

# Sandy Post

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SANDY, OREGON, THURSDAY, JAN. 6, 1972

## Post Has "New Look"

With this issue of the Sandy Post, we are beginning the new year with a "new look" front page.

We now will have each week a front page made up of six columns rather than eight columns as we have had in the past.

This move was done for several reasons but the most important was that we feel, you the reader, will be able to enjoy the paper more than ever before with this style.

We encourage any comments from our readers on our "new look" and wish you better reading.

## Funding by 1973?

We support the move by the city council and the Chamber of Commerce to combine efforts to get Proctor Ave. completed.

If the city of Sandy had waited much longer to remind the State Highway Commission of its commitment to finish the road, we feel it might have been left totally up to the

city to pay for its completion.

By re-opening talks with the state highway people now, lets hope we can get a promise from them to budget funding to have the road completed sometime in 1973.

It would be a nice addition to the Centennial Year events planned for Sandy in 1973.

## Tom McCall: Independent

Gov. Tom McCall shook quite a few people with the recent trial balloon indicating he might seek a Senate seat as an independent.

We have absolutely no inside information, but it seems perfectly obvious there is more behind this suggestion than appears on the surface.

A three-way race between a Republican, a Democrat and McCall as an independent unquestionably would end in a Democratic victory. McCall and the Republican—presumably Mark Hatfield—would

split the Republican-Conservative vote and elect a Democrat.

This can't be what McCall has in mind.

He's perhaps merely flexing his political muscle, telling the Republican heirarchy in so many words that he isn't to be counted out when the decisions are made. Perhaps, he's staking out a position for some future contest.

Whatever the reason, McCall had more in mind than an abortive try at a Senate seat.

## An Accident that Didn't Happen

Every holiday season, it's habitual for news media to chronicle the number of highway deaths, the number of serious accidents.

For a change, a welcome change, this time we'd like to talk about an accident which didn't happen. Didn't happen because of some foresighted planning by the State Highway Dept.

Two days before Christmas, an eastbound car driven by a Gresham man, 54-year-old Frank Crawford of 512 SE 208th, swerved from the Banfield freeway at 102nd straight toward a concrete abutment.

This same abutment has been the site of numerous accidents in the past, several of them fatalities.

Because of the frequency of accidents there and because of the destructiveness of the high-speed impact, the Highway Department recently decided to try something different. A series of plastic tubs, perhaps twice the size of an oil barrel, were filled with sand and placed as a protective barrier in front of the

abutment.

The theory, of course, was that a car might smash into the tubs and scatter the sand. But the impact would be vastly less than if the car would crash into solid concrete.

This is precisely what happened to Crawford. His car did smash into the tubs; the sand was scattered. His car even carried up over the tops of the tubs. But it stopped short of the abutment. Crawford's injuries were listed in the police report as not even serious enough to require hospitalization.

The State Highway Dept. has been experimenting with this type of safety engineering throughout the state. Wherever possible, it is seeking to lessen the possibilities of fatal impact once a car leaves the highway.

Obviously, not every accident can be prevented. But safety engineering can help to minimize the seriousness of those which do occur. This is a very wise investment of Highway Dept. funds.

## A Look Back into History

Disclosure that long before Pearl Harbor, Pres. Franklin D. Roosevelt actively was seeking to involve us in World War II comes as no great surprise.

To anyone who lived at the time, Roosevelt's decision to eventually involve U.S. forces was pretty obvious. For better or for worse, he early decided that we would fight the Germans.

Papers just now being declassified by the British government picture FDR as "going out of his way" to provoke incidents between ourselves and the Hitler regime.

In fact, Prime Minister Winston Churchill is quoted as saying Roosevelt was "obviously deter-

mined" to enter the war.

Our government has not yet declassified any significant body of World War II papers but they probably would say the same thing.

For our part, we long have felt that the full story of Pearl Harbor hasn't been told. There have been abundant hints that we had advance warning of what was coming but for some reason, did nothing.

Pearl Harbor, of course, galvanized the American people and utterly sealed our entry into the war. When these papers finally are declassified—probably long years in the future—we predict historians will have something infinitely more interesting over which to pore.



... THOSE CAISSONS KEEP ROLLING ALONG

## Sandy area float

(Continued from Page 1)

The meeting will be held in the city hall is being sponsored by the Sandy Chamber of Commerce.

It is estimated that it will take at least 30 volunteers to get the program going.

The Chamber in their regular weekly meeting on Tuesday voted to support a float if enough volunteer workers showed interest at this meeting.

The Sandy Centennial Committee has also expressed an interest in supporting such a float.

Jim Patrick of Sandy Truck Lines has volunteered to co-chairman the float committee if enough persons show interest in working on the project.

The meeting will be held in the basement of the city hall Monday night. All interested citizens in the area are invited to attend.

## Post Office sells tax book

A booklet that gives information on how to fill out Federal tax returns will be sold at the Sandy Post Office starting this week.

"Your Federal Income Tax" was written by the Internal Revenue Service. The booklet contains examples to illustrate how the tax law applies to actual situations and sample filled in return for form 1040 with explanations for each entry.

