

Sandy Post

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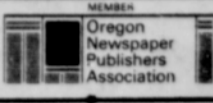
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Sandy's Growth Continues

A proposal to move Sharon's Food King outside the downtown core area has received much comment from area residents in recent weeks, especially from members of the Sandy City Council.

The question, from our point of view, isn't an easy one. Sharon's Food King owner Gale Meier wants room to breathe, and is asking the city to annex a 3.64 acre plot of land on the west end of Sandy along Highway 26 so he can build. On the other hand, some council members have expressed fears that moving one of the city's two grocery stores outside of the downtown core area will detract from the recent downtown improvements and possibly contribute to a Sandy version of urban sprawl.

The last thing anyone wants in Sandy is to see a duplication of the

section of Burnside in Gresham which some have dubbed "Gourmet Gulch." On the other hand, the cold hard facts are that Sandy is rapidly running out of downtown core area space. There just isn't anywhere Meier can feasibly build except outside of the present downtown area.

A grocery store needs parking and display space. Sandy's growth demands that Meier either expand or lose customers. Meier's request should be granted, but should serve as a warning to area residents that a careful watch is needed to avoid urban sprawl in Sandy.

Now is the time to make your opinions known in how Sandy will grow. The Sandy Comprehensive Plan Revision Meeting will be held next Tuesday evening at 7:30 p.m. in the City Council Chambers. Your voice can make a difference.

School Property Taxes

Oregon isn't the only state where complaints are being lodged against "overreliance on local property taxes for funding public schools."

A suit has been filed in Massachusetts which, if successful, will force a shift to a broader based levy for public school financing.

Similar suits have been filed in California, Connecticut, New Jersey and Ohio and all have led to less dependence upon property tax levies for school support.

The challenge in Massachusetts is much like that heard in Oregon — school financing should not be

dependent upon the amount of assessed valuation (property) in the district. A broader-based formula would provide more equal educational opportunities for children statewide.

Property taxes are relatively easy to assess and thus convenient for school levies. But they do not add up to equality for children in school.

The Massachusetts case will take at least two years to adjudicate but it seems to be part of a growing trend to shift patterns of school financing. We expect something of the same here.

How About Moving Billboards

In its search for money, Tri-Met is considering the sale of bus advertising which, it's estimated, would raise about \$100,000 per year.

That, we think, is progress. Ever since its inception, Tri-Met has been adamant about sale of advertising on buses. Somehow, it was considered beneath Tri-Met's standards.

Now, however, the money crunch

Cutting the Bureaucracy

We don't think any state has quite the number of boards and commissions as does Oregon. For instance:

The Rogue River Coordination Board, the Chewings Fescue and Creeping Red Fescue Commission, the Mobile Home Construction Standards Advisory Board, the Emergency Fire Cost Committee, the Furniture and Bedding Advisory Council, etc.

Are they all necessary? Apparently not. The 1977 Legislature passed a Sunset law which provided for review of all

No End to Postal Squeeze

Now that the 15-cent stamp is a reality, can 20 be far away?

Not the way the U.S. Postal Service is going. First-class postage rates are now 300 percent higher than 10 years ago.

The big factor, of course, has to be wages. Nearly 90 percent of all postal costs involve salaries.

The Postal Service justifies the escalating wage costs—nearly double over 10 years ago—by explaining that postal workers were seriously underpaid a decade ago. No longer is this the case.

Moreover, some of the fine print usually is overlooked by postal officials. Postal wages, for instance, are the same everywhere, irrespective of any cost-of-living factor. A postal employee in

has become extremely tight. The payroll tax has been stretched to its legal limit and fare-box increases are next in line.

It seems to us that the \$100,000 advertising would bring in isn't to be passed off. We've seen buses all over the world with advertising and we found them no less comfortable or convenient. We hope Tri-Met follows through.

commissions and agencies. Those which the legislature did not renege, would be terminated.

Thus far, three boards have been reviewed and all three—State Board of Watchmakers, State Board of Landscape Architect Examiners, and the State Board of Auctioneers—have been recommended for termination.

None represents a major cost item in state budgeting but if not necessary—and a lot of state boards are not—they should be eliminated. Even small savings count.

Broken Bow, Neb., is paid just as much as one in New York or Washington, D.C., or San Francisco.

Moreover, contracts negotiated in recent years make it inevitable that wages will go up again—just as will postage costs. Quite obviously, substitute services—United Parcel, for example—will continue to grow.

The increases which became effective Monday include all classes of service. Post cards went from 9 to 10 cents, newspapers and magazines increased by 30 percent, advertising circulars by 20 percent and packages by 37 percent.

