

Postal strike won't halt newspaper

We hope to be spared the hassle of a threatened postal strike, but plan to continue circulating this community newspaper despite what may happen this summer.

Subscribers' copies of The Post will be available in area supermarkets and banks, thanks to the gracious assistance offered by neighboring businesses as distribution centers.

Of course, this would be on an "honor system," whereby paid

subscribers should be given priority distribution. Our coin racks and other sales points in stores would continue to distribute copies for non-subscribers who routinely pick up their copies in town.

The postman may not always come through, despite rain, sleet or strike. The Post will, though—thanks to neighbors and friends. If the post office strikes, pick up your subscription copy from them.

New districts favor local candidates

Local implications of political significance arise with recent redistricting by the state legislature.

Indeed, the future may loom bright here with creation of new Senate District 14 from Springfield to Sandy and new House District 23 including Estacada, Sandy and the mountain communities.

Both new local districts will elect state legislators next November for 1983. Given the more compact, localized districts with this area in a new role as population center, new representatives selected could be more in-tune with local political needs.

There's a lot of scrambling in Salem, however, to determine just who those representatives might be, however. It's all political along party lines, of course.

One name to surface as potential candidate for new Senate District 14, though, is Democrat Chuck Bennett of the Mill City-Detroit area. The journalist made a decent showing four years ago, beating Jack Sumner and then losing in the general election. Insiders in the legislative Research Department pass along the Salem sentiment that a candidate from this area

would have a better chance to carry the new seat, however.

Democrats who seek the new local house seat may find themselves outspent as much as two-to-one by Republicans with a bigger war chest, predicts incumbent local state Rep. Wayne Fawbush of Hood River.

Fawbush, by the way, loses all of Clackamas County in the reapportionment—an area of critical support in his early campaigning. He'll pick up new constituents in Sherman, Gilliam, Wheeler and the remainder of Wasco County. The change doubles the geographic size of his district. The new constituency may hurt the liberal conservationist's chance for re-election, too.

Similarly, incumbent state Sen. Ken Jernsted finds enough new population in eastern Oregon alone, so will drop all constituents on this side of Mount Hood from his District 28.

Clackamas County, with 43.9 percent population increase in the recent federal census, scored big in state redistricting. This part of the county, particularly, can begin flexing new political muscle with the right representation. (VB)

Salem scene:

Legislators 16% effective

JACK ZIMMERMAN
Associated Oregon Industries

Someone said the road to the hot place is paved with good intentions.

That means it takes more than good intentions to escape ultimate confinement in the company of the devil.

One could just as easily conclude the road to Salem has the same pavement. Few, indeed, are members of Oregon's Legislative Assembly who come to the capitol city with much else in mind except improving conditions for the folks back home. Many even harbor grandiose schemes aimed at improving the lot of every Oregonian.

By the same token, it takes considerably more than good intentions to successfully push those many good ideas through the legislative process by enactment into law.

The current session has seen 2,514 measures introduced so far. On Saturday (July 11) it will have been meeting longer than any Legislature in history.

But at this state of the game, this Assembly has enacted only about 16 percent of all those under consideration.

Two alternatives seem likely. This session will drag on interminably. Or, we'll have to assume this Legislature's collective wisdom determined a disproportionate number of what appeared to be good ideas really weren't that good after all.

Both are liable to be hellish to explain to the folks back home.

It almost appears the 61st Assembly now meeting in Salem is faced with a disproportionate number of good ideas that won't complete the process for a number of reasons.

Since the turn of the century a total of 46,945 measures were introduced during various regular and special sessions of the Oregon Legislature. A total of 21,638 were enacted. That's 46.13 percent. For many years, the Legislature managed to pass about half of all bills introduced.

The numbers introduced have been proliferating in the last two decades and the percentage of successful good idea bills passing has declined significantly.

Actually, the process is designed to facilitate consideration of good ideas. Well-intended concepts are readily put into proper form for legislators by legislative counsel, the bill-drafting arm of the Legislature. Lawmakers have many weeks at the beginning of each session to introduce bills that contain their good ideas.

But then there loom some stumbling blocks, fashioned to make certain a good idea is really as good and practical as it seems to those who conceived it.

Committees are established at the beginning of each session to study bills that fall into specific subject matter areas. The committees make every effort to conduct public hearings on each bill. The committee hearing portion of the process is often called its



Legislative Report from the State Capital
EXCLUSIVE to Oregon's Weekly Newspapers from Associated Oregon Industries.

most crucial.

It is when one considers that once a bill achieves passage in either House or Senate it is subjected to the same or similar scrutiny in the opposite chamber.

