

Shorted by state, SUHS needs money

Voters would make a mistake Tuesday if they reject Sandy High's B ballot as a carbon copy of the levy rejected by voters in June.

The district administration and board listened then, and trimmed the school's B ballot down to \$255,846. Gone are "wish list" requests for ball diamond development behind the LDS church, acoustical treatment in the library, art room renovation and plans to hire a counselor.

The district stripped some \$99,447 from the B levy. What's left is only enough to replace one worn-down bus and compensate for loss of some \$219,000 in state support the school expected when budgeting November.

Rest assured, this B ballot is not a frills addendum to the A ballot passed earlier by voters. In the true sense of the word, it's a supplemental budget to cover a net loss in anticipated state support for basic education.

Indeed, the eleventh-hour move of a cost-conscious legislature to cut back support threw a monkey wrench in the high school's budget. Suddenly, there was not enough money in the A levy to continue basic programs.

Other wrenches have been thrown into the school's budget plans, however.

The price of buses has increased since the board budgeted and set a levy fee, so any money approved by voters Tuesday is bound to come up short, anyway. Worse yet, the district has been waiting months for one replacement bus, and the district will still be one bus behind in its two-per-year replacement schedule. Remember the large union high school services communities in some pretty rural areas with rough roads. Some of those buses have 100,000 miles on them and engine overhauls. Two full-time mechanics are on duty daily.

Another wrench in the high school's maintenance budget could be increased enrollment this fall. The freshman class shows an 8.5 percent growth factor, and total enrollment may be up by 100 more students. The school figures it has 325 freshmen and 1,220 total students this first week. That would mean 60 to 70 more students than the district expected this fall.

Another wrench, the administration feels, could be the spin-off effect from mountain building. It has raised the assessed valuation. The

problem comes from the consolidated high school being an equalization district. It's a problem that Sandy Elementary School District didn't face this year, since the Welches growth is outside their district.

The mountain traditionally has been a tough vote to win for Sandy High, while precincts at Sandy city hall and Firwood generally carry elections. The exception comes with heavy turnout, like this spring, when the mountain carried the high school's A ballot. Consequently, school officials are praying for a strong turnout Tuesday.

But the election itself could prove another wrench in Sandy High's budget plans. The little B levy is the only question on the ballot, so administrators are worried the election won't generate enough interest for the strong turnout needed to attract their best supporters.

You see, defeat of the B levy could cost SUHS another \$2,000 they could ill afford now. It also could mean a cutback in curriculum and a reshuffling of second semester classes in January. The board will meet with management Sept. 16 to determine where to make the cuts, should the levy fail Tuesday.

The state's appropriation to basic school support represents a support level for 1981-83 of only 33.5 percent of school district current operating expenses, a substantial reduction from the 37.5 percent level for the last biennium. This appropriation represents a decline in the percentage of state support from 39.5 percent in 1979-81. Naturally, the local taxpayer is left holding the bag.

The tax bite for Sandy High could have been 10 cents higher this year, too. Annexing two timberland tax lots south near Estacada gave Sandy tax support from areas with but one student. A nice coup.

The 53 cents per \$1,000 of assessed valuation asked Tuesday brings the total SUHS tax burden this year to only \$4.92 per thousand, compared to \$4.90 approved last year. Higher assessments may bring the district to its dollar request sooner, with a bottom-line tax rate around \$4.16.

Nothing comes cheap any more, of course. Asking our high school students to save us a couple bucks Tuesday is not the way to get even, though. (VB)

Salem scene:

No session due court flap

by JACK ZIMMERMAN
Associated Oregon Industries

Special sessions of the Oregon Legislature, once a rarity, have become so commonplace that hardly anyone blinked when the record-long regular session of the 61st Assembly adjourned amid reports lawmakers likely would reconvene twice next year.

Many weary legislators, nearing mental and physical exhaustion after 203 days of decision-making, weren't looking forward to special sessions when adjournment gavel fell at 6:30 a.m., Sunday, Aug. 2. But budget uncertainties made it apparent further deliberations would be necessary before the current biennium concludes.

Speculation now abounds in Salem that this Assembly will expose itself to a third special session, before the 62nd Assembly gathers for its biennial regular meeting the second Monday in January, 1983.

The two special sessions anticipated earlier were scheduled tentatively for January, 1982 to address unforeseen problems caused by reductions in federal assistance and spending and next June to further adjust the state's budget after receipts are counted from 1981 state income taxes.

Efforts now are mounting to persuade the Legislature to call itself into session as soon as possible within the next six to eight weeks.

Pressure for this movement stems from county governments, upset with Gov. Vic Atiyeh's veto of two bills enacted by the Legislature that would have reformed the state's judicial branch shifted much financial burden for courts from counties to the state's general fund.

The bills were part of a package of recommendations from Oregon Commission on the Judicial Branch, an interim study group authorized by the 1979 Legislature to study ways the judiciary could improve.

Although supportive of judicial reform and future assumption of court costs by the state, Gov. Atiyeh vetoed both measures, primarily because the enacted administrative procedures measure didn't provide for gubernatorial appointment of the chief justice of the Supreme Court.

That the governor would appoint that official with an eye to naming a strong administrator was a key element in the commission's recommendation. In the present system, the justices name their own chief justice.

Atiyeh's veto message explained that he could not approve the funding bill without that key element in the administrative bill. So both were nullified.

Meanwhile, counties are upset for three main reasons. First, they have lost a court cost fee increase that would have taken effect Sept. 1. The added cost could create an estimated \$1.6 million annual deficit.

They also lost a system designed to screen eligibility of indigents for court-appointed defense attorneys and a partial cost-recovery system.

The third element involves erosion of time required by the court administrator to prepare for administrative reform elements, when and if they become effective.

The governor certainly isn't going to call a special session just to consider bills he has vetoed. So far, the Legislature never has exercised its authority to cause a special session.

So the effort by the counties to obtain a special session quickly faces two major hurdles: getting 31 House members and 16 senators to agree to the session and getting 20 senators and 40 House members to override the vetoes.

The barriers are tied inextricably. Frankly speaking, it appears highly unlikely the county effort will succeed.



Personally speaking:

Cars like ex-lovers: costly, painful

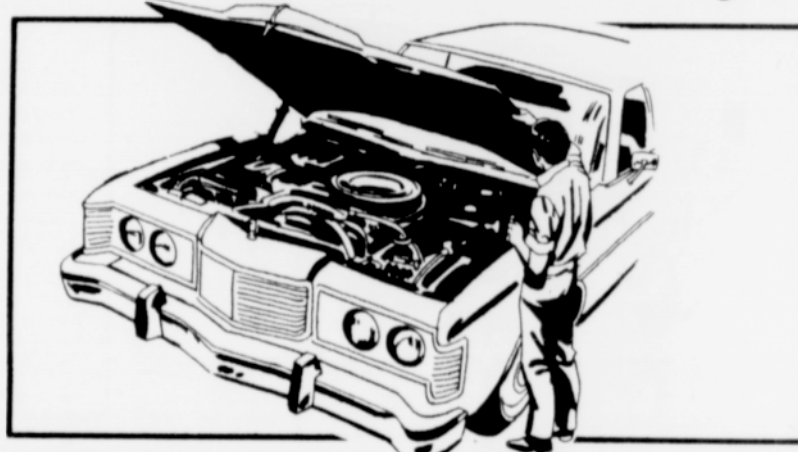
by HENRY EMRICH
of Sandy

There it was in black and white: "Drop us a line about a car in your past." My first instinct was to forget it—good riddance—cover it up. But Nixon's problem's flashed before me, and I decided to bare my soul.

Talking about my relationships with automobiles is like a wealthy widow talking about ex-lovers. Each experience was painful and costly.

As a teenager, the first car I owned was an immaculate (temporarily) 1950 Plymouth convertible, purchased for \$125 and probably worth its weight in gasoline today. In an era of coffee shops and beatniks, a complete disregard for its care and maintenance seemed to be the perfect vehicle (no pun intended) to show my disdain for materialism. Not surprisingly, this policy led to the early demise of what used car dealers fondly refer to as a "real gem." True, it was an irresponsible act—perhaps even a dreadful shame, but hardly grounds for the vicious vendetta in which every car I have been associated with since has participated.

A long line of what used car dealers not so fondly refer to as "what a lemon," each one systematically has attacked my safety and my sanity. It started out with cruel practical jokes: The '46 Chevy that used to drop its muffler when passing through the center of any peaceful village. When I shut off the ignition, it would invariably



backfire as the patrolman approached with an excessive noise ticket, as if guffawing at my misfortune.

When my sense of humor drained, my eardrums shattered and my driver's license on the brink of forfeiture, I rid myself of the beast, only to find myself shackled to what surely must have been its younger cousin, a two-toned (weren't they all?) 1953 Chevy with an equally demented sense of humor. An oil-guzzling lush, it delighted in the smirks of gas station attendants, as they dispensed three quarts of bulk oil for every gallon of gas. Sure, there were good times, like puffing through the redwoods on the scenic highways of California. It was a blissful experience (as blissful as you can be traveling 750 miles in a cloud of blue smoke) until the '53 had a change of heart in San Francisco. A clutch without fault suddenly

vanished completely, while the car lurched with insane laughter at the top of Telegraph Hill. Calmly pressing the foot brake as it softly sunk to the floor, and not so calmly screaming as the emergency brake handle came loose in my hands. I was saved from a rapid tour of Fisherman's Wharf (and the bay) by a slowly ascending cable car directly in my path. It was plain to see that what had begun as taunting humor had graduated to a campaign of terror. I turned the '53 over to the tow truck, stipulating that no parts be held for resale. They were his only on the condition he proceed directly to the crusher. (Fight fire with fire, I always say.)

It was a hilltop again where the next attack took place. Wanting to prepare myself for almost certain catastrophe, I went directly to the

insurance office from the Toyota dealership. (I was fooled by a small, innocent look and a fresh paint job.) I hadn't even shook the broker's hand when the Toyota jumped out of gear and streaked down the hill, a gleaming kamikaze musician, ringing out lawsuits and damage claims like chimes, as it careened from parked car to parked car.

The Volkswagen was the slyest in its dirty tricks, with a heater you couldn't make work until July and couldn't shut off through August. With a total absence of any kind of suspension system, it would seek out every bump and pothole, sending the contour of every pebble shivering through my spine. Purposely choosing only high curbs to park next to, it forced me to twist and bend unmercifully to extricate myself. Re-entry was harder than forcing the wrong piece in a Rebek's cube. The straw that broke the driver's back was the calling card of a sadistic German chiropractor left in the glove compartment.

They've come one after another, cars with windshield wipers that fall off at any hint of moisture, cars whose doors lock automatically when keys are left in the ignition, cars whose horns stick upon entering hospital parking lots and cars that stall when you are first in line off a Puget Sound ferry.

I could list a hundred, but you see it's extremely difficult to type with my hand bandaged from the hood crashing down while adding oil yesterday.

Wall Street report:

New tax bill angers hard-money crowd

NEW YORK — Hardly anyone outside the committee room noticed it at the time, but the "hard money" crowd has been hard done by the new tax bill — and the golden gurus are glistening with rage.

In what they describe as a "sneaky" last-minute amendment pushed through by the Mutual Savings Banks Association, Congress banned individuals from using "collectibles" (such as artwork, precious metal coins, diamonds and fine wines) in IRA, Keogh and self-directed pension plans after this year.

Already a campaign is gearing up to repeal this provision, Section 314(b), on the ground that neither President Reagan nor most committee members knew it was going into the bill — and went against prevailing intentions by removing an existing tax advantage instead of granting new ones.

As it happens, I think the "hard money" crowd is absolutely right, a fact that some of its extreme members may find more disturbing than comforting. I believe you should have the freedom of choice they want restored to you, though I'm not a bit sure you should then exercise it in the manner



Louis Rukeyser

they intend. While this is a position unlikely to bring total joy to either contending faction — the beleaguered thrift institutions or the outraged gold bugs — to me it's as simple as one, two, three:

(1) Congressmen, lawyers and government regulators make exceptionally poor investment advisers.

(2) While it is an invasion of your freedom to tell you you can't put "collectibles" in your retirement fund — just as it was an invasion of your freedom to tell you you couldn't legally own gold bullion at all for four decades — that doesn't mean that, when and if this right is

restored, you'll want to rush to exercise it.

(3) Legislative restrictions on competing investments are not the right way to bail out the nation's savings institutions.

What will rescue the

thrifts is not an assault on "collectibles" or money-market funds (or even such ploys as the tax-favored "all savers" certificates that will be available in October (but a less-inflationary environment, accompanied by lower

interest rates. In the short run, too, the thrifts would be helped by removal of regulatory restrictions on both sides of their balance sheets, freeing them to compete more effectively in today's real financial world.

Editorial said anti-labor

Help controllers

The editorial entitled "International brotherhoods scary" fit in perfectly with Ronald Reagan's union-busting approach to the air traffic controllers' (PATCO) strike.

In a letter Ronald Reagan wrote Oct. 20 to Robert E. Poli, president of Professional Air Traffic Controllers Organization, he said:

"I have been thoroughly briefed by members of my staