

Does Postal Service really listen?

The U.S. Postal Service has come a long way from the days of the penny "pony express." Some might say they've gone too far.

Those were the days when dedicated young riders would wear their horses into the ground for two cents worth of postage. With rising prices, two cents might sound cheaper than it was. Many readers probably remember three and five cent postcards not long ago, when the Postal Service had gotten things out of the horse and buggy days with automation, planes and trains.

Now rising labor costs and public demand for faster service drive the cost higher perennially. U.S. Postmaster General William Bolger says a 23-cent stamp for first-class delivery may be possible by next year. The new 18-cent stamp just isn't producing enough revenue, especially with recent concessions in recent labor negotiations that nearly ended in a national mail strike.

The Postal Service like any nationalized monopoly gets its way, of course. Postal patrons in Canada have witnessed the mailcarrier's stranglehold there, where the only way to get a letter through the strike line is by hand over the border and then east or west across the U.S. to another border town where another Canadian can cross the border to pick it up.

But that's what happens when you nationalize a monopoly and then allow labor to organize against the public they serve. We're not complaining about the devoted effort of public servants locally, but the bureaucrats and big labor leaders who rule the roost from on high.

It could be worse. We could be saddled with nationalized telephone companies, power companies and oil companies. It could be better, too, since we already suffer with nationalized passenger

railroad.

Those who still argue that government can provide public services cheaper and better haven't been paying attention lately. The U.P.S. vans deliver the bulk of the packages today, and do so cheaper and faster.

Locally the U.S. Postal Service has an excellent chance to prove they're still in the business of public service with concern for community preference on their new post office site.

To date the city council's 1978 petition for local downtown business delivery has gone unanswered. Now the regional office skirts the city's long-deliberated Comprehensive Plan with hints any new Sandy post office may have to be situated outside the downtown core area.

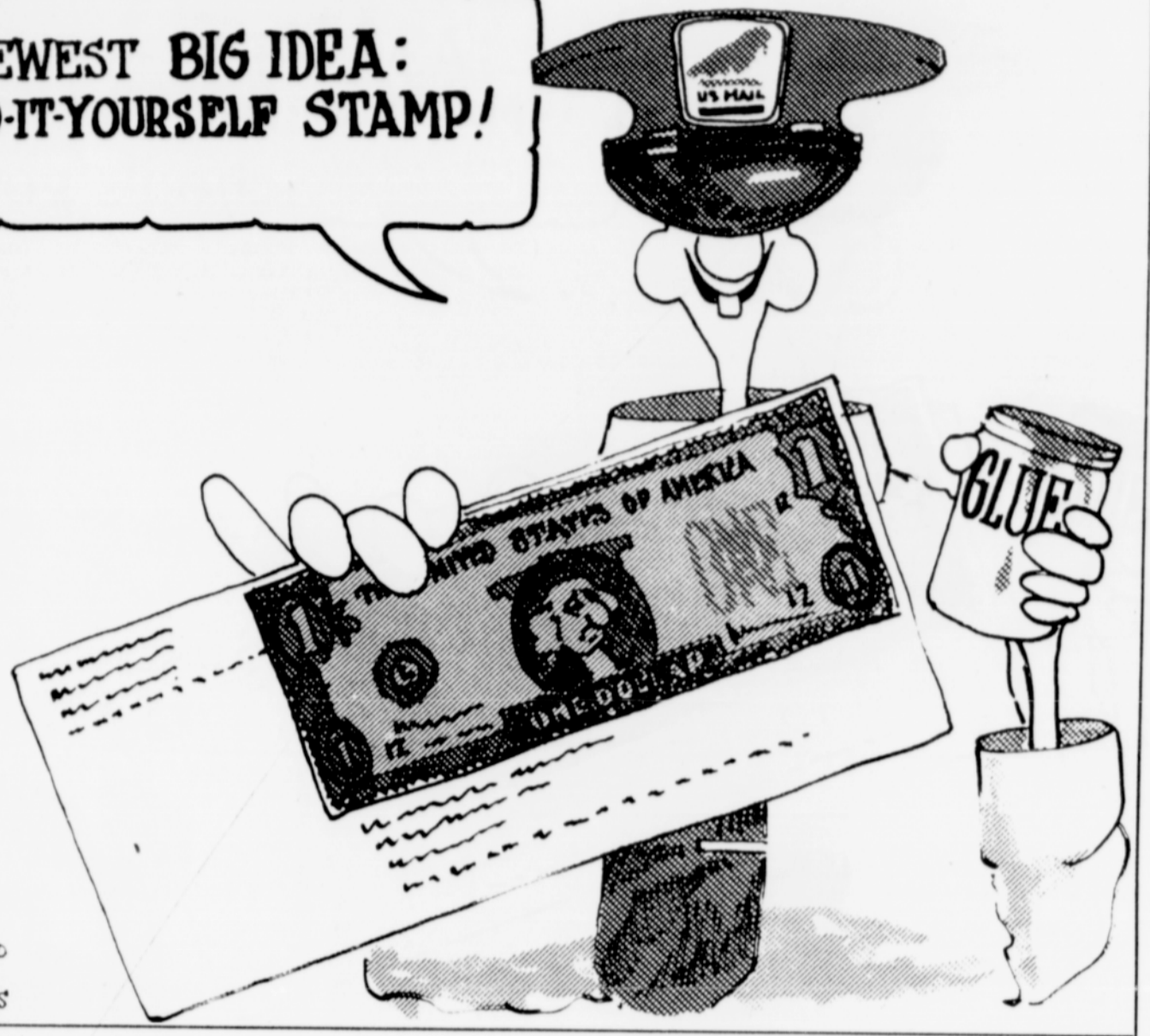
The council is trying not to sound dictatorial in suggesting specific sites, but would like to be considered local advisors in the planned move. After all, the Postal Service invited their advice. Now they should listen, especially since any conditional use permit for any new post office here must be reviewed by the local city council.

