

THE Sandy Post

GREAT WAY TO THE MT. HOOD PLAYGROUND

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The Right to Drive

Rep. Sam Wilderman hit a very sore point last week when he warned of efforts to deprive persons over 65 of their automobile insurance.

Many elderly people are utterly dependent on their cars, would be lost without them.

This writer's parents, for instance, live in the country, well beyond walking distance to a store. Last fall, there was doubt that their auto insurance would be renewed. Why? Not because any accident record, but merely because they were both over 65.

Statistics, in fact, indicate that el-

derly persons are much less accident-prone than those younger.

This isn't to indicate, of course, that driving examinations of older persons aren't necessary; in many instances they are. But depriving a person of insurance can often be as calamitous as depriving them of their driver's license.

Rep. Wilderman soundly advocated putting all one's insurance in a single package. Then, if auto insurance for an older person is cancelled, the insurer will lose fire and liability coverage, too.

In other words, money talks.

Tax Limitation Isn't All It Appears

There are lots of reasons why we oppose the 1½ per cent tax limitation but State Rep. Betty Roberts underscored the biggest one this week in a talk here.

The levy just won't do much for the average home-owner.

Only about one-third of the property tax levy is paid by home-owners; the remaining two-thirds is paid by business and industry.

Thus, two-thirds of the relief under

the 1½ per cent plan would go to business and industry, only one-third to tax-burdened home-owners.

Most, if not all, of the taxes thus "saved" would eventually be made up by a broader income tax or perhaps by a sales tax. Where is there any relief for the home-owner?

It seems to us that business and industry should like the 1½ idea; it would lower their taxes. But it certainly wouldn't do much for home-owners!

Fairgrounds for the College

It sounds like a great idea . . . the Multnomah County Fairgrounds here in Gresham as a temporary site for the Mt. Hood Community College.

But is it, really?

The buildings would need heat, they might or might not pass fire and electrical inspections for permanent use.

What about parking? In wet weather, cars might tear up the turf beyond repair.

But the biggest obstacle, as we see it, is psychological. It's this . . . Just what effect would use by the college

have on potential sale of the Fairgrounds?

The county is actively trying to sell the 50-odd acres here. Commissioner Mel Gordon, in fact, says that one client "definitely is interested," right now.

With a college situated on the Fairgrounds, might this deter a potential purchaser? Might such a purchaser figure that moving the college off could string out for several years?

County officials think so. They prefer to have the Fairgrounds available now, without any potential delays.



"You meet the nicest people on a Honda," but you won't meet them on mountain trails where regulation U-6, banning motorized travel in non-classified areas, is in effect. One Homer E. Shirley, Eugene, has been found guilty in U. S. District Court of so riding "motorized" equipment. So, remember, trails are for walking, where designated by the Forest Service, and where signs are posted, proclaiming "Closed to Motorized Equipment."

The ban has had some effect on people who like to use "over-the-snow" motorized vehicles. County Commissioner Darrell Jones spoke of the dilemma Tuesday afternoon when he visited Sandy. Perhaps Forest Service personnel will come to the rescue and clarify the situation. "Over-the-snow" vehicles do not necessarily use the trails, nor do they raise cain with the walking surface thereon.

As Mr. Jones and I renewed old acquaintanceship, he talked of problems centered in the Mt. Hood recreational area. In another column you will read a letter to the editor from our own Kathleen O'Brien. She points up the problems of parking, traffic, snow - bound motorists, etc., in and around Timberline Lodge, Government Camp, and points in between. I have no quarrel with Miss O'Brien, and agree with what she says. Now we know the proper authorities are also aware of the trouble, and something good is bound to come out of the discussions.

While we're on the subject of traffic, parking, and motorists, I'm reminded of the old adage, "Put a Tiger in your tank," the point is well taken, and the kicker line goes, "But don't put a Jackass at the wheel!"

Another letter to the editor, reprinted on this page, asks the Post editor to clarify the Hood-Land Telephone Company sale to Sunnyside Telephone Company. To get this information, I went "straight to the horses mouth," a Sunnyside official.

