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SANDY, OREGON, THURSDAY, JUNE 28, 1973

Stop and Go in Sandy

Do you believe signals are needed in Sandy to help solve the pedestrian-traffic problems which exist on Highway 26?

If you do not, then you have not tried to cross either Main St. or Proctor Ave. in recent years. Especially on any weekend, day or night.

A new effort to get the State Highway Commission to put signals in Sandy has begun. Sandy resident T. O. Thompson, who has been working on the project for several years, is leading a letter writing campaign.

Thompson has now gotten backing from state Senator Vern Cook, the city of Sandy and the Sandy Area Chamber of Commerce in his effort.

The campaign is to first have a

study made to determine where the signals should be placed, and then for the Highway Commission to place the signals there at state expense.

A serious traffic situation exists on Highway 26, which does not arise because of the city but because of a monumental volume of traffic on the state highway. This alone is reason enough for the state to bear the cost.

The Highway Commission must realize this situation and it would be proper now for the move to signals along with the other improvements being made on Proctor Ave. in the city.

Its time to act now, before the situation gets any worse.

Cottrell Seeks Budget, Bond

Now all area school districts have operating budgets for 1973-1974, except Cottrell Grade school, following Tuesday's elections.

Cottrell will make its bid for a budget tomorrow. Also the district will be seeking voter approval on a building bond issue.

Like the other school districts, Cottrell needs support of its budget to operate next year and at the same time, the bond issue is of extreme importance to good education in the district.

Without approval of the bond issue, the district again will be faced

with a growing student body which is already too large for the present district facilities.

The bond issue will meet the immediate need of the district to provide space for its students and it also will provide plans for future expansion.

The Cottrell area has one of the fastest growing populations in Clackamas County and if the district is to meet the needs of these students there must be classroom space.

We urge the Cottrell district patrons to vote on Friday (tomorrow), your school district needs your support.

Sighting in on the Environmentalists

Speakers at last weekend's meeting of the Oregon Newspaper Publishers' Assn. were not very kind to the environmentalists. In fact, they were downright unkind.

Ed Whelan, director of the Economic Development Division of the State of Oregon, said the impending energy crisis (at least as refers to electricity) could be blamed on the environmentalists. And further, he said that it was "hysteria" which had blocked expansion of the Portland Airport.

Another speaker, Thomas R. Shepard, former editor of "Look" magazine, was equally hard on the environmentalists and what he called the "practitioners of new journalism." The latter he defined as one-sided writing in which the writer gives only one, slanted set of facts.

Whelan predicted that without additional power, 27 per cent of the industry in the Portland area would

have to stop by early fall. He said Department of Environmental Quality demands upon Reynolds Metals' Troutdale plant could be met in only one way: Tear down the plant and start over again.

The worst possible environment, Whelan said, was "one which contributes to unemployment." His hope is that we can have both a strong economy and an excellent environment.

Aside from what the speakers said in Seaside, it's obvious that a counter-offensive is being mounted against the environmentalists, a long-overdue offensive. The pendulum had swung too far in one direction.

We can and should have a good environment. But it's pretty obvious that we have to have jobs to enjoy the environment. Some of the environmental zealots never did see that simple fact.

What Reynolds Means

What does the Reynolds Metals Co. mean to the Gresham-Troutdale-East County area?

For one thing, it means 760 jobs, a potential of 950 jobs. It means a 1973 payroll of \$9.75 million, a potential of \$12.2 million. It means payment of \$438,580 in property taxes.

These figures, of course, do not include other people who make their livelihood, at least in part, by furnishing goods and services to Reynolds. Based on national averages, the Troutdale plant's employees support roughly 2,800 other workers.

The figures take on added significance because of Department

of Environmental Quality demands on the Troutdale plant which cannot possibly be met.

Reynolds has spent almost \$7 million on environmental controls since it acquired the plant in 1946. Included is \$1.5 million on the newest potline.

Reynolds has demonstrated repeatedly a willingness to do anything it can to meet attainable standards. But the standards must be attainable, and there is abundant testimony that those sought by the D.E.Q. are not.

Some sort of more reasonable posture by the D.E.Q. seems vital.

Sandy's Birthday -- USA's Birthday



Twerp: "Oh, they've been doing it for one hundred years in Sandy."

Planners seek road policy

A policy concerning the construction of roads in Clackamas County is currently in a deadlock following a meeting Monday night.

The County Planning Commission failed Monday in getting majority support from the Board of Commissioners on a road policy. The policy had called for the construction of "decent access roads" into subdivisions which would include blacktopping.

Currently many new roads being constructed in the county, are built only to meet the minimum requirements, according to county planning director James

Hall.

The deadlock on the policy came when county commissioner Bob Schumacher voted in favor while commissioner Tom Telford voted against. The deciding vote could be cast by the third commissioner Fred Stefani later this week when he returns from vacation.

The meeting Monday night included the county commissioners and planners and the county Public Works Department.

A slide show was presented by Hall showing roads in the county. Most of the roads were in "miserable shape" and built to the minimum standards as a graded dirt thoroughfare with a layer of crushed rock.

Mt. Hood Lions slate breakfast

The annual breakfast sponsored by the Mt. Hood Lions is slated for Saturday and Sunday, July 7-8 at the Lions Club hall at Wemme.

As usual, the breakfast will feature, pancakes, eggs, sausage, juices and coffee.

Also there will be several games for both youngsters and adults to add to the fun of the day. This includes a turkey shoot and a door prize every hour.

This is one of the major fund raising events held by the Mt. Hood Lions each year and a large turnout is expected to enjoy the breakfast.

The breakfast will begin at 7 a.m. and you can eat all you can until 12:20 p.m.

Sulzbach named to Demo committee

Pete Sulzbach of Sandy has been named to the state Democratic Rules Committee.

The announcement was made last week by state Democratic chairman Caroline Wilkins.

Sulzbach will represent the states Second Congressional District on the committee.

City to get gas for police

City administrator Carl Hatfield told the Post last week that the city does not anticipate a shortage of gas for its police cars.

Hatfield said the current contract to service the Sandy police cars is being honored, although the public works vehicles are now buying gas at the regular pump prices.

Farm lands on decrease

The Employment Division's Rural Manpower Service Annual Report for 1972, distributed this week, states that agricultural census data reveals that Oregon has lost almost 2.5 million acres (12 per cent) of its land in farms to other uses in the period 1964-69.

The report also says that one of the most significant factors affecting Oregon's farms occurred during December, 1972. "This was the sustained spell of low temperature suffered by the entire state, but particularly in the Willamette valley. This cold period caught perennials before cold temperatures had sufficiently "winter hardened" the plant tissues.

Port slates airport impact hearing July 10

Port of Portland commissioners will conduct the July 10 public hearing on the environmental impact report pertaining to the Port's proposed plan to extend Portland International Airport's south runway 2200 feet eastward.

In announcing administrative details for the meeting, John Fulton, Commission president, indicated that three or more members of the board would act as the hearing body.

Interested parties are reminded, added Fulton, that they may present either written or oral testimony of their views at the hearing. In addition, statements and exhibits will be incorporated into the transcript of the meeting provided they are submitted to Public Hearing Administrator - South Runway Project, Office of the Director of Aviation, Port of Portland, Box 3529, Portland, Oregon 97208, prior to July 5.

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