support the rigid interpretation of the amber light rule and its rigid enforcement. Most of us have nearly been clipped by the guys who rush the lights. The mere fact that an intersection has lights on it indicates a danger point. The lights aren't there to hinder the driver, but to save him from "dampfoolishness", his own or other people's.

Eugene will soon have more than \$100,000 invested in traffic lights. That's not "peanuts". The lights aren't there for fun.

A budding love affair is just dandy until it leads into the blooming expense of married life.

Uncle Sam has printed a pamphlet on how to drive nails. Most people thumb their way.

To see some of the motorists drive, you'd think they owned their cars.

Marquis Childs

Press Attitude Beckons Knell

WASHINGTON — Among the smart boys in the press gallery the odds-on betting is that President Truman has spoken in Congress in person for the last time as a chief executive facing the burdens of an impossible office.



CHILD'S — The growing conviction that he will not run again in 1952, he will not again take that ride to Capitol Hill to face the Senate and House as a rival contender for power and leadership.

The prevailing mood is reported to be one of disillusion and frustration. It is, above all, disillusion with some of the people whom he raised from obscurity and put in positions of trust, only to have them betray that trust.

But an emotion equally strong is the President's resentment of the press and radio and certain commentators and newspapers in particular. This is a deep and continuing irritant that would break into open and incessant feuding with the fourth estate if it were not for some around him who urge restraint.

There is little doubt that the President had concluded last week that the revelations of influence and bribery in the Truman administration in recent months called for the dismissal of someone high in rank. The obvious victim was Attorney General Howard McGrath.

Before this could happen an obviously inspired report appeared saying that McGrath's resignation was on the President's desk and would shortly be accepted.

Associates of McGrath saw to it that word of this "leak" came to the attention of the President. He reacted, as anyone knowing his animus toward the press could have confidently predicted.

At least two other cabinet members who had been aware of the plan to drop McGrath were equally amazed by the warmth and spontaneity of the Truman embrace.

The second incident is even more revealing of the President's attitude. Early one morning he received word that a columnist had obtained and was about to publish a report of the highly secret conference on the Korean armistice, which was the occasion for the President's interrupting his Florida vacation.

The President's wrath knew no bounds. His first impulse is said to have been to have the columnist arrested for treason if he published the report.

As published, the report of the meeting was comparatively innocuous. But Truman's anger was not assuaged.

As Truman himself has pointed out, several Presidents have feuded with the press. But it is customarily a sign of the end of the road. In his last year or two in the White House, Franklin Roosevelt harbored a deep antipathy, if not to the press as a whole, then to a considerable segment of it.

No one likes to read bad news about himself or his enterprises. Presidents in trouble may blame the facts on those who report them. And, near the end of the road, a harassed president need no longer appease the instruments of understanding and goodwill.

When a prominent Northwest member of Congress wrote the President recently urging that Ice Harbor Dam be placed in the bulging budget, he received this reply from the chief executive:

"One of our difficulties is that if we include one of these new projects all of them will have to be included and the budget is in such a situation that it is going to be almost impossible to include any of them."

