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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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History of Parking Meters in Eugene

The history of parking meter operations on the streets of Eugene has been compiled by City Finance Officer Henry Beistel and the publication of his report may be of value to the committees which are studying the finance problems involved in off-street parking projects. We print herewith Mr. Beistel's detailed summary of parking meter receipts and installation and operating costs since December 1939 when the first meters were tried out.

GROSS PARKING METER RECEIPTS

1939 through 1951	
December, 1939	\$ 1,360.50
Calendar Year, 1940	18,354.61
Calendar Year, 1941	21,234.37
1st Six Months, 1942	10,256.80
Fiscal Year, 1942-1943	21,351.77
Fiscal Year, 1943-1944	22,740.98
Fiscal Year, 1944-1945	24,732.94
Fiscal Year, 1945-1946	28,106.61
Fiscal Year, 1946-1947	65,820.61
Fiscal Year, 1947-1948	69,729.77
Fiscal Year, 1948-1949	65,587.71
Fiscal Year, 1949-1950	83,986.39
Fiscal Year, 1950-1951	92,383.62
Fiscal Year, '51-52 (to Jan. 1, '52)	46,402.69

Gross Receipts \$572,049.47

INITIAL AND MAINTENANCE COST OF PARKING METERS

1939 through 1951	
December, 1939—265 meters and installation	\$ 21,200.00
July, 1946—140 meters traded in	1,830.00
July, 1946—570 meters plus freight and installation	44,904.96
April, 1947—25 meters plus freight and installation	2,035.13
July, 1948—80 meters plus freight and installation	6,529.64
August, 1949—22 meters plus freight and installation	1,685.92
August, 1949—252 meters	

Expect New UMT Plan to Sell Itself to Its Many Opponents

By DOUGLAS LARSEN
NEA Staff Correspondent

WASHINGTON—(NEA)—Proponents of the new universal military training program, which will become a hot issue with Congress in session, believe they've got a plan this time the country will buy.

They think that most of the people are sold on the need for UMT. And they believe that the program proposed by the National Security Training Commission reduces to an absolute minimum the complaints that the traditional opponents of UMT have always offered.

It calls for six months of training, which, they believe, isn't long enough to wreck any boy's civilian career. Training starts when a boy reaches 18.

It's just about as unimilitary a program as it can be made. The boys will not operate under the Articles of War. They cannot be sent into combat.

There will be rigorous moral supervision of them while they are in the training corps. At the end of training they will have to serve in one of the civilian reserve components of the services for seven and one-half years.

Trainees will get \$30 per month, a free \$10,000 life insurance policy which will continue four months after they are out, allotments to dependents and disability benefits equal to those given veterans.

A great deal of the traditional opposition to universal training has come from educators, the labor unions and the churches. The six months reduces the antagonism of the educators.

A boy determined to keep on going

Problems at the New Ferry Street Bridge

Some time in the next few weeks decisions of far-reaching importance will have to be made with regard to properties at or near the approaches to the new Ferry Street bridge. There are three parts to what is really one problem:

1. Application of Central Heating Company for a re-zoning of certain tracts to "Heavy Industrial" for purposes of a gravel and paving plant.
2. Keeping the acquisition of certain property on the east side of Ferry Street near the bridge to tie in to the old county barn property which the county has agreed to submit for park use until the ground is properly landscaped and maintained.
3. Recent sale of a small tract on the north side of the river, adjacent to the Coburg Road, on which the new owner is reported to be planning a drive-in tavern development.