Long-distance telephone just may be cheaper.



"Faster, Rafshoon, Faster!"

Letters to the editor

Tri-Met

To the Editor:
Since the Tri-Met zone rates do not seem an equitable solution to Tri-Met's financial problems, I am offering some alternate rate structures.

Instead of having a Fareless Square, call it the Transit Square and offer a \$10 annual pass. This would be cheaper than bringing a car downtown for parking fees over a year's period. Hotels and motels could give receipts to out-of-town guests to obtain complimentary three-day free Transit Square passes from the Tri-Met ticket office upon request and would stimulate downtown business.

It would seem logical to offer a life time pass to seniors at an initial fee of \$10. Seniors would have more money upon entering the Social Security age and generally would be able to afford it. Hardship cases could be handled by welfare as the public is paying for it regardless of which end of the stick it's on.

There may be some merit in one bus going out Division to Gresham and returning on Powell, while the Powell bus might return on Division. The same might hold true on the Holgate-Foster line and other lines in the suburban areas. It would take up the void in service in many areas. Instead of "dead-ending" the Route 21 bus at Powell, bring it down on Powell to cross 160th and return to the market Street.

Why not consider a "dead-head" run down Southeast 122nd in the morning to take people to work and another at night to bring people back home?

As for a 65-cent zone rate for east of 82nd, it should be less, as the core of Tri-Met is no longer downtown but at 96th and Powell. Zone rates only help the downtown area, but what happens to north and south routes in East County? Will that be 65 cents for six blocks, or 10-blocks — or aren't they considering any additional service to East County?

I can see a rate increase per fare plus a transfer fee, but the zone rate is something else.

D. Irwin
10602 SE Long
Portland

Roads

To the Editor:
A message from home? Ballot Measure No. 5 had the endorsement of many political leaders, most cities and counties who would receive funds and the highway construction industry financed an awesome media campaign; yet the people of Oregon defeated Ballot Measure No. 5 (gas tax increase) by a wide margin. Why? Probably because people simply do not believe

the money will be used to fix streets, roads and highways. OLTA (an association serving the forest products transportation industry) was the only announced statewide group campaigning in opposition to the measure.

That opposition was not based on the issue of whether Oregon highways need improvement; they do.

Rather, the forest products truckers feel that there is a better way to fund needed highway improvements: the passage, in November, of a constitutional amendment that would re-dedicate highway funds to the single purpose of fixing highways. Oregon voters agreed by a vote of 2-to-1!

This amendment would allow much needed highway improvements with no increase in taxes. In fact, the entire six-year plan as presented in February, 1978, can be accomplished if user taxes are re-dedicated.

OLTA is leading a vigorous initiative campaign to place the constitutional amendment on the ballot in November and the deadline for raising the 61,646 necessary signatures is July 4. We need the active support of those who feel as we do: that highway taxes should be spent on highways — not on non-highway pet projects.

Please help us gain the necessary signatures! Call or write and the petitions will be forwarded to you immediately.

Through this amendment, the people of Oregon can look up highway funds for use only on the highways — and we, the people, will hold the key.

OLTA members wish to thank everyone who helped defeat the 2 cent gas tax scheme and all those who have already signed our petitions to end "highway robbery" forever.

Chuck Rogers, president
OLTA
P.O. Box 2167
Salem 97308

Moving Sharon's

To the Editor:
It was a shock to read that Sandy's council and others were opposed to Gale Meier's petition to build west of town. I am a steady customer at Sharon's in spite of the parking being congested. Some of my friends go on to Gresham because it is such a hassle getting in and out of that spot.

In all fairness, each business would profit by the opening up of that corner, and we who patronize Sharon's would enjoy driving a bit farther to park in a less congested lot.

Sincerely yours,
Virginia Seal
20880 SE Firwood Road
Sandy

King Tut lectures offered at MHCC

Mount Hood Community College will present a lecture series June 23 and 30 about Egypt and related areas as a supplement to the King Tutankhamun Exhibit Tour scheduled for Seattle this summer.

Each lecture will start at 7:30 p.m. in the Art Mall Theater on the Gresham campus.

The Friday night series will introduce background information about the young king, the history of Egypt and the Carter Expedition.

Slides will be shown of art objects and there will be an opportunity for questions and answers.

Kirk Lybecker, who has a master of fine arts degree and has been on archaeological digs with the Kansas Historical Society, will be the series' lecturer.

For more information contact Linda Vest-Markwart at the MHCC Art Mall Gallery, 667-7309, and for lecture series reservations contact Betty Schedeen at the MHCC Foundation office, 667-7153.

Association to meet

The Cliffside Cemetery Association will elect board members at a meeting 7:30

p.m. Monday, June 5, at the Sandy Fire Hall

'Wild West' existed here

by Lynda Lesowski
The term "The Wild West," in reference to conditions that existed here a hundred years ago, was no exaggeration.

Clackamas County was not exempt from the lawlessness that was rampant west of the Rockies. Maintaining law and order was made more difficult for sheriffs and their deputies by the vast distances that had to be covered and total dependence on the horse as a mode of transportation.

There are many local folk tales about outlaws of the past, and the woe of the story of Perry Vickers and the outlaw called "Steele" is typical.

In the early 1880s, Pleasant Rook was justice of the peace at Powell Valley. Adam Fisher was an irascible local businessman, and Perry Vickers was a rough-and-tumble mountain man, known as the first guide on Mt. Hood and keeper of the lodge at Summit Meadow.

That's the cast of characters, and this was the setting:

Summit Meadow was once an oasis for immigrants, where worn cattle could rest by the creek and graze on 50 acres of good pasture.

But the place also had its pitfalls—literally. It was marshy, and wagons often got stuck and had to be pried out with poles.

Perry Vickers, the first settler at Summit Prairie, built a cabin there in 1868. He cleared a trail to the timberline, opened a trading post and was known for his hospitality to travelers.

One day in 1882, Adam Fisher came to "Pleasant Rook" complaining about a man called "Steele," who allegedly had stolen his shotgun.

"Arrest him!" Fisher said, and Rook apparently agreed, because the two hitched up and headed for Eagle Creek to get a

Clackamas County warrant. Leaving Fisher behind, Rook went up to Summit Meadow where it was thought that Steele had gone. While there Rook deputized his friend Perry Vickers.

Continuing on, they learned that Steele had gone past Revenue's and over the Devil's Backbone where he traded the shotgun for a rifle at the trading post run by Philip Moore.

Arriving at White River, Rook and Vickers fell silent when they saw a man sleeping by a fire. Assuming the man was Steele (whom they had never seen before) and ignoring their plan to approach with caution, Vickers suddenly charged ahead firing. In the exchange of gunshots, Vickers was wounded and the man, whoever he was, escaped and was never heard of again.

Vickers was taken to Cornelius Gray's place at White River where the Barlow Road crossed, and where Gray ran a store. Before he died, Vickers said he wanted to be buried at Summit Prairie next to the grave of "Baby Barclay," an infant immigrant who never lived to see the valley.

After his death, neighbors Sam Welch and Steve Mitchell chopped down a tree to make a casket, and Vickers' wish was fulfilled. He was buried at Summit Meadow.

So it was that Perry Vickers, who had first squatter's rights to the meadow land, and whose friend John Revenue insisted he never charged a fee for taking novice climbers up the mountain, through his own folly also claims the distinction of being the first man murdered on Mt. Hood.

Since Vickers, Summit Prairie has passed through various hands but has always been privately owned until its recent sale to the Forest Service. The small fenced cemetery is still there.

Crime prevention tip

Remember to lock your home each time you leave. The most popular time for residential burglaries is weekday daylight hours.

In more than a third of the burglaries there is no forcible entry; doors and windows had not been locked.

From the Sandy Kiwanis Club and Sandy Police Department.

Rides arranged to Food Stamp Office

The Sandy Senior Center and Sandy Community Action Center have arranged with the Food Stamp Office in Maryhurst for a block of appointment time for Sandy area residents.

She added that a week's notice is needed to make the appointment with the food stamp office.

The appointments will be on alternate Tuesday afternoons beginning June 13, and transportation will be provided.

Gretchen Casey, assistant director of the Sandy Senior Center, said the two agencies decided to arrange for the block appointments after they found that many people who qualify for food stamps do not have transportation to attend food stamp certification interviews in Maryhurst.

"Either they don't have a car, or they have a car and can't afford the gas," she noted.

With the block of appointments, a ride will be provided for representatives of four families at a time.

Those wishing to make an appointment should contact the Sandy Senior Center of the Community Action Center and pick up a food stamp application. Mrs. Casey said the application should be completed before the appointment, and that the center staff will help complete the application and secure necessary documents.

Any person who thinks that they might be eligible for food stamps may contact the Sandy Senior Center or the Sandy Community Action Center to receive more information and help in applying for food stamp certification.

Mobile home use permitted

The Clackamas County hearings officer has allowed Kenneth Ogilvie to use a mobile home with attached deck as a single family

residence on his property at 242nd Avenue and Highway 212 in Damascus. Ogilvie also may construct a daylight basement.