Here's the straight dope: Sunnyside Telephone Company has purchased Hood-Land Telephone Company. The purchase price has not been revealed, but the former owner-manager of Hood-Land Telephone Company, Mr. Charles Augustine, has agreed to accept a position with Sunnyside. Mr. Augustine's duties with his new employers have not been defined, as yet. The merger involved an exchange of stock, and Mr. Augustine is a minority stockholder in Sunnyside Telephone Company.

The Sunnyside official said the Hood-Land telephone exchange will be modernized as quickly as equipment can be purchased. This will take some time, but by 1967, phone subscribers in the area should have and expect the same kind of efficient, modern and dependable telephone service as we here in the lowlands have come to expect, and get. With this, may we have an end of speculation?

Mr. Anton Malar, president of the Pioneer Association here, asked if the Sandy Post had printed the story of election of officers within his organization. Well . . . Anton and I scanned last week's Post for that story and couldn't find it. Later in the solitude of my lonely room, I pursued that issue of the Post. Lo! There on page 9, second section, fourth column from the left was printed the story; the heading reads: "Officers Elected By Pioneer Association." Anton, you will forgive my lack of foresight and hindsight.

Such weighty problems have overwhelmed me since I became editor of the Sandy Post, I'd almost forgotten how to smile, until I read about the problems of school administrators. One of these, for the time being, is how short should a short skirt be, or how low a low blouse?

Canby, Oregon, high school officials have taken the problem by (you will pardon the expression) the tale, and defined "short" and "low." When my girls were in high school, school authorities didn't have to tell them the definition; O! Dad told the daughters, and

LETTERS TO THE EDITOR

To the Editor:

I do not believe in complaining about conditions UNLESS I have some constructive suggestions for improvement. Since my "tale (of woe)" to our new Editor was "Off The Record", and part published accordingly, I will put this reply "on the record."

The traffic situation up the Mountain in the ski areas IS a problem during the winter months. Ask the State Police -- ask the skiers -- ask the people receiving traffic tickets -- ask the Highway Dept. -- and yes, even week end sight - seers I am sure are aware of this problem.

I do not agree with J. C. C. that "most of the trouble stems from the fact that many motorists leave their driver sense and courtesy at home." After discussing the matter further with a few State Police officers, and with people who have become directly involved with the problem, I feel the main trouble stems from the fact that we have an excellent recreation area, and too many people are crowding to get into it. The facilities, especially for parking, once ample, are now vastly inadequate for the number of people enjoying the various phases of recreation offered in the area.

Take Government Camp, for example -- during the week, legal parking alternates daily from one side of the highway to the other side, in order to leave one side of the street open for the snow plows to get through. Then, take a second look, at the number of tourists and skiers spending their "recreation dollars" at Government Camp -- in restaurants, ski rental establishments, stores, etc. More parking space is needed.

Take Timberline Lodge, for another example -- it has large parking lots. Then take a second look to see the even larger number of skiers, sledding families and sight - seers wishing to make use of the Lodge facilities.

Another parking inadequacy is evident near the entrance to the Timberline Lodge Turn-off on Highway 26. The chain sign reads that "chains are required" . . . and yet, WHERE are the many automobiles going to put on chains? The parking lot at Government Camp is usually bulging with motorists already, and . . . those who pull over to the highway shoulder are in violation of traffic regulations, since parking on a public highway or highway shoulder is prohibited.

There IS a problem! And "for the record" many motorists who have "left their driver sense etc. at home" have mentioned "interesting" facts. One couple stayed overnight at a motel in Government Camp, and on asking where they should park, were told by motel employees to park on the "legal" side of the street. What the motel employees neglected to mention was that the same parking place was NOT legal parking the following day . . . and so the guest awakes the following morning to find his car has been towed away! Other motorists have asked cat drivers clearing the roads to direct them to a proper place to park, and their cars have also been towed away from prohibited areas! Understand that some one with a former highway department truck cheerfully asks motorists pushing themselves out of snowbanks if they would like assistance. The appreciative motorist mentally makes a note to thank the State for this service, and then gets a surprise when he finds it isn't a State - owned truck, and he is handed a statement for assistance given! These incidents are not isolated -- there have been some 30 to 50 motorists a week end finding themselves involved in these inadequate parking situations.

