

THE Sandy Post



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Tax Problems in Washington

Oregon isn't alone in tax problems. Washington state is trying to lower property taxes and school levies and its likely solution is an income tax.

There are two suggestions...a flat 2 per cent tax on gross income or a single-rate (not graduated) tax on net incomes.

The former purportedly would raise \$400 million in the next biennium, the latter \$645.2 million. Suggested rate for the latter is 3.8 per cent.

Washington law is complex but a tax measure can become law—without a vote of the people—if passed by both houses of the legislature as a statutory tax. If, on the other hand, an income tax

becomes a constitutional amendment, it not only must get legislative approval but also requires approval of the voters.

Gov. Dan Evans presumably will try to get an income-tax through the statutory, rather than the constitutional route. Legal questions are such, however, that everything may end up in the courts rather than with the voters.

Washington, of course, already has one of the highest sales tax rates in the nation and now is finding even that inadequate. Oregon has an income tax and property tax and is flirting with a sales tax. No one seems to have the answer.

What Ever Happened to Airport Plan?

We heard a lot last summer about plans to expand the Portland International Airport. But after objections came from across the river (in Vancouver), we haven't heard anything since.

The inference, obviously, is that Washington's Congressional delegation—especially her two potent senators, Henry Jackson and Warren Magnuson—had quietly killed the plan.

However, this may not necessarily be so.

The Federal Aviation Agency and the Army Corps of Engineers held hearings last fall and their findings will be released soon. There have been no advance hints of what will be forthcoming although politics, obviously, is going to play a big part.

It seems almost inconceivable that

objections from a few people on the north side of the river should block such a badly-needed project. Scores of us on the Oregon side, this writer included, live directly in the airport's flight pattern and we've never found the jet traffic unbearable.

Port of Portland statisticians say that in the 10 years since the airport was opened, passenger traffic has grown 235 per cent, mail 425 per cent, express 100 per cent and freight 305 per cent.

It is obvious that the airport already is inadequate and inevitably will grow more so in the months ahead. Despite the political muscle of Messrs. Jackson and Manguson, we hope the Port of Portland presses ahead with every means at its disposal to expand the airport.

Some People Must Get to Work

A lot of people stayed home from work this week because of the weather; driving was pretty awful.

But how many of us ever stop to think about the people who have to get to work, regardless of how high the snow drifts may be piled.

Take the obvious ones like police and fire and hospitals. But the list doesn't end there...power and phone

crews, restaurant personnel, service stations, newspaper and radio people, groceries, delivery people, tow trucks, county road crews, etc., etc.

If all these people stayed home, we'd really have complete paralysis. But the fact that they somehow get through keeps things at somewhere near normal. They should have our thanks.

Notes From the Past

Rummaging through our desk the other night, we came across notes made two years ago when we attended a State Dept. foreign policy briefing in Washington, D. C.

Some of the things we heard then have proved extremely accurate. Samples:

*LBJ's chances in the 1968 presidential race depend entirely upon his ability to get us out of the war in Viet-Nam.

*Bobby Kennedy will be on the 1968 presidential preferential primary ballot in Oregon.

*If the Republicans can come up with a believable candidate in '68 LBJ will be in trouble.

*Despite Viet-Nam, the area of biggest diplomatic concern for the U.S. is the Middle-East.

*There are disagreements within the administration on a tax increase, but something is certain.

*Despite nearly two years of efforts, not a single really new idea is settling the war on Viet-Nam has come across. (This last from Dean Rusk).

These are just a few samples. The last quote, from Dean Rusk, is particularly relevant since Rusk's whole tenure as secretary of state seems to have been devoid of any new approach to Viet-Nam. He has, of course, been almost totally eclipsed in the waning days of the Johnson administration and you seldom even hear of him any more.

In addition to 30,000 servicemen, LBJ and Rusk, indeed, have been casualties of Viet-Nam.



THIS DRIVER WENT HOME



EVEN BUSES GOT CAUGHT

Letters to Editor

The Sandy Post,
Editor:

The 1910 "Lovers Lane" photo in the Dec. 5 Sandy Post takes me back to the days when our family made the trek by team and wagon to Welches for the entire summer vacation.

The stretch of road shown in the photo took off from the present Kelso store intersection, ran in a southerly direction for a half mile or more through that corridor of large Douglas firs to a point approximately where the new expressway is located, then turned left and on into Sandy. "Lovers Lane" was just about the halfway point between Portland and Welches. We always "took it easy" on this stretch of road to rest and cool the horses.

In those days the usually travelled route between Gresham and Sandy was the Powell Valley road by way of Powell Valley, Pleasant Home, Orient and Kelso. But we often took the Bluff Road between Orient and Sandy, by-passing Kelso.

And while I'm in the reminiscing mood I'll add this:

In the first "period" that I recall, we would leave Portland about mid-morning, reach Sandy anywhere from late afternoon to early evening and spend the night in a very pretty park just across the road (south) of the old Meinig store.

This was between 1896 and about 1905. As the road became improved we would leave Portland in the evening and drive easy of Sandy all night, with appropriate rest stops...reaching Welches and the old Campground there the next afternoon.

A couple of years ago I put on paper a "story" of the Welches area covering the years from about 1896 to 1966. Someday when we are passing through Sandy I'll stop in and show you the manuscript if you're interested. It includes quite a number of old photos.

Sincerely,

Wallace Kaddery

(Eds' note: Thanks, we'd like very much to see them.)

Schools Opened In Emergency

Corbett schools were opened Tuesday to a temporary relief center for persons stranded without power.

Frank Smith, division superintendent, said many roads were so snow-blocked as to make service calls impossible. As a result, it was decided to open the schools to provide heat and shelter in emergency situations.

PGE crews were able to make some calls in the Corbett area but were unable to reach other homes.

Accidental Verdicts

NEW YORK—Accidents took the lives of 112,000 Americans in 1967, the Insurance Information Institute reports. The only bigger killers were heart disease, cancer and strokes.

Letter to the Editor

To the Editor:

For many years those of us with homes along the Sandy river watched floods come and go. The water would rise with the alarming rapidity; but then, as if realizing it had gone far enough would recede. With few exceptions the river had followed the same channel for countless years as evidenced by the size of trees along its banks.

Then came the flood four years ago. At that time there were a number of contributing circumstances—the frozen ground, the unusual depth of snow followed by unbelievably high temperatures and abnormal rainfall. A set of conditions, experts said, that wouldn't be duplicated once in two hundred years.

But then occurred a second flood and last month, a third—floods almost, if not quite, as high as the Christmas flood. Once more considerable land was lost; again roads were damaged and bridges threatened.

Years ago, when studying geography, we were told that some backward nations, like the Chinese, had brought disastrous floods on themselves by cutting brush and timber from their mountains. Perhaps we could take a lesson from this.

At the time Bonneville put in its first row of towers, a number of years ago, it was understood that some clearing was necessary, that an access road was needed. Few realized at that time that soon there would be a second, a third and a fourth row of towers. With each addition new strips of land hundreds of yards wide were cleared.

When a Bonneville crew came down Marmot Road, residents begged them to leave some of the beautiful firs, trees that couldn't possibly interfere with their lines. These pleas, however, fell on deaf ears. "Orders are orders," they were told.

"Well, we comforted each other, 'soon maples and other low-growing vegetation will cover the ugly stumps and scars.' But that hope was short lived. Soon the crews were

back. Now, each small beginning of new growth is regularly eliminated either by cutting or spraying.

One has only to look at the sides of the mountains north of Brightwood to feel sad that a once beautiful sight has become an eye-sore. Also, when a half-mile wide strip of such as this runs for miles along a watershed, it seems obvious that it can be the straw that breaks the camel's back—the additional run-off that makes a run-off that makes an already swollen river run wild. Like the Chinese, we have removed our protection.

Is all this cutting of vegetation necessary? Could Bonneville not function with small growth beneath its lines? One hears rumors of still another line of towers. Then will any homes on the river be safe?

Perhaps in the not too distant future, the army engineers will be instructed by a helpful government to once more bind our wounds. Verily, it would seem, one arm of the government knoweth not what the other doeth.

Margaret Edwards
P.O. Box 124, Brightwood

CYCLOGY SET



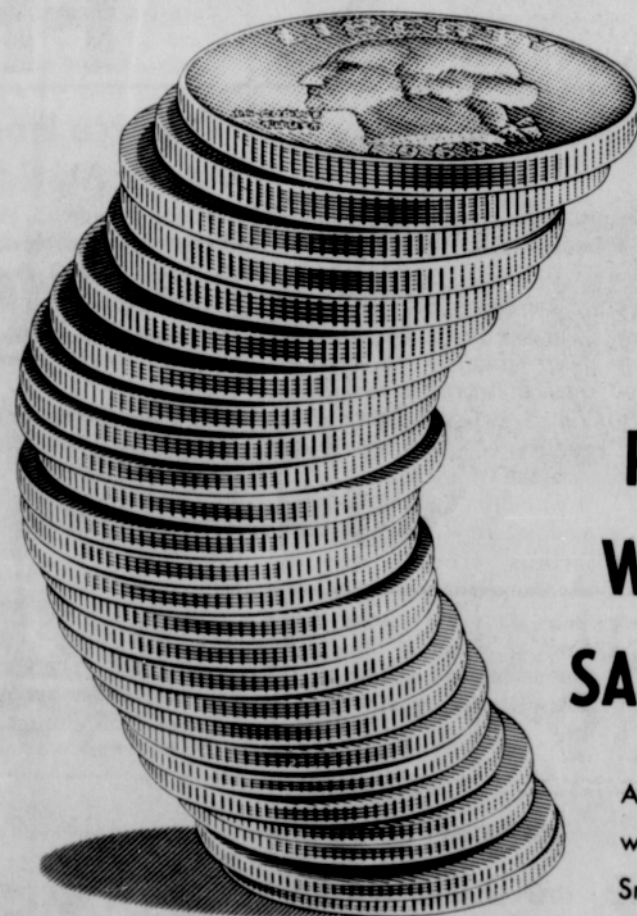
HAVE YOU NOTICED HOW VERY FEW PEOPLE CAN SNEEZE AND LOOK NONCHALANT?

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—Emerson