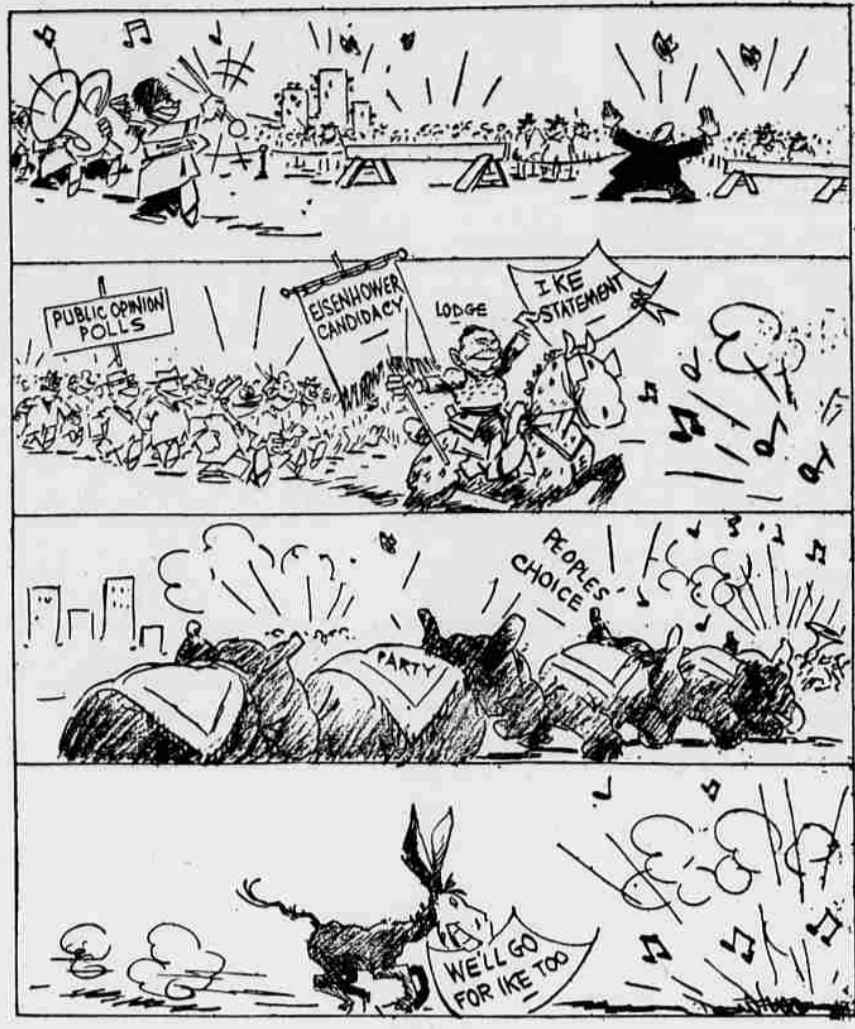
Last year Mr. Truman asked Congress for \$4 million to begin construction of Ice Harbor, as well as \$18 million to start The Dalles Dam. The House Appropriations Committee had already decided that no new dams should be started and turned

The Shepherd

FISHERMEN WHO FOLLOWED "I will make you fishers of men." As Jesus stood beside the lake... And watched the fishermen try to take... A draft of fish without success... He went with them in helpfulness... And filled their nets while Peter gazed... With James and John and were amazed... He said they would be "Fishers of Men"... They quit their nets and never again... Let Him who made them into a band... To carry His gospel to every land.

Text of International Sunday School Lesson for tomorrow.

The Big Parade Gets Under Way



In The Editor's Mailbag

NEGRO HOUSING EUGENE—(To the Editor)—One of the most amusing items of news was carried in your Saturday, January 5th edition, the same which later was carried in the Portland Oregonian.

This amusing news item is the statement by a Portland gentleman of the condition of the minority groups (Negro's) housing on West Eleventh and M. S. Christianson's rebuttal, and face saving statement of his desire to do anything within his power to promote the Negroes' living environment.

I wonder how many of your readers will remember that just a short time ago the Lane Housing Authority attempted to provide decent housing for these people and others of low-income in the manner provided by the Congress of the United States, namely low-rent housing, and also the fact that the same readers vetoed the housing ideas by a referendum after believing the mistruths as presented by the opposition.

As most of us know the condition of the minority group on West Eleventh and we know the remarks of the Portland gentlemen to be true, namely that the West Eleventh conditions is as bad or worse than conditions found in the South, I would suggest that Mr. Christianson back up his statement of his desire to help these people by going to some responsible agency such as the Lane Housing Authority and assisting them in the construction of clean sanitary rentals at a price these people can afford.

Sincerely yours, L. T. ANDERSON, 328 W. 29th Ave., Eugene, Oregon.

