

Lausmann challenges Weaver again

By DAN POSTREL
Of the Emerald

Vowing to find a "viable solution to the problems of unemployment," Republican Jerry Lausmann Tuesday entered the Fourth District U.S. congressional race.

The job issue "has commandeered the political arena," Lausmann told reporters at an early morning press conference at the Eugene Hotel.

"I know that the long-term answer to creating jobs is to create a

healthy economic climate." One step might involve investment incentives for private industry," he said.

Lausmann, 46, is president of a Medford plywood and veneer manufacturing firm.

Lausmann accused Democratic incumbent Jim Weaver of trying to relieve unemployment by increasing the U.S. Forest Service budget to stimulate the wood products industry.

He said, "all the incumbent is really saying is 'give me a dollar and I will use it to buy you a job.'

Weaver has voted for every tax increase that's come across the board."

Weaver defeated Lausmann, who has never held political office, in the 1976 congressional election.

On other issues, Lausmann said he has no stand on the current debate over conflicting Northwest energy bills supported by Weaver and by power utilities.

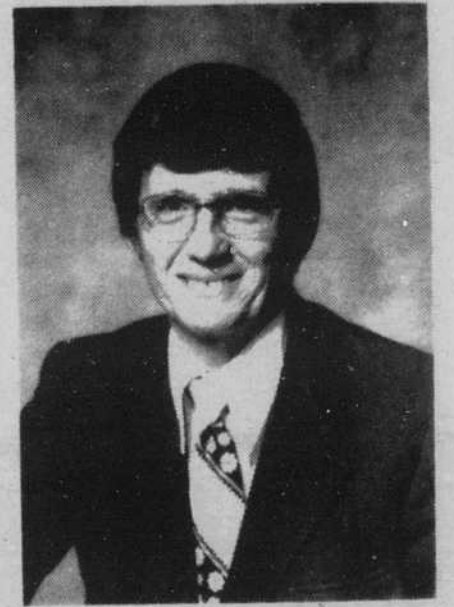
The faltering Social Security system, Lausmann suggested, could be better financed with tax-exempt social security bonds.

Responding to a question, he flatly declared, "I do not favor giving the Panama Canal away."

Lausmann also said he has never been approached by timber executives who have reportedly offered large campaign donations to any candidate who would oppose Weaver.

Lausmann is the third contender to officially file for candidacy in the fourth district. Besides Weaver, William Anderson, a Republican from Grant's Pass, has also filed.

Jonathan Bates, a Eugene Democrat, and Peter Applegate, an independent from Jacksonville, have filed preliminary petitions for candidacy, and must collect 1,000 signatures before their names will appear on the ballot. The primary election will be held May 23.



Jerry Lausmann



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Residents urge library funding

By JANE LEHMAN
Of the Emerald

University area residents agree with the rest of Eugene that the city's library should receive more financial support, but they are alone in urging increased funding for bike lanes and bus service funding, according to a recent city-wide survey.

The survey of 1,115 randomly selected Eugene households was taken to aid the city's budget committee in determining citizen priorities in public spending. The figures, released last week, were gathered during the third week of December.

On a city-wide basis, 48 percent of the respondents ranked crime protection as second to the 53 percent in favor of increased library spending.

In the University sector, library spending was favored by 65 per-

cent of the residents, while bike lanes and paths followed by bus service funding rated next, with 59 percent and 55 percent support respectively.

However, when crime protection was rated along with seven other city services, the households placed top priority on safety from crime in their neighborhoods. The library slipped to second place in importance.

In terms of satisfaction, however, the city's residents don't appear too happy with the crime protection they are currently receiving.

Safety from crime ranked sixth out of the nine areas for satisfying needs. The library finished first followed by parks and recreation services.

The figures revealed 66 percent of the general population interviewed felt their property taxes were "about right" in relation to

the city services they receive.

Fifteen percent said they were willing to increase the local property tax, while 17 percent felt city services did not warrant the amount paid out in property taxes. In order to maintain the services, 31 percent said they would prefer establishing a local sales tax.

Other areas considered ranked as follows: energy conservation, upkeep of neighborhoods, bus service, parks and recreation, preservation of the downtown mall, neighborhood associations and convenience in use of private auto.

The two-inch thick, 372-page report contains a host of data collected in response to the 90 questions asked by interviewers. The report, prepared by the Institute of Policy Analysis in Eugene, is accessible to the public at city hall.

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