

Editorial and Opinion

Welcome, Best Wishes to New City Manager

A young man from Dallas joins the community in two weeks with perhaps the toughest job in Sandy. Roger Jordan, 28, will be Sandy's third city manager effective Oct. 19.

Jordan comes to Sandy highly qualified. He deserves community support and a courteous period of adjustment before the many problems that face his office come crashing down.

The University of Oregon political science graduate was the

youngest of 33 applicants for the post, but was highly recommended by his current employer in Dallas where he served an internship and was promoted to assistant city manager.

One of his first problems will be to help resolve differences over Local Improvement District 4, and to discover ways to provide services in growth areas despite city budget cuts and possible funding problems with Measures 6 or 11.

We offer a friendly "hello" to Sandy's new city manager. (VB)

Time to Pay Your \$112,912 Federal Tax Bill

Several months have passed since the parking committees appointed by the Sandy City Council and Chamber of Commerce met. The problems of parking shortage downtown have not gone away through committee study, but only have increased as traffic on Highway 26 continues to pile up. A counter west of town last year showed 12,500 cars traveling the highway daily through Sandy last year. A new counter near town is expected to show a significant increase this year.

Perhaps Sandy's parking committees feel frustrated by City Council's lack of immediate response to their suggestions (including municipal parking lots, sidestreet parking and enforced parking limits). But the council is beginning to review the topic and has scheduled it for discussion at their next Council meeting, Oct. 23.

There are avenues that the city and its parking committees have not fully explored, such as broader community involvement and possible outside financing that is sometimes available for downtown revitalization. Persons whose business depend on adequate downtown parking should be involved in community planning, and it's just possible that business involvement would add more financing expertise to the decision-making process. After all, it was the joint interest of city officials and downtown business people that resolved Eugene's parking problems.

The answer to Sandy's parking problems likely will necessitate private spending, but it would be worth it for the many stores that will live or die by the amount of parking space here in the months and years ahead. (VB)

Time For Parking Committees to Meet

The next time you pay your monthly bills, don't forget the \$112,912 you owe the federal government. Plus the \$112,912 also owed by your wife and each of your kids.

An outfit called the National Taxpayers Union of Washington, D.C., arrived at the figure. It did so by taking the national debt — about \$700 billion — plus the \$9 trillion the government has contracted for and eventually will have to pay. How? With taxes, obviously.

The Taxpayers Union sends out "statements" periodically, but no one has yet sent in his \$112,912. One man did mail \$23 billion deutsche-

marks from the Weimar Republic and appended a note saying, "Please consider my bill paid in full."

The deutsche mark was a victim of Germany's massive inflation in the years immediately following World War I. They weren't worth anything then, or now.

The Taxpayers Union, of course, is dedicated to cutting government spending and is not a newly created organization. It has been in operation for a number of years. Lately, it seems, people are paying a lot more attention to its "tax statements." Wonder why?

A Salute in Order for the U.S. Coast Guard

Anyone who has spent any time out in the ocean fishing can reflect on how reassuring the sight of U.S. Coast Guard vessels can be.

We're glad to report that the Coast Guard received a well-deserved pat on the back from Sen. Mark Hatfield recently.