FOREVER AMBER EUGENE—(To the Editor)—I too, am somewhat bewildered by items in the paper stating that yellow traffic lights mean STOP. I have always been under the impression yellow means "caution." Otherwise why use yellow at all, everyone knows red means "stop" and green means "go"

Very truly yours, C. R. MILLER.

What bewilders people with "extraneous" is my sincere belief that the Register-Guard can do a great service to the driving public and law enforcement alike if the statutes covering this situation could be printed in the Register-Guard.

I am one of the fortunate few to have driven cars since 1918 and a total of approximately a half million miles without a traffic accident or police citation. To date, I too, have driven through yellow lights when they changed at a time which would have caused a too sudden stop.

If the law states that "yellow" means STOP then the laws should be changed at the earliest opportunity.

If the law does not so state then the information coming from our court means only that the court is making it's own laws contrary to existing statutes. Safety cannot be accentuated by misinformation and bewilderingment. Trusting you will consider this important enough to follow through, I am, Most sincerely, RALPH G. TOURTILLOTT 3741 Barger Dr.

HI, BARNEY! DRAIN—(To Ye Editor)—Will you please give me the name and approximate location of the cave wherein dwelleth the PHIDOWN Throwback who has been trying, over the past year, to time the traffic lights on Franklin Boulevard? I am holding at bay two long-haired gentlemen with calipers and an interest in Simian Fauna who are eager to measure his cerebrum. You and I know what they will find, don't we?

It is my considered opinion that any three idiots chosen at random could time the lights more in keeping with the theory of traffic lights and honesty to posted speeds.

I speak from the bitterness of frustration. I bought an Olds with "Rocket" motor for the sole purpose of making three blocks west-bound without stopping. It can't be done. Now they say the new Chrysler—Look out! Here I come again. Very truly yours, C. R. MILLER.

SOMEWHERE—(To the Editor)—Ever since we arrived in Korea the amount of mail we have received has been very low. It seems that any night forgotten us with the "out of sight—out of mind attitude."

This letter is to ask that you place our names in one of your columns requesting a few persons to write us, especially girls around the ages of eighteen or twenty. This service will be greatly appreciated and will help boost our morale very much.

Thanking you we remain Very sincerely, Pfc. Edward L. Detrick, RA 15 446 090 14th Field Hospital APO 59, c/o P.M. San Francisco, Calif.

SOMEWHERE—(To the Editor)—I am writing you this letter for five of us in my Bunker, requesting a favor of you. That is to run an ad in your swell paper requesting people to write to five lonely guys on the front lines in Korea, for none of us get but a few letters. We would like to write to people, to keep us very occupied on the lines. Thank you. Sincerely yours, Sgt. M. Kachar 437368 2nd Bn Dog Co. Hdq. Co. 1st. Mar. 1st Mar. Div. c/o P.O. F.M. San Francisco, Calif.

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Decision Awaited The steam plant bill ready been passed by the Public Works Committee now lying in the House Committee awaiting a vote that will send it on to the floor of the House Rules Committee awaiting a decision to send it on to the floor. House for a vote on the committee, a dead end another year. Present indications the bill is still subject that will be passed in 1952. Michael W. Strauss, commissioner of the Bureau of Reclamation, maintains "We're still for it." Strauss asked Congress and 1951 for funds to begin line that would connect grids of the Northwest with Florida but times. He says whether the project will contain a third project.

Editor's Mail

FOREVER AMBER EUGENE—(To the Editor)—notwithstanding, not every cle which proceeds through intersection on a yellow light. Your attention is called to 115-312, O. C. L. A. as amended by Chapter 48 Oregon Laws, 1951 which reads as follows: (1) Whenever traffic controlled by traffic control exhibiting the words "Caution" or "Stop" or exhibiting different colored lights shall be at a time, or when one light, arrow, or sign indicate and apply to vehicles and pedestrians as follows: a) Yellow alone or when shown following the "Go" signal. Yellow facing the signal shall stop the intersection or at each point as may be designated proper traffic authority. SUCH STOP CANNOT BE DRIVEN THROUGH THE INTERSECTION. Pedestrians when advised that there is time to cross the roadway no pedestrian facing shall enter the roadway. Very truly yours, ALBERTA HEFFNER 126 City View Springfield, Oregon

DEADWOOD AGAIN EUGENE—(To the Editor)—one is so brazen as to corrupt graft and corruption of the ent administration. But Hatter's "foreign aid" and Four programs have received enthusiastic approval of Hoffman, Supreme Court Douglas, Wayne L. Morse, Humphries and many other citizens, including you. Let's hope Hatter is not the actor of "foreign aid" in this information for constructive reasons and desire to humiliate and enslave.