"By selling this booklet at the Sandy Post Office we are offering a convenient service to our customers and are participating in a nationwide program to make the tax booklet available to the public in 15,000 postal facilities across the nation," said Sandy postmaster John Metsger.

## LETTERS TO THE EDITOR

To the Editor-

Having been a resident of the North Cherryville Road for over thirty years, I am very much opposed to the placing of the Stop sign at the Hillcrest Road, at the bottom of the big hill on North Cherryville Road.

I must contradict Mr. Straights statement that the Stop sign has always been there because it has not until very recently has the Stop sign been placed at the bottom of the hill where it is now located and anyone having good judgment would not put it there. It is certainly a hazardous place to stop when the roads are snowy or icy and is almost an impossible place to stop and gain momentum for the incline leading up to the old highway when the roads are icy.

Mr. Straight states that people should be prepared for the Stop sign, but what about people who travel the road and are not familiar with it. I'm sure they must find it very unreasonable, the same as we do.

What about the lives of school children who must be involved in transportation twice daily, on this road and the bus must stop at the bottom of the hill when it is icy or snowy and risk chances of an accident at this point.

I doubt if the County road officials have ever traveled the North Cherryville Road at the time of year when it is hazardous and do not realize the risk and dangers it comprises.

Also the County should take a survey of the number of people the North Cherryville Road now serves, they will find this road is used as much as many other such roads in the County.

We may live on a dead end road or a land service road but we do believe that lives of those who travel these roads should be considered and that the Stop sign should be changed to the Hillcrest Road.

Ida B. Reinholdt

To the Editor,  
The cancer fund, heart research, Hemophilia fund, and numerous funds that are passed on in this U.S.A. - we

donate to. Yet, when a research finds a help or cure or whatever those that need it so desperately cannot receive it's use. So they die, unless we the public again come up with the monies to support the need. We know that the money is going into these funds does not cease, so what happens to it, that it cannot further help our sick and dying? We've given such as many thousands have. Why does our help to these funds cease at the making of a research and its machine.

Thank you  
Ruth M. Bailey  
Zig Zag, Ore.

To the Editor:

The Sandy Kiwanis Club wishes to thank all those who helped with the Christmas Basket project. One hundred thirty families were presented with boxes of canned and fresh food. With the food went gifts for the children of the families.

This community project involved so many people and organizations that it is difficult to ascertain and thank them all.

## Cigarette tax bill favored

One of the 14 meetings scheduled by a group favoring the passage of the cigarette Tax Jan. 18 will be on the Mt. Hood Community College Campus.

Sponsors are the Oregon Education Association and the Oregon State Employees Association.

Representatives of both groups will make brief presentations concerning the need for approval of the tax measure from the standpoints of public education and state government. State Sen. Betty Roberts (D-Multnomah) also will be present.

Members in the groups feel that failure of the tax measure will lead to automatic cuts in funding state programs.

## CRAG gives guidelines

The expert prognosticators say that the number of automobiles in the Metropolitan Portland area will double in the next 20 years. Population will be up from 1 million to 1,700,000.

Faced with these figures CRAG (Columbia Region of Associated Governments) is making studies on how the area can continue to be feasibly controlled for liveability.

(CRAG is an association of representatives of governments in five counties: Multnomah, Washington, Clackamas, Columbia and Clark County in Washington. All members of the association are elected officials from the several governments. The executive director is Homer Chandler who has been with CRAG since it was formed in 1967.)

CRAG is attempting to develop an over-all plan for the entire area. But before this can be done a mountain of facts must be gathered. Also the attitudes of people must be learned.

Chandler spoke to Gresham Kiwanis Club members Monday night and outlined what had been learned up to date.

It has been determined that people still will want to live in a suburban atmosphere. A survey showed that 90 per cent of the people wanted to live in single family homes. Chandler said that even though a number of apartments seemed to be going up it did not mean that people did not want single family homes.

The survey also showed that people wanted lots of ground around their homes. There were 94 per cent who said they wanted building lots at least 100 by 110 feet.

The survey people are convinced that the auto, in the next 20 years, will continue to be the main mode of transportation.

They learned that mass transportation was low on the list of priorities in peoples minds. It is almost at the bottom of the list. The only lower priority was parks and recreation.

Heading the list was police protection, followed by fire protection, water supply, hospitals and sewage disposal.

In their studies CRAG people have determined that local governments will continue to (Continued on Page 12)

## CYCLOGY SEZ



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## COW POKES

By Ace Reid



"Yep, you're a whale of a good driver. Jist one tree in the whole county and you hit it."

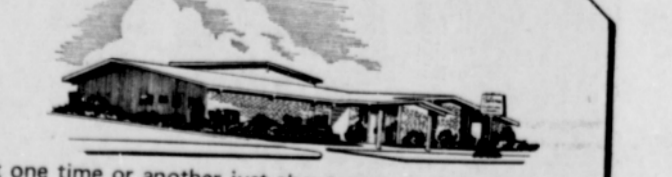
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