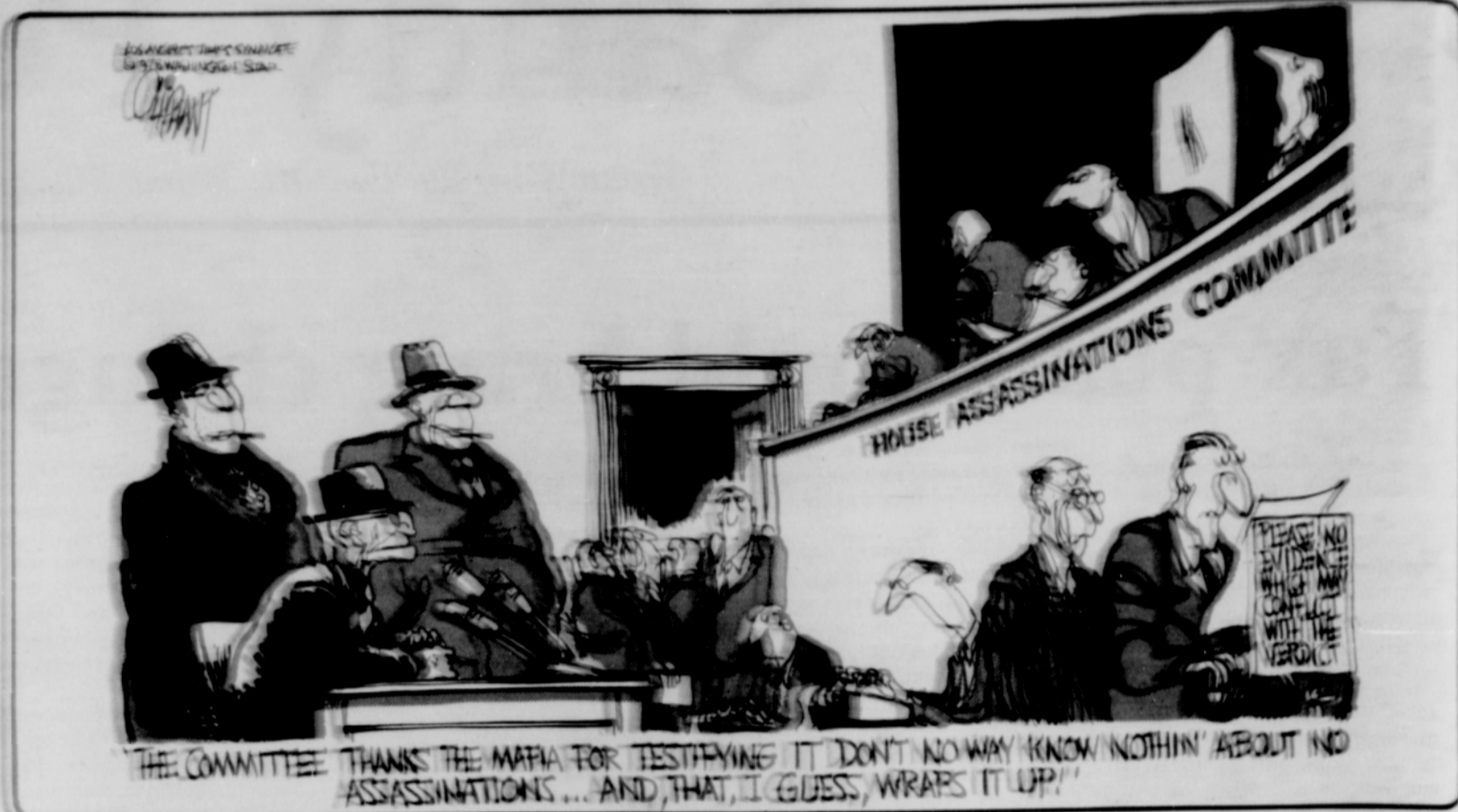
Hatfield was at his home in Newport last month when a sudden storm struck off the coast and a number of fishing boats were in dire straits. During the two-day ordeal, the Coast Guard received 97 distress calls. At one time, almost 400 Coast Guardsmen were in-

involved in the rescue efforts.

Thanks largely to Coast Guard assistance, not a single life was lost, although seven vessels went down.

In recognition of the part the Coast Guard played, Hatfield gave a brief tribute in remarks to the Senate last Friday. He concluded by saying, "The unselfishness and dedication of the Coast Guard represents the very best of our nation. We owe it our deepest appreciation and continued support."

Well said.



Letters to the editor

Measures 6, 11

To the Editor:

In the continuing discussion of Ballot Measure 6, people are becoming so involved in claims and counter-claims that they seem to be missing the most important part of the proposal.

People tell me every day they are sick of paying taxes, tired of waste in federal programs and just plain mad that the federal government is taking more and more control of their lives and their communities. Then those people say, "I'm voting for 6, that'll get their attention."

