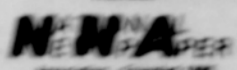


Sandy Post

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Preserving the Post

When we first heard about the proposed Clackamas County Historical Museum, we had some doubts about its merits.

But we now believe that it is worthwhile for county residents to approve the one-time only levy to finance the structure. Although it would be located in Oregon City, all historical organizations in the county would participate in the displays. It would be a monument to the county's historical past.

Clackamas County was the center of the early development of the Pacific Northwest, and Oregon City was the end of the Oregon Trail. Supporters of the bond issue point out that many artifacts of this

era are in danger of being lost forever unless a safe place is provided for their preservation. A museum would provide a safe setting for displays. The museum would aid our educational facilities and would also be a source of recreational enjoyment for other Oregonians, as well as visitors to the state.

We think the work of organizations such as the Clackamas County Historical Society and the Sandy Pioneer Association is important.

We don't want to lose a sense of our heritage. That's why we will support the levy. (SAL)

Time for Petitions on Postal Needs

Grass roots input could prove beneficial to Sandy in gaining a new post office and downtown mail delivery.

The Sandy City Council has played its part in filing a written request for the changes incurred by community growth, and now it's time for the many people who would benefit most to petition the postal service.

Response to the council's April letter to Portland Postmaster Ben Luscher demonstrates a concern for the problems of limited box space, limited site parking and lack of downtown delivery.

Unfortunately, Sandy's request ranks tenth among replacement requests on a list of the Portland Sectional Center.

Vote 'Yes' on No. 5

A good many of Oregon's highways and byways are in bad shape these days and thus it is we support Ballot Measure No. 5 on the May 23 ballot.

Basically, it would increase by 2 cents a gallon the tax paid on fuel used in motor repairs etc., before new construction, and limits funds available for such "frills" as bicycle trails, footpaths etc. Trucks also would pay higher user fees.

No one likes to pay more for gasoline but we'd much rather pay more than continue to dodge

potholes on steadily deteriorating roads. We're also disturbed that the package reduces the amount of funds available to state police and parks.

However, overall, we think Measure No. 5 is a good package and should be passed. It originally was approved by the 1977 legislature but was referred to the voters.

Incidentally, work on I-205 is exempt from the requirement that funds be used first for repairs. Altogether, No. 5 has our support.

should pay. And just to show that it's not playing favorites, the IRS would like to eliminate the use of federal cars by federal employees except when on "company business."

These and other regulations are scheduled for submission by the IRS this summer. Again, they seem to be aimed largely at the already-overburdened middle-class taxpayer. Whether they'll get by Congress, especially in an election year, is highly doubtful. But you can be very sure that whether this year or next, the IRS will have its way.

top of the list of those willing to help pay for more seats. Obviously, then, no tax monies are involved.

As to the stadium, the task force wisely decided this wasn't the time for a big effort for a big new stadium. Instead, they tentatively decided to upgrade the present stadium.

Official recommendations remain to be made to the Exposition-Recreation Commission which has the ultimate decision. However, we think the task force is taking the right path.

Big Brother, Again

If the firm for which you work has a company picnic this summer, don't be surprised if the tax man gets there first.

Company picnics are one of the taxpayer "fringes" the Internal Revenue Service would like to eliminate. Your boss could still have the picnic, of course, but you'd have to pay your way in.

But that's only part of the story. The IRS also frowns upon free parking in a company lot. You might have to start paying for that. If your company provides a free medical checkup or a free lunch occasionally, the IRS thinks you

should pay. And just to show that it's not playing favorites, the IRS would like to eliminate the use of federal cars by federal employees except when on "company business."

Right Decision on Coliseum/Stadium

We think the Coliseum-Stadium task force has taken the right track in its recommendations.

Briefly, they've recommended that the Memorial Coliseum be expanded from its present 12,666 seats to 17,000.

Estimated costs of the additional seats will be \$11 million to be financed partly by reserves, partly by the Portland Trail Blazer basketball franchise, and partly by an admissions tax.

The latter is a recent addition to task force thinking but it makes sense. Those persons using the facility certainly should be at the



Letters to the editor

Support MHCC

To the Editor:
 The League of Women Voters of East Multnomah County has been a supporter of Mt. Hood Community College since its founding.

Therefore we support the college's tax base proposal on the May 23 ballot. If the proposal passes, the college will have a stable amount of funding for four years. This will eliminate the need for costly special elections to pass a budget for the college's needs. Vocational and college transfer programs can be planned so that students enrolling in a course of study will be assured that they can complete their programs at the end of two years.

MHCC is an educational bargain. Four-year college students can take their first two years of study at Mt. Hood at far less cost than at four-year schools. Of the 11 community college districts in Oregon, MHCC spends the 1st lowest amount per student.

EMCO League urges district voters to support the Mt. Hood Community College tax base.

Eline Swan, President
 EMCO League of Women Voters

Crime watch

To the Editor:
 Sandy Crime Watch Citizens Band Patrol, Inc. known by its members as SCW, is one of several such groups starting up over the state that is working with the police to help curb crime.

Our organization is not part of the Clackamas County Sheriff's Office, but we are a group of CB'ers who work closely with that department. We are not policemen. We do not carry weapons, make arrests or make traffic stops.

We patrol designated areas in the county and report anything suspicious to a base station that is operated by another SCW member.

They in turn report to the sheriff's office. That department has a record of all SCW members on duty so they know the calls are bona-fide, thus eliminating the all too common "CB Hoax" reports.

It has been said that we are not doing anything new; any CB'er would call the police if they saw something that looked suspicious. The main difference is that the average CB operator happens on an incident.