That means, of course, that in order to become law, a good intention bill must achieve passage by affirmative votes from a majority of the members of each chamber. The magic number in the 30-member Senate is 16. The counterpart in the 60-member House of Representatives is 31.

Once a bill achieves passage by each chamber, it is scrutinized by the governor.

So much for the bare bones mechanics of the legislative process. Another stumbling block often in the path of someone's good idea is a thing called politics. Politics include more than partisan loyalty to tenets of Democratic or Republican parties. There are rural and urban politics, business and union politics, local government politics, education politics and welfare politics. The list increases, as society becomes more complex.

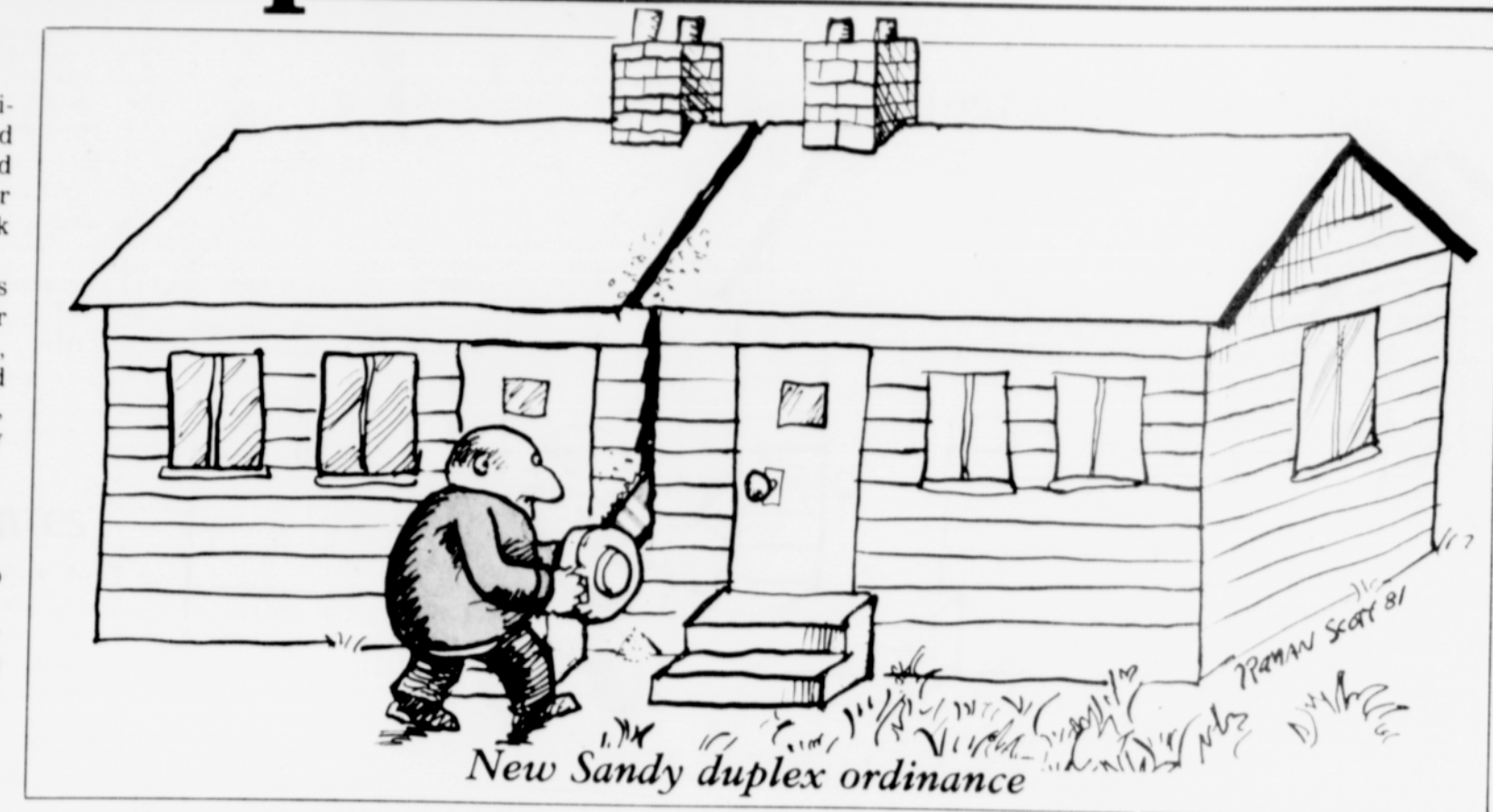
Then there's another problem to consider during enactment into law of someone's good idea. It's spelled m-o-n-e-y.

A great many good ideas involve a continuing function by government to make certain it stays as good, as it was meant in the first place. Enter what we call the bureaucracy, people who work for government in the administration of good ideas enacted into law.