Council members are concerned about traffic and trucks, access from east, west and secondary roads plus walking distance for downtown business persons who presently have no in-town delivery. Moreover, they'd like to see the downtown core area of Sandy maintained and not gutted by abandonment of service centers who move down the strip within a stone's throw of town.

Like dumping a 23-cent stamp on our laps, dumping Sandy downtowners would show a blatant lack of sensitivity to the public they serve, their community and their needs. We expect more.

They fed the horses right. The feds will treat us right, too, we hope. (VB)

OUR NEWEST BIG IDEA:
THE DO-IT-YOURSELF STAMP!



BELLINGHAM HERALD
Cochran
N.W. FEATURES

Letters to the editor:

Hydro, postal site draw reader focus

City eyes PO site

We would like to set the record straight on our involvement and that of the City Council with the Postal Service concerning the construction of a new post office in Sandy and the request for local delivery service.

It appears there is at least one in our community who feels that the local community should not be involved in the decisions of the post office concerning these two issues. All of the City Council, as well as the mayor, were elected by the citizens of Sandy to represent them on issues that affect our community. We don't recall anyone in the Postal Service ever being elected to represent the interests of our local community.

The issue of a new post office for Sandy is not new to the City Council, and the Council has dealt with it for more than three years. In April, 1978, the City Council sent a petition to the U.S. Postal Service recommending a new post office for Sandy and outlining the deficiencies of the existing post office.

Since that time, the city has been actively involved in pursuing a new post office for our community. The city has, in fact, been working very cooperatively with the post office. Representatives of the city and Post Service have met, and the Postal

Service representatives requested our advice on the location of a new post office in Sandy.

It was agreed that the City Council would establish a set of policies and serve in an advisory role to the Postal Service in making its decision on a new location.

The Council will not be mandating a particular location, but attempting to assist the Postal Service by providing local advice that they would not otherwise have, since the representatives from the Postal Service who are making the decision on the new location are from outside our community. It is with this continued cooperative spirit that we are working to assist the Post Service in its decision concerning a new location.

In response to the concern that we are not qualified to deal with this decision, we would only point to the hundreds of hours that were spent preparing the community's Comprehensive Plan and the untold hours we spend on similar issues of community-wide interest. We truly believe that the location of the post office is an important part of our community, and that the City Council should be involved in assisting in that decision.

Another major interest of our community on which the city has been working is the issue of local delivery. Since April 2, 1978, we have been

working with the Postal Service in an attempt to get local delivery service for the city of Sandy. On April 3, 1978, after considerable discussion by our community, the city filed a petition with the Postal Service for local delivery.

Since that time we have written many letters, worked with a variety of representatives and even performed special studies and mapping at our own expense. After three years we have not received any final word from the Postal Service about our request. Since the downtown area does not have local delivery, the businesses and many others in Sandy must get their mail from the post office.