Some time has been gained by the promise of the Eugene City Council to postpone action on Central Heating

plus freight and installation	18,620.91
February, 1950—75 meters plus freight and installation	5,566.13
April, 1951—25 meters plus freight and installation	1,833.04
July, 1951—35 meters plus freight and installation	2,595.35

Sub-total (investment)	\$103,161.08
Cost repair parts per meter year	
6448 meter years at \$40 per meter year	2,579.20
Cost of meter serviceman for eleven years	30,076.39
Estimated cost of collection by Police Dept. 1939 to 9-21-48	5,000.00
Cost of Parking Meter collection by Armored Car Service 9-21-48 to 1-1-52	6,072.00
Cost of insurance—University meters	243.24

Total Initial & Maintenance Cost \$147,131.91

NOTE: The above reflects a current installation of 1186 meters which are installed, and approximately 20 spares.

Mr. Beistel points out that the costs of purchasing and installing meters are accurate. It is necessary to estimate the operating and maintenance costs. In the early years the collections from the meter boxes were made by policemen during their tours of duty. Since September 1948 the City has hired the armored car service to make the collections. He says:

"I think the figures are sufficiently adequate. They show that of the gross revenue received to date, approximately one-fourth must be allocated to installation and maintenance costs."

These reports will be of value in estimating the possible returns from meters installed on parking lots.

to school will not be vitally deterred in his plans by that relatively short interruption. A summer vacation and one semester is all that need be lost.

Relative shortness of the training also spikes the main objection of the unions which was that it would interfere with a boy's job career. Also, boys are guaranteed reemployment rights.

And the emphasis on strict moral guidance in the program should pacify to some extent the church opposition.

Top policy on the character of the training program will be made by the National Security Training Commission, composed mostly of prominent civilians. Among a long list of proposed regulations is the following:

"No beer should be sold in a UMT training area. All taverns and bars within a reasonable distance from UMT camps or stations should be off-limits to trainees, and a penalty would be attached to the keeper of such a place, wherever located, if he knowingly permits a trainee to enter and purchase an intoxicating drink."

The question of who can be deferred from training, and who might be drafted for regular military service and who might be put into the UMT program, the Commission recommends, should be decided locally by draft boards.

Deferments for universal training would be the same as they are for the present draft. A boy will be allowed to finish high school and to finish an academic year if he has started college.

Company's re-zoning application until representatives of Century Fund, the Gateways Association, neighborhood residents and other interested people can figure out some definite alternatives. The crux of the problem is simply this:

The city, out of present park and playground funds, cannot find the approximately \$35,000 needed to acquire the river frontage between Skippers Park and the new bridge. Century Fund and Gateways are scraping bottom, although during the year the Gateways group acquired one piece of property adjacent to the old county site.

No plan has been suggested for the problem on the other side of the river, although nearby property owners are aroused.

Involved is the water-front adjacent to the beautiful new bridge, on both sides of the river. Likewise, there are problems of traffic safety. Time is wasting to shape a program which will bring results.

Marquis Childs

New Hampshire Prepared for Ike

WASHINGTON—The backers of Gen. Dwight D. Eisenhower are supremely confident that their candidate will make a clean sweep of the New Hampshire primaries and thereby offer a tangible demonstration of his wide popular following. Most of the signs point to this outcome in the preferential election to be held on March 11.



CHILDs

Tobey and one, if not two, of New Hampshire's representatives in the House, are expected to be entered as Eisenhower delegates. Rep. Norris Cotton declared for the general some weeks ago in a statement issued in his home town of Lebanon.

BATTLE NEVER FOUGHT

At one point it seemed that New Hampshire might witness a battle between the two generals—Eisenhower and Gen. Douglas MacArthur. Wayne Crosby, a member of the New Hampshire legislature, announced he would enter a slate of MacArthur delegates. This can be done, as in the instance of Eisenhower, without any indication of assent from the individual to be entered.

As was reported in this space some time ago, MacArthur had told a friend that he was contemplating allowing his name to be put up in any primary in which Eisenhower was a candidate. Confident that his popularity was at least as great as that of Ike, MacArthur believed that by running even or ahead of the younger general he would spike any Eisenhower boom. This reflects the deep feeling on MacArthur's part with respect to Eisenhower and his determination to do everything possible to make Sen. Robert A. Taft the next president of the United States.

