

Lower speed limit has little effect locally

The only area road to be effected by the Governor's reduced speed law is Highway 26 east of Sandy. The speed limit has been 60 miles per hour, but under the new speed law this will be reduced to 55 mph.

All other roads in the Sandy-Boring-Hoodland area are now already posted at 55 mph or less, according to Sandy Police chief Fred Punzel.

The speed limit on Highway 26 between Gresham and Sandy will remain at 55 mph. Originally the speed limit had been 65 mph, but after several accidents and much citizen concern the state changed the posted speed to the present 55 mph several years ago.

In a news release concerning the change in speed on state roads, the following was stated:

"Pursuant to the authority granted to the Oregon Transportation Commission under ORS 483.106 all prior speed regulations or rules adopted by the State Highway Commission or its successor the Oregon Transportation Commission authorizing speeds in excess of 55 mph on the state highway system are hereby rescinded. Designated speeds for all

vehicles on the state highway system shall be 55 mph."

This is a temporary rule which will become effective when appropriate signs are posted and will remain in effect for 120 days. During this period of time, the Highway Division will conduct extensive speed measurements throughout the state to verify the action of the motoring public. The radar measurements have already been started in order that additional comparative data may be accumulated before the signs reducing the designated speeds are erected. It is determined by field measurements that the motoring public is not responding and a safety hazard is being created. The Commission may at any time revise the designated speed to conform with the conditions.

The Commission action follows a Tuesday morning meeting with the Governor and some executive staff members at which time it was suggested that traffic on Interstate 5 was generally traveling at speeds lower than the posted 70 mph. Concern was expressed that if this was true a safety hazard would be created by those vehicles which are driving sub-

stantially slower than the posted speed limit. It was assumed that the Oregon motorist was responding to the President's address requesting the public to drive 50 mph.

Planners approve I-3 land zoning

The Sandy Planning Commission recommended an I-3 (general industrial) zoning for approximately 35 acres on the west end of town last week.

The property is owned by Brightwood Logging Company and Sandy Market, Inc. and is known as the old Koch Millsite just south of Highway 26 and west of University Ave.

The planners also approved a I-2 (light industrial) use for a portion of property owned by Sandy Truck Lines adjacent to the other properties.

This recommendation now goes before the city council for its approval at a Dec. 3 meeting. This meeting will begin at 8 p.m.

The action by the planners came at a public hearing.

Natural River initiative faces court test

The Natural River Corridor in Clackamas County is headed for a test in the courts.

Officials of the Bonnie Lure Development Group of Portland last week filed suit in Circuit Court to override a county commissioner veto of their proposed plans for a 500-unit camping park near Estacada.

The suit is expected to center around the legality of the initiative petition approved last year setting aside the 15-mile portion of the Clackamas River as a means of protecting aesthetic, scenic, fish and wildlife considerations.

The voters in the county passed by a vote of 56,347 to 14,330 to place this section of the Clackamas River under this protection of the Natural Rivers initiative.

The developers are seeking to establish their camp at the confluence of Eagle Creek and the Clackamas River. The site is approximately seven miles downstream from Estacada. The Bonnie Lure Development Group reportedly controls 100 acres at that location.

September log exports decrease

A total of 183.3 million board feet of softwood logs, Scribner scale, was exported from all ownerships in Washington, Oregon, northern California, and Alaska in September 1973.

The September volume was down 19.3 per cent from August 1973 exports and down 20.1 per cent from the September 1972 total, according to research economist David Darr of the U.S. Forest Service, Pacific Northwest Forest and Range Experiment Station in Portland.

Some 161.2 million board feet, or 87.9 per cent of the September 1973 west coast log exports, went to Japan.

September exports from Washington and Oregon totaled 162.2 million board feet, down 22.3 per cent from the August volume. Shipments from northern California declined 13.7 per cent to a September

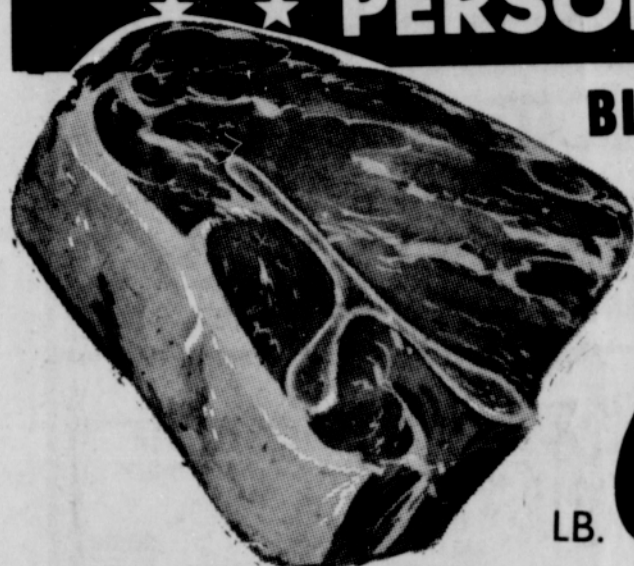
total of 9.2 million board feet. Alaska exported a total of 11.9 million board feet in September compared with 7.7 million board feet in August.

Douglas fir accounted for 24.4 per cent of September exports and Port-Orford-cedar, 2.7 per cent. Other softwoods, primarily western hemlock and true firs, made up the remaining 72.9 per cent.

September shipments had a total value of \$55.2 million at port of exportation and a record high average value of \$301.24 per thousand board feet. Douglas fir averaged \$296.36 per thousand board feet, Port-Orford-cedar, \$936.03, and other softwoods, \$279.16.

Export of softwood logs from the west coast totaled 2.2 billion board feet through the first 9 months of 1973, eight per cent more than for the same period 1972.

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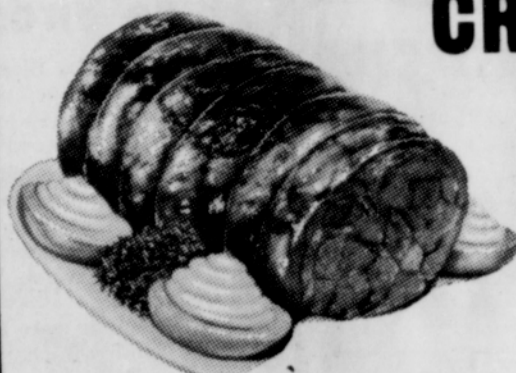
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