I say "poppycock." Measure 6 doesn't hit the federal government without a fight; it doesn't even touch them. The fact is that by reducing the individual's deduction for property tax, Measure 6 increases the amount of income tax they send to Washington, D.C.

The real difference between Ballot Measures 6 and

11 is that 11 allows you to have property tax relief and still retain your freedom of choice in deciding the level of services, how much fire protection, what kind of water quality program, etc. Measure 6 takes away your freedom of choice.

What Measure 6 does is deprive the local voter of his control. If the people of a particular locality decide that the sewer system serving their area has to be replaced, they have no authority to tax themselves for those improvements. Measure 6 says no more property tax for service districts; no additional bonded indebtedness. In short, no service district whether the local voter wants it or not if it would put the rate above \$15 per thousand.

By endorsing Measure 6, these people are forcing local units of government, schools, cities, counties and special districts like fire, water and sewer to go with their "tin cup" held out to the state and

federal government for help. You know as well as I do that when that happens we are losing local control. If Washington, D.C. is paying the piper, they will also be calling the tune.

I urge you to vote "no" 6 and "yes" on 11 for real property tax relief.

Ralph Groener
Clackamas County
Commissioner
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Alder Creek

Letter to Editor—

Like all streams in the area, Alder Creek is a swiftly flowing body of water. At no point in its journey down the canyon is the water stagnant. For 20 years, while I had a homestead along the stream, I drank the water with no ill effects.

If Alder Creek is now polluted there must be a reason. I have heard no complaints about the water of two other nearby streams,

Wildcat and Cedar Creek. But they have been logging along Alder Creek — and heavily for the past six years. They are now even cutting the second growth alder along the stream and hauling it to the market. Alder Creek trail, once marked by the Forest Service, has been obliterated while complaints about it have been ignored.

I have only to make a choice between two theories which might explain the possible contamination of Alder Creek: Undercover agents are polluting the stream (watch out for the "Russians"); or careless water has made the water unfit to drink.

Mrs. Douglas Morgan
2512 NE 16
Portland

Migrating ducks culinary delight

A Boston policeman stopping traffic to let a mother duck and her brood go by is a familiar image to the legion of children and their elders who have nestled around the book called "Make Way for Duckings." But an army of duckings marching through China? This is ridiculous!

(On the contrary, it's a

tradition in the province of Szechwan, where all that good cooking comes from. And it's going on right now — the ducks eating pests and tidbits left over from the harvest as they waddle through the fields "at a speed of six miles a day," according to the New China News Agency. That pace is apparently not too fast to keep them from fattening up for city markets and no doubt sometimes turning into the delicacy of Peking duck.

From other editors:

Highway safety report is sobering

It was a sobering report on highway safety that President Carter has submitted to Congress.

The statistics for 1977 contain little to crow about. Almost 47,000 people lost their lives on American highways last year. Millions more were injured, and the cost of highway accidents is figured at \$43 billion.

Despite that terrible toll, it could have been worse. Highway fatalities

were worse before the national 55 mph speed limit was imposed. The White House estimates that factor alone prevented fatalities from soaring to 77,000 in 1977.

Traffic accidents are the sixth leading cause of death in the nation — the leading or second cause for the age group 15 through 34. Considering the millions of vehicles on the road and the trillions of miles traveled, it is too much

to expect that highway accidents can be eliminated.

But when half of all fatal accidents involve drivers who had been drinking and when surveys continue to reveal a large number of drivers and passengers don't use seat belts, the record has considerable room for improvement.

—Lebanon Express

Why are we telling you this? Do we really have to have a reason for passing on such a charming Chinese duckscape? In the midst of all of today's demands for weighty decisions, sometimes it's nice simply to duck a question.

—Christian Science Monitor

"Scarcely democratic anymore"

If a serious challenge had been possible, a competent politician would have been able to exploit widespread discontent in Zambia. The country is virtually bankrupt. Copper, which once made Zambia one of the richest countries in Africa, now fetches such a poor price that it loses the country money. However, the mines cannot be closed because of the unemployment that would be caused and because of the immense capital costs that would be incurred in reopening them when prices recover one day. The country's agricultural system is so inefficient that much of its food has to be imported, even though neighboring Rhodesia with similar climate and soils is entirely self-sufficient in food.

There is massive mismanagement of an array of state-owned industries and Mr. Kaunda lamented recently: "It pains me that nearly 14 years after independence, we cannot manufacture a decent box of matches. How the president intends remedying the position when his inevitable re-election comes is not clear. One thing is clear, however, is that Zambian democracy is scarcely democratic anymore."

—The Scotsman (Scotland)

Commentary:

Amtrak: A national system?

by STEVE FORRESTER
Washington Correspondent

WASHINGTON — A favorite cliché these days is that it's hard, if not impossible, to see America from Washington, D.C.

In order to surmount the myopia of federal policy makers, the Congress creates mechanisms to bring public testimony to Washington.

The Office of Rail Public Counsel has been successful at giving federal bureaucrats access to the problems and sentiments of the railroad-riding public. It recently has conducted hearings across the country regarding cuts proposed in the Amtrak train system by the secretary of transportation.

In the Northwest, the hearings took place in Portland, Seattle, Spokane, Pendleton and Boise. Transcripts from those hearings, on file at the interstate Commerce Commission, make very good reading.

Not only do they convey a lot of public sentiment — both informed and uninformed — they provide a wealth of knowledge about the two Northwest Amtrak routes which the secretary of transportation has marked for extinction: the Portland-Sal Lake City run (the Pioneer) and the train from Seattle to Vancouver, B.C.

The hearing records provide not only hard information but creative insight into Amtrak's problems.

A Washington state legislator was outraged that Transportation Secretary

Brock Adams had called his proposed Amtrak system "national."

"That is an amazing statement," said the legislator, "when he (Adams) states there will be no service in Maine, New Hampshire, Arkansas, South Dakota, Nebraska, Wyoming, Utah and Nevada."

In Spokane, a woman provided vivid testimony of how important train service can be during the Eastern Washington winter. She described how she and her family waited in the cold night to catch the train rather than hazard the icy highway.

If you've ridden the Seattle-to-Vancouver train, you know how it pokes along. A Seattle man provided some answers as to the train's slowness.

For one thing, before it leaves Vancouver, the train must be turned around. At mid-trip there is a lengthy delay while U.S. or Canadian customs officials conduct an inspection in their quarters. Custom officials have refused to do on-board inspections.

Despite all that, one learns ridership on the beleaguered Seattle-Vancouver train has grown from 27,500 passengers in 1973 to 80,000 last year.

During the Portland hearing, the Oregon public utility commissioner's office provided detailed costs by cost breakdown of the Pioneer. The PUC staff was surprised to learn the train's food and beverage service did not pay for itself. They suggested Amtrak was not getting a good deal on the food it buys.

Portland Mayor Neil Goldschmidt offered a broad perspective. "What is really of concern to me is what this proposal (to cut the Pioneer) tells me about the overall management of Amtrak," he said. "If your goal is to find ways to make Amtrak more efficient, then I support your goal. But if the result of your hearings will only be to make an inefficient system smaller, but still inefficient, then I think you will have fallen short of your goal and you will not have served the best interests of this nation."

The case for the Pioneer was made several times in Portland and at the Pendleton hearing, which was arranged by Sen. Bob Packwood, R-Ore. One Pendleton man offered a price breakdown of what it costs an Eastern Oregon resident to travel to Portland by different modes. In Boise, another witness offered similar testimony.

A number of witnesses pointed out that Amtrak does little advertising. A travel agent suggested, "Roy, if we had rail travel to tie in and market with those weekend package deals, we could sell so many more Amtrak tickets than we are doing now."

Several witnesses projected a suspicion that something important to them was being eliminated for no good reason.

The Office of Rail Public Counsel will send its final report to the secretary of transportation on Sept. 30. Secretary Adams will have several months to formulate his final recommendations to Congress for an Amtrak route system.



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