Who was the renowned first advocated "foreign aid" and uncrowned statesman? Hold on to your hats! The man for your illustration was Agard Wallace. Then Wallace ago Henry, then Wallace trotted out his plan for the pockets of the American for the purpose of aiding ward areas. And what present crop of John lately do-gooders think of plan? A lot of "em said "globaloney" and "milk Hottentots."

But ten years later we have the "liberal," "forward" and "constructive" ones who have stolen Henry's shirt just ain't right. Henry years ahead of his time and to be given credit for his sight. He was a prophet honor in his own country. Now this is strictly correct and I don't want anyone what I'm going to do. He has been to me an editor the R-G which appeared time Henry announced his diacy on the "Progressive" in 1948. And what do you editor had to say about He said "WE HAVE A THOUGHT WALLACE A THE DUMB SIDE?" Yes, the very words of the editor describe Henry Way.

Step in the ten year gap. Prints of the same "em" Any remarks, Mr. Editor. Yours, DAVE B.

SHOCKED! EUGENE—(To the Editor)—As I was walking on St. in the heart of downtown Eugene. I was shocked and surprised to see in a short several unaddressed mail. I were the mayor of the would warn the proprietors such indecency, so it happen again.

At the time a young walking along with her friend, met a crowd of boys, and what they things was indeed and almost caused a If there isn't a law against there should be. What I M.

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Washington Outpost

Truman Won't Ask Funds For Dams

By A. ROBERT SMITH Register-Guard Correspondent WASHINGTON — President Truman has made it fairly clear that, important as he believes federal hydroelectric power projects to be, he will not ask Congress this year for funds to start any new dams.

When a prominent Northwest member of Congress wrote the President recently urging that Ice Harbor Dam be placed in the bulging budget, he received this reply from the chief executive: "One of our difficulties is that if we include one of these new projects all of them will have to be included and the budget is in such a situation that it is going to be almost impossible to include any of them."

them both down, but the Senate committee got a compromise by which \$4 million was allowed for The Dalles but none for Ice Harbor.

As for the Willamette Valley, a new start-up policy would rule out once again Hills Creek Reservoir near Oakridge. Congress last year turned down Mr. Truman's request for \$200,000 for this flood control project. It would also postpone Cougar Reservoir on the south fork of the McKenzie and Green Peter on the middle fork of the Santiam.

No Effect on Meridian This policy, presumably, would have no effect on projects such as Meridian Dam now under construction. In his state of the union address the President declared, speaking of his domestic program, "We can't do all we want to in times like these—we have to choose the things that will contribute most to defense—but we must continue to make progress if we are to be a strong nation in the years ahead."

More specifically, he said, "We are going to produce essential power and build the lines we have to transmit it to our farms and factories."

Reliable sources estimate the budget requests for Columbia River Basin projects as follows: \$70 Million for BPA Detroit Dam, \$10,700,000; Meridian Dam, \$17,250,000; The Dalles, \$37,500,000; McNary, \$86,000,000; Chief Joseph, \$25,300,000; Albeni Falls, \$8,100,000; Hungry Horse, \$13,250,000; and \$70 million for Bonneville Power Administration. This list does not include funds which may be requested for Willamette River bank protection work, which last year was granted \$400,000. Further development of the Columbia Basin in this session of Congress will have to be limited to continuation of projects now under construction—plus the possibility of Congressional authorization of Hells Canyon Dam or the fuel-fired electric generating plants BPA