But now word comes from New Hampshire that Crosby will not enter delegates in MacArthur's name. They will be unpledged. The supposition is that someone close to MacArthur has asked that his name be disassociated from the New Hampshire campaign.

As unpledged delegates, however, they would concentrate the anti-Eisenhower sentiment more effectively perhaps than if MacArthur's name were attached to the slate. Such sentiment does exist and it is being made articulate in New Hampshire.

REFLECTS GOP SPIRIT

In part it is a reflection of the split in the GOP in the state. When Sen. Charles Tobey ran for re-election last year, he was opposed by J. Wesley Powell, a war veteran who had been administrative assistant to Sen. Styles Bridges, senior senator from New Hampshire and now minority leader in the Senate.

In the primary Powell conducted a savage campaign against Tobey, aided and abetted by William Loeb, publisher of the New Hampshire Union-Leader, largest newspaper in the state. While Bridges did not openly support Powell, the general belief in New Hampshire was that he wanted his former assistant to win. There has been a strong undercurrent of feeling between the two senators. Despite the smear tactics employed against him, Tobey won re-election by the narrow margin of 1310 votes.

These same elements are opposing Eisenhower. Powell has made statements in position to Ike's candidacy and he and others in the anti-Tobey faction are expected to work in behalf of the unpledged slate of delegates, presumably in the interests of Taft.

This purely political opposition should, however, give the Eisenhower camp comparatively little concern. It is the kind of latent opposition to the fact of a military man in the highest political office in the land that must be countered and not alone in New Hampshire but in the nation. In a trip across the country last fall this reporter encountered that feeling again and again, particularly among women voters.

MORE THAN SOLDIER

This ignores, of course, the broad nature of Eisenhower's role during the past 10 years, that role being fully as much diplomatic and, in the broadest sense, political as it has been military. Nevertheless, the doubt does exist and one of the functions of the Eisenhower-for-President clubs will be to present the candidate in the light of the diverse responsibilities that he has shouldered as commander of the allied armies in the war, as president of Columbia University and now as leader, both in the military and psychological sense, of the drive to save the west from Communist domination.

It is doubtful whether candidate Eisenhower will have the same advantages in any other primary in which his name may be entered. From Illinois comes the intimation that his name may be put into that primary race. But the Republican organization there is all Taft and the outcome could scarcely be helpful to a candidacy that leans so heavily on the appeal of a popular hero who finds that he cannot enter the arena in person.

The Eisenhower strategists have some difficult decisions to make. And a hazard will be the irresponsible and impulsive moves of the over-zealous. But now that they have their man committed in a public statement, they are bound to feel that the biggest obstacle has been cleared.

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The Shepherd

THE GIFT OF THE MAGI
(O. Henry)

"Let him deny himself."

Luke 9:23

By his great story Henry brings... In "Gift of Magi" echoes... Of self-denials in one's life... It tells the tale of man and wife... With scanty funds who would obtain... Each other a gift, his was a chain... And hers a comb. Came Christmas Eve... They found she'd sold her hair to achieve... His chain, while he his watch had sold... To get for her two combs of gold.

JULIEN C. HYER

Odd Man Out Cold



In The Editor's Mailbag

AMBER LIGHTS

EUGENE—(To the Editor)—In your Jan. 3 issue on Page 1, you had an article quoting our acting judge as saying that "Amber light means stop." This was an entirely new law to me, so I wrote to the Secretary of State for an explanation of this statement. I believe that this article was very misinforming and should be cleared up with your readers. I am enclosing a copy of the reply that I received from Salem. Sincerely,
A. M. FRIESEN.