Bureaucrats don't work for free. Neither do teachers, firefighters, police, judges and so on. The money required to administer government comes from fees and taxes. Most good idea bills are examined for fiscal impact—how much they're going to cost and whether there's going to be enough tax money to cover that cost.

It really becomes a tortuous route, the road a good idea must travel to become law. It takes a long time. Whatever the time involved, many good ideas never quite complete the journey.

A even larger number turn out to be ideas that really aren't as good as first considered after exposure to the many facets of the legislative process.



Letters to the editor

Playing post office

It has caused me great concern after reading your article of June 25 regarding the post office site priorities and the two quotes by council members Blair and Wesselink.

I did not realize that Mr. Blair was an expert on the size of postal buildings (or any others.) His expertise could have saved the taxpayers of Sandy a lot of money, for no doubt—according to his thinking—we would not have needed a new city hall or fire hall either for that matter, if they "did things right." Mr. Blair should volunteer his tremendous knowledge of the postal operation to the Postal Department and most especially to the local office.

I also would like to know when and where Mr. Wesselink ever has had any experience with cluster boxes, as it certainly never was in the Sandy area, where he has lived most of his life. He evidently thinks cluster boxes are a group of rural mailboxes placed together.

Where are these downtown location sites the city talks about? Are they large enough, and are they available—or would condemnation be required? Is there room for adequate parking for customers and employees? Would homes have to be moved?

And what about the costs, or is this not even to be considered—knowing the taxpayers will foot the bill? If Sandy is largely a retirement town, why do city taxes keep going up? Must be so these retirees can't afford to go out of town.

It's gratifying to hear the city is concerned in having facilities located in the

downtown core area for our senior citizens. No doubt this is why the senior center was moved from the center of town to the lower end of town so they—the senior citizens—could get more exercise and agility by dodging two dangerous lanes of traffic.

With such experts working on the new postal facility, postal customers should be able to look for it being done by the year 2000 at a very small expense to taxpayers.

But take heart. Maybe by then mail will be handled by a private company like Blair & Associates, and all our problems will be solved.

John R. Metzger
Postmaster Retiree
Sandy

Leave Hood alone

In view of the fact that it is the intent of the Mt. Hood Community Plan to keep Highway 26 in the mountain area an unencumbered scenic highway (unless that Plan has been tampered with again), it surprises and saddens me that the State Transportation Commission is installing a traffic light at the Welches Road and Highway 26 intersection.

This well might be an anticipatory cure, that early could be more deadly than the disease.

The eyebrow-raising statement by highway engineers that undoubtedly there will be a few rear-ends before the public gets used to the light (a pompous remark) sorely tempts one to hope it will be their rear ends which will get smacked. It might be an experimental jolt that would fully awaken their thinking processes. That is, if they survive the impact.

One wonders just how extensively the public and possibly other agencies were

informed about this traffic light. Other than the local Chamber of Commerce, of course.

Can't think of a better reason for the taxpayers again to reject any increase in the gasoline tax for this agency.

Some of us again would remind the Mt. Hood Community residents that Mt. Hood, is NOT your mountain, nor are the highway, public forests and streams only yours. They belong to the citizenry of the entire United States.

However, to those hardy souls who are trying valiantly to prevent the Mt. Hood Corridor from becoming and "Horridor," we wish you luck!

As some of us already have found, luck indeed is needed when dealing with some bureaucrats (i.e. Clackamas County, The Boundary Commission and now the State Highway Department) who have short memories, highly flexible consciences and an overabundance of just plain gall.

M. Kasper
Portland

State 'mythology'

Maybe some of us feel reassured now that the Environmental Committee on Suitability has appointed itself the "Gameskeeper of the Hoodland Corridor," or because a Clackamas County Planner has brushed up on fables printed in the Mt. Hood Comprehensive Plan or because a biologist from the Department of Fish and Wildlife has alerted us to the elk herds that are trampling the few sections of private property in the corridor.

Far more could be done. Elk crossings should be identified to reduce the toll of

maimed motorists along Highway 26 during the elk migration. Brightwood and Wemme should be fenced enclaves to curb elk depredation. Isolated homeowners should be tax-subsidized to help them build elk cellars, provisioned to carry them through the stampede. Wayside refuges could harbor the unwary traveler.

As a survivor of almost 35 years, spent hunting corners and cruising timber over almost all of this beleaguered area, I am well aware of our peril from the elk.

But I wish to point out a still greater danger. Having kept accurate game-count during my years in the woods, I feel called upon to warn our threatened residents and visitors that I have recorded the sightings of exactly the same number of wild gorillas as elk.

Milton M. Fox
Brightwood

Nix Welches light

A traffic light has been proposed for Highway 26 at the intersection of Welches Road. The "Hoodland" Chamber of Commerce claims it would enhance safety.

Granted, there have been several accidents at intersections of Highway 26 and Salmon River Road and at Welches Road and Arawana Road.

However, according to "Hoodland" rescue chief Don Armintrout, there have been no accidents at those intersections, since the installation of left-turn lanes. This would negate the necessity of the light for safety reasons.

Safety hazards would be created by the traffic light, due to icy conditions, big trucks coming down Laurel

Hill with hot brakes and stop-and-go traffic on an otherwise free-flowing highway.

Welches is not exactly an incorporated like Sandy (although some would like to see that, too.) Why spend a great deal of taxpayers' money on a boondoggle to solely benefit the Rippling River Red Lion complex and Hoodland merchants?

If you wish to express your concerns on this topic, write to: Harry Woodward, State of Oregon Highway Division, 9002 S.E. McLoughlin Blvd., Milwaukie, 97222.

Erica Steele
Rhoddendron

Support students

The Sandy High School vocal music department will have a booth at Meigs Park during the Sandy Mt. Days Festival this weekend.

We will be selling sauerkraut and sausage, hot chocolate, pop and coffee.

I would like to take this opportunity to invite everyone to have a meal with us.

Your support will help our efforts in raising money for a trip this coming school year. We will be representing the Sandy community and will appreciate your help in making this trip possible, so come eat with us.

Christine Pettingill
S.U.H.S.

"Thank you"

Jeanne and Gene Kelley would like to thank all the people of Sandy for their concern and prayers during Jeanne's recent stay in the hospital, with special thanks to the residents of Gary Street and Reed Circle.

Gene Kelley
Sandy

Legislator's report:

Legislators eye a tougher DUII law

WAYNE FAWBUSH
State Representative, Dist. 56

Last week the House of Representatives voted to revise Oregon's laws regarding driving under the influence of alcohol, a move intended to prevent repeated DUII violations and clean up the courts' backlog of drunk driving cases.

I think this is one of the most positive and important steps we can make this session to protect Oregonians' lives.

Mike Baldwin, deputy administrator of the Traffic Safety Commission, says that drunk driving is the number-one cause of death among Oregonians under the age of 45. The way the laws have been working, however, the first offense for driving under the influence has been a traffic infraction—not a traffic crime.

Many offenders repeat four or five times, before they ultimately are taken off the street by incarceration or fatal accident.

House Bill 2010 gets at the problem of drunk driving in several ways. The first is to make the first offense DUII charge a traffic crime. This increases the penalty from a maximum fine of \$1000 to a maximum



one-year imprisonment and a \$1000 fine.

The new law would impose a mandatory license suspension of 90 days.

In addition to making penalties more severe, HB 2010 tries to prevent repeated drunk driving incidents by getting at the root of the problem. That involves alcohol abuse.

An individual arrested for drunk driving has the opportunity to choose to participate in an alcohol treatment program, rather than go through court trial and face a con-

viction.

This will benefit us all in two ways. It will push potential repeaters into earlier contact with detection and treatment programs and thereby help people with alcohol problems who may be struggling with the affects of alcoholism in all facets of their lives—not just with a bad driving record.

The treatment option will limit the number of first-offense DUII cases that can seriously clog the court system.

The bill also restricts granting of occupational licenses, a process that has previously been left to the discretion of the Department of Motor Vehicles. It also allows impoundment of the vehicle, an offender drives at the time of arrest after the second DUII offense.

In short this bill greatly strengthens our laws governing drunk driving. It is a major step in the right direction.

However, we have a long way to go in combating the problem of drunk driving. There are a few measures I would like to see instituted, and I am supported by many people who work with traffic safety and alcohol abuse.

I would like to see a mandatory 24-hour lock-up of any DUII offender. More important, I would like to see the blood alcohol content that is considered "driving under the influence" lowered to .08 percent.

Currently, a person is found to be driving under the influence, if he or she registers a .10 percent blood alcohol content.

The United States is the only industrialized nation to have such a high blood alcohol percentage as the definition of "legally drunk." We should take a cue from the European nations, where it is considered socially unacceptable to get behind the wheel of a car, when one has been drinking.

I believe House Bill 2010 is a step in the right direction. If you have questions about alcohol abuse, contact the Mid-Columbia Center for Living at 386-2620 in Hood River and 298-8112 or 296-5452 in The Dalles.

These facilities have outpatient treatment programs for alcohol problems and for folks who have been apprehended driving under the influence of alcohol.

For more information on traffic safety legislation, call our office toll-free at 1-800-452-7813.