Am I to assume that J. C. C. believes the situation should remain as it is -- that all our visitors coming to this area (some for the first time) deserve the tickets they receive and this is the end of the matter?

As I see it, it should not be the end of the matter, since there is a lot of goodwill and public relations at stake.

Some of the suggestions made to me have been:

1. The State Police officers mentioned that there is a large parking lot about 1/8th of a mile East of the Timberline Lodge Turnoff on Highway 26. This parking lot has never been cleared of snow and never has any cars using it. Would it be too difficult for this parking lot to be cleared, and a sign placed directing motorists to it? I understand even the Government Camp parking lot is

never actually cleared, the snow is packed down by the cars using it. Seems to me that a sign advising "this lot has been made available through the courtesy of . . ." would mean much goodwill to the individual or organization responsible.

2. Some people have mentioned it would help if the business establishments in Government Camp had signs advising parking regulations, and that these signs should be posted near the entry so that customers would be reminded early.

3. Others suggest that "courtesy cars" sponsored by clubs, lodges, or individuals in the Hood-Land area might likewise create goodwill by "Patrolling" the area, and offering advice and assistance to motorists. The State Police are doing their part in trying to alleviate the situation. And speaking from a personal point of view, I enjoy working with our State Police -- it is nice hearing people who have received tickets take the time to mention: "The officer was very courteous and helpful, and was only doing his duty."

Traffic tickets are a form of education medium, but aren't there other mediums of education that would be appreciated more by motorists, and bring considerably more goodwill to the area?

People living here know that "Mountain hospitality" is evident in Hood-Land, but what of some of our guests visiting this area? These guests may be our ambassadors of good will elsewhere.

To the Editor:

A week ago you published a story on the purchase of the Hood-Land Telephone Co. by the Sunnyside Telephone Co., and the rates and classes of service to be changed.

I now hear that this is changed. Mr. Augustine of Hood-Land Telephone Co. has purchased a controlling interest in Sunnyside Co. and the rates as published in the Sandy Post will not apply, but will be higher. Also that effective date of service will be 1967.

Can you check Sunnyside Telephone Co., Hood-Land Telephone Co., and the Public Utilities Commission and find out what is going on? We would appreciate your help.

(Signed) George Williams

I feel something can be done to help the situation, and we should not just shrug the whole matter off lightly with the thought that "those who receive tickets, deserve them." Most problems do have solutions . . . these solutions should be sought.

Kathleen O'Brien

The U. S. produced 1,376 million bushels of wheat in 1965, 86 million bushels more than in 1964.

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"HAVE A PLEASANT HOLIDAY" . . . How many times have you heard this as you left for a fun-filled holiday? Or how many holidays have you spent at home relaxing? Yes, holidays are a welcome part of our American heritage.

But just a moment! Our nation's hospitals never close. Who staffs them on holidays? Dedicated people do. Hospitals are staffed by people who are dedicated to the ideal that the healing arts are required 24 hours a day, 7 days a week, 365 days a year. Therefore hospital personnel do maintain life-saving service at all times - emergency rooms must be manned, tests performed, nursing care administered, meals prepared, boilers fueled.

Hospital personnel need holidays, too. The difference is that they do not always get their "day off" on the official holiday. It's true that 50 years ago hospital personnel may have had no holiday whatsoever. Today, in our affluent culture, however, hospitals must (and want to) grant their employees the benefits of our American system. Staffing hospitals on holidays is a joint contribution by the hospital and its personnel: the personnel working at the assigned tasks and the hospital meeting the cost of a 24 hour, 7 day, 52 week year salary budget.

With your hospital operating and staffed on your holiday, your vacation, your day off, your evening at home, it is no wonder that salaries are 79 per cent of your hospital's budget.

HAVE A HAPPY HOLIDAY.

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