We feel the location of the post office is an important decision for our community. The location of a post office outside of the city's downtown walking area and the subsequent use of auto traffic for post office access would have a major impact on our community. As Council members we are concerned and will continue to express our concern about these issues.

Don Blair
City Council member
Deane Wesselink
City Council member

Let public know

I have been a land owner in the Sandy River Gorge in

Multnomah County since 1941. I greatly appreciated your two reports on the proposed dam and development on Boulder Creek, a tributary of the Salmon River and the Sandy River system by Steven Sweitzer.

It is a pity that notification of people affected in the river basin is not made mandatory in Oregon. After all, Oregon is uniquely a riverine state, and all Oregonians live and are affected by river systems: Willamette, Rogue, Deschutes, Wilson, Sandy, Hood, Owyhee, etc.

Activities that affect the environment at any one point, almost certainly will affect it at most other points along the river basin, both up and down.

As it is, a "hearing" or notification only has to go to those living within a quarter or half mile of the project. Thus these conditional-use permits often are "slipped by," and affected citizens above and below by many miles or across a county line wake up to a fait accompli.

It seems to happen time and time again, and only an alert press and citizens constantly on the prowl to pick up the news that something is about to happen (that is, if they're lucky), prevent a rip off.

Twice I have been down to Salem to testify against HB 2730 that slipped through the House almost unnoticed and was sent to the Senate Com-

mittee on Agriculture and Natural Resources.

The same Steve Sweitzer testified that he wanted to spend \$960,000 for a dam on Boulder Creek, if only the law could be changed to allow unlimited impoundment and remove the minimum flow requirements.

I suspect that this present application may be his fall-back position. At a minimum it represents a foot in the door and will almost certainly be followed by other power projects and diversions and developments that will inevitably spoil the Sandy River as a vital fishery resource, as well as the natural beauty area that we are all so proud of.

Remember, tourism is our third largest industry. I hope the people of the entire region hear about this and will rise up against the application with letters and testimony. Be at the hearing and write the Planning Board in Oregon City, as well as the Water Resources Board in Salem, so they may clearly understand you! Do it now or it may be too late!

Arch W. Diack
Boring

LETTERS POLICY:
The Post asks that all letters to the editor be typed, double-spaced and signed. Deadline is noon, Tuesday. Letters should be accurate, free of libelous remarks and in good taste.

Salem scene:

State woes mirror 1963

JACK ZIMMERMAN
Associated Oregon Industries

As the 61st Legislative Assembly finally neared adjournment in Salem, a veteran of the process remarked the session was a re-run of the struggles experienced by the 52nd Assembly back in 1963.

Indeed, there are similarities—as there are between nearly all biennial meetings of Oregon lawmakers. Those that tie 1963 and 1981, however, are quite striking.

While the play is much the same, the cast has changed substantially. Several principals are still around however, and they bear mentioning at the outset. In a lead role then was present Gov. Victor Atiyeh. He was completing his third term in the House of Representatives. In addition to running successfully for the Senate the following year, he campaigned strongly for a revenue-increase plan.

No other House members were serving then, but three members of the current Senate served in that chamber during the 1963 session. E.D. (Debbs) Potts (D-Grants Pass) was a second-session freshman, and Edward Fadely (D-Eugene) and Ted Hallock (D-Portland) were experiencing their first in unbroken strings of sessions marking continuous service in the upper chamber.

Some issues regularly haunt nearly every session of Oregon's Assembly—notably taxes and funding for public education. Compensation for injured workers and unemployment pay also have been subjects for review each session for more than four decades.

Perhaps the biggest issue linking 1963 to this year was an economy that failed to generate enough revenue from taxes to adequately fund the 1961-63 biennium. Lawmakers came to Salem on January 14, 1963, facing a \$14.5 million deficit.

Republican Gov. Mark Hatfield was proposing a general fund budget for the new biennium amounting to \$405 million, compared with the \$366 million budget approved in 1961.

Democrats then, as now, controlled both House and Senate. Gov. Hatfield had directed a special interim study seeking workers' compensation reform. Public education was in need of additional state support to relieve a growing burden on property taxes.

Lawmakers of the 52nd Assembly labored long to solve the problems they faced—so long in fact the 1963 session became the longest in history by substantial margin. It lasted until June 3, extending into that summer month for the first time and eclipsing



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

the previous longest session of 1957 by 13 days. The 1957 session lasted 128 days, while the 1963 struggle continued for a total of 141!

Workers' compensation was not substantially reformed, but taxes were—temporarily.

Gov. Hatfield succeeded in obtaining tax increases that would have produced the then-significant additional sum of \$60 million. The plan included personal and corporate income tax boosts, and employers were saddled with more frequent payment of withholding taxes to achieve a one-shot revenue gain.

Biggest reason the 1963 session lasted as long as it did was reluctance in the House of Representatives to send out a tax program that would jeopardize the political careers of those then serving. Voters have a tendency to be unforgiving after tax increases, and lawmakers know it.

Democrats owned a narrow majority (31-29) in the House and needed liberal Republican support to send a package to the Senate, controlled 21-9 by Democrats. That's coincidentally close to the 22-8 margin by which Demos rule the 1981 upper chamber.

The 1963 Senate didn't buy the original House tax package, prolonging that session until a compromise emerged.

The compromise achievement was short-lived, however, because the personal and corporate income tax proposals were referred by initiative petition and soundly trounced by a more than three-to-one margin during a special election Oct. 15.

The tax defeat prompted a special session the following month when lawmakers succeeded in extracting \$12 million by again changing the withholding tax procedure for employers and giving Gov. Hatfield authority to further reduce school support and spending to balance the budget.

In the process of all this wrangling, a general sales tax, hotel-motel tax and cigarette tax all were considered and abandoned. In each case they emerged from the House and were scuttled in the Senate.

Guest editorial:

Rep. Weaver fights to ban log exports

by JIM WEAVER
U.S. Congressman, 4th Dist.

An economic wound is bleeding the Northwest's economy to death. I refer, of course, to the export from this region of two to three billion board feet of unmilled logs every year.

With sawmills already standing idle because of high interest rates, we continue to allow the export of logs instead of employment-producing lumber and plywood to Japan and East Asia.

Let me review some of the reasons why I feel so strongly about this issue. Every log that goes out of this country without being milled into finished lumber or plywood represents direct job losses suffered by our economy. Somewhere else workers will be turning our forest resources into high-value finished products and enriching their economy by that amount.

It is incredible to think that we would make tax-funded investments in managing our public timber and then allow that public timber to be

exported through a loophole in the law.

We ought to be concerned with the export of private timber as well. Exports from any source diminish the logs available to the Northwest's mills and push the price up for stumpage. With all the cries about an impending timber shortage, echoed by many of the major timber exporting corporations, one would think these very same companies would be keeping their logs home and supporting legislation that would require everyone else to do so.

But they don't, and it is obvious that private timber owners will not give up exporting logs until we close our borders against the bleeding of this prized resource.

Within the Pacific Rim trading area, the Northwest is blessed with a unique resource in its fine-grained, old growth sawtimber. Nowhere else is there the quality or quantity of timber available here.

If we banned log exports, the Japanese would not be able to replace that loss with Siberian timber as many exporters claim.

The Russian timber is too difficult to access, is primarily low quality larch and is encumbered with a host of political problems.

Further, New Zealand does not have the capacity to supply the volume needed by the Japanese, and the Far Eastern hardwoods do not have the qualities of our old-growth softwoods.

Canadians could not replace our logs either, because they have wisely banned the export of unprocessed logs since 1905.

If, out of spite, the Japanese replaced the log volume we supplied with Canadian lumber imports, the Northwest would still benefit. Since Canada now supplies the U.S. with 29 percent of the lumber we consume, a diversion of Canadian lumber to Japan would allow the Northwest to supply a greater portion of the eastern U.S. market with lumber.

It is claimed that this is a free-trade issue. Yet the Japanese subsidize their mills, and the U.S. gives tax benefits for log exports. Northwest millowners say they could

cut lumber to Japanese specifications, pay the shipping costs and still be competitive with the products of Japanese mills.

But no one is willing to invest in such an operation when he or she knows that the Japanese will prefer to buy logs, and that trade barriers exist that prevent the free flow of U.S. milled lumber to Japan.

Log exporters say we should negotiate such issues, not legislate them. This is absolutely ludicrous! We have waited ten years for fruitless negotiations with the Japanese to result in any sustained or significant increase in exports of American finished lumber.

The Japanese are willing to protect their workers and their small businesses by supplying them with logs at almost any cost. It is a political issue in Japan, and their politicians respond to their constituents.

At the same time, our mills sit idle, unprotected by elected officials and suffering from false arguments about free trade.