SALEM LETTER

Mr. A. M. Friesen
4651 Barger Drive
Eugene, Oregon
Dear Mr. Friesen:
Your understanding of the yellow or amber traffic light is correct as described in your letter of January 3. The clipping you enclosed is admittedly misleading but the court must have been referring to drivers who deliberately try to "beat" the light even though they have time to stop safely after it appears. Reference to the various traffic lights appear on pages 8 and 9 of the enclosed Manual, or referring

directly to the law, we find that wording on the point in question is as follows:

"Yellow alone or 'caution' when shown following the green or 'go' signal. Vehicular traffic facing the signal shall stop before entering the nearest crosswalk at the intersection or at such other point as may be designated by the proper traffic authority, but if such stop cannot be made in safety a vehicle may be driven cautiously through the intersection. Pedestrians then starting to cross a roadway thereby are advised that there is sufficient time to cross the roadway, and no pedestrian facing such signal shall enter the roadway."

We very much appreciate your interest in this subject and I hope that this reply includes the information in which you were primarily interested. If it does not, I hope too, that you will feel free to write again at any time. Very truly yours,
JOHN C. KERRICK,
Manager, Drivers License Division

WHO'S KIDDIN'?

COTTAGE GROVE—(To the Editor)—In the Jan. 9th issue of the Register-Guard, the bold, blaring headlines appeared on the

front page, concerning the President making the statement that we "are in the shadows of a war." I remember just a few short weeks ago, another statement was made by the Veep, that by Jan. 1st we would have peace, and now comes this statement on the other side of the picture.

Strange, how that statement concerning war, came practically on the heels of the U. M. T. bill, which is before Congress now. Some may think it's just a coincidence, but to me it's a case of the President being smart enough to know that a glib human being is easily swayed, and the best way to do that, is to work on public sympathy.

Maybe the President and his fellow workers are still kidding themselves about this so called skirmish we are having in Korea, is nothing more or less than police action, but I'm sure to those who have had their sons offered as a sacrifice, don't think it's just a police action. To them, and to the ones who are on the front lines, it's very real. As far as I'm concerned, we have been in war all the time, so where does he get the idea we are in the "shadow of a war," now any more than we have always been.

Sincerely yours,
HELEN TANK

Editor's Mail

ECONOMIZE!

SPRINGFIELD—(To the Editor)—I concur heartily with the opinions voiced by Mr. [Name] (R.-G. Jan. 9) regarding the amalanee Park District. I also like to inquire, why did the park district undertake landscaping around the building and swimming pool knowing that its funds were limited?

Yes, it looks lovely, but not necessary, eventually, it will not have waited a year or so again, as Mr. [Name] did the park district. The expense of paving G. [Name] I am 100% in favor of District and all its activities. I do not like to see the [Name] of Springfield having necessary items added to ready soaring tax bill.

Would it not be wiser for Park District to curtail and go ahead on a pay-as-you-go basis instead of trying to run a full program by voting on issues each year?

Ted M. [Name]

DORAN'S DOME

SPRINGFIELD—(To the Editor)—Eugene is certainly admired for the novelty of its recent experiment in traffic control. The beautiful idea, its total break precedent, brought many realize for the first time completely the existing terms could be changed. Now of course the [Name] which I am about to [Name] tends the original idea of a complete end-to-complete traffic problem, but I claim to all credit for [Name] tion. Briefly, my idea is to have the green lights [Name] too.

Think of the advantage longer will you have to [Name] lights instead of the [Name] enter an intersection. expensive windshield wiper by your wife's head in [Name] jarring stops that occur [Name] light flashes amber at [Name] second. No more [Name] ing for the reflexes and [Name] of a jet-pilot. What [Name] lights mean "Stop" [Name] more traffic accidents [Name] traffic cops! No more [Name] er but it's worth it.

Of course my plan [Name] few kinks in it, such [Name] of any method for [Name] the driver behind you [Name] by our private rules [Name] be a dumb foreigner. [Name] you have the same [Name] the existing system, [Name] handicap. We may [Name] few hundred people [Name] the new rule we have [Name] but who cares about [Name] ought to ride the bus [Name] case one comes by.

Anybody know where [Name] a helicopter real cheap?

David J. [Name]

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