The SCW team is advised of known trouble spots and patrols those areas during the hours that the criminal is thought to be working, thus serving as extra eyes for our police force.

Each member must be 18 years of age or older, receive 10 hours of class room training, six hours of active patrol duty with a sheriff's

deputy, plus six hours of patrol with an SCW team. Support of the group is exclusively from donations, membership dues and SCW fund raising projects. No member receives wages. They volunteer their gas, time and equipment.

The Sandy Crime Watch CB Patrol is a non-profit organization working towards a better and safer neighborhood while protecting and respecting the rights of others.

Sandy Crime Watch
 CB Patrol

spending—Vic Atiyeh has pledged to cut wasteful bureaucracy. We want a better balance between Oregon's environment and Oregon business—Vic Atiyeh represents that balance.

The young Republican voters of Oregon care about the issues. We are tired of political rhetoric and phony promises.

It's Time for Atiyeh!
 John Becker
 Portland State University
 Stan McGeehee
 Oregon State University

Antisocial

To the Editor:
 The autobiography "McCall, the Maverick" may reveal McCall's attitude toward Oregon people. He states on page 109, "This doesn't mean they should be overruled unless their conduct of managing their resources is antisocial."

McCall declares "at my request the Legislature redesigned state government." The Land Conservation and Development Commission was created. Laws passed by the Legislature ARE subject to referendum: the LCDC laws (goals) ARE NOT subject to voters' referendum! Is not the LCDC process of making laws, which EXCLUDES THE CITIZEN-VOTER, antisocial?

LeRoy Becker
 Rt 1, Box 1990
 Coquille, Ore.

Budget okay sought

Sandy's Community Action Center board of directors meets at 8 p.m. May 11 at the center to hear approval of a budget approval to the Clackamas County Coalition of Social Services.

The proposal includes \$2,577 for transportation, medical-dental emergencies, lodging assistance, sacks for packaging bulk food and chickenbacks, and a program for high school students to work out fees.

The program also budgets for supervision of court-ordered alternate work sentences, City of Sandy summer recreation program, the city's Saturday morning children's program and money for emergency bulk food.

Astri Tobergson, chairperson of HELP volunteers, reports a typical April of community assistance. For HELP, anyway.

The volunteers gave food to 31 families and dispensed 1285 pounds of food from their "help yourself" shelves.

They assisted some 482 persons who came to the center for clothing, food, household equipment, referral assistance, emergency gasoline and Well Baby Clinic requests.

Patrons brought in \$909 worth of clothing, furniture and other items.

Salem scene

Benefits outweigh cost of measure

by Jack Zimmerman
 Oregon Associated Industries

Why would anyone vote to increase taxes these days? A substantial number of organizations and individuals are prepared to provide voters with logical reasons for doing just that when they go to the polls on primary election day, May 23.

Those providing the reasons are proponents of Ballot Measure No. 5, a proposal referred to the voters by members of the Oregon State Legislature during the 1977 session in Salem.

It is designed to rescue Oregon's highway system from its present state of decay. And it raises taxes on gasoline two cents a gallon. Hardly anyone who drives is expected to oppose the idea of improving the state's rapidly deteriorating highways. But with gasoline prices at current levels, resistance to any additional price increase is bound to be expressed.

It becomes particularly important then that voters understand everything the measure calls for and not go to the polls aware only of the gas tax increase.

Ballot Measure No. 5 involves two bills passed during the last session of the Legislature. They are House Bills 1040 and 1262.

HB 1040 is the one referred to the voters and provisions of HB 1262 become effective only if Ballot Measure No. 5 wins voter approval.

Together they would make many significant changes in present highway fund procedures.

In addition to raising gas taxes paid by the average motorist, they boost taxes paid by other highway users proportionately. For instance, weight-mile taxes paid by trucks and buses would increase by 12 percent.

Highway maintenance and modernization are stipulated by law to have first priority when it comes to spending highway funds.

They place limits on the use of highway funds for state parks and state police. Financing of bike paths will be transferred to the state general fund.

And a provision bound to influence many voters calls for every Oregon city and

county to receive additional funds for improving city streets and county roads. Who is supporting Ballot Measure No. 5?

Endorsements already have been expressed by organizations representing people from all walks of life. They include the Oregon State AFL-CIO, the League of Oregon Cities, Association of Oregon Counties, Oregon Federation of Highway Users, Oregon Farm Bureau Federation, Western Environmental Trade Association, Oregon Association of County Engineers and Surveyors, Oregon Trucking Association, Chambers of Commerce and Associated Oregon Industries.

Their support stems from a variety of reasons.

Labor, for instance, supports the measure because it knows an adequate transportation network is vital to the economical movement of goods and material throughout the state. They believe the increase in their taxes will be more than offset by alleviating current costs of maintaining equipment that must travel on less-than-adequate roads and highways.

Farmers supporting Ballot Measure No. 5 recognize the importance of the state's thoroughfares when it comes to marketing and distributing their crops and livestock.

Professional engineers and surveyors realize the cost of repairing and restoring damaged highways increases at a staggering rate and postponing proper maintenance and modernization means spending more dollars for the same work sometime in the future.

In essence, all recognize a properly maintained highway network is essential to the overall health of Oregon's economy.

And all supporters of Measure No. 5 probably will concentrate on convincing the average motorist that his personal benefits far outweigh the outlay involving an additional two cents for each gallon of gas purchased.

How well proponents tell their stories and how willing voters are to accept them will be one of the more interesting results of this year's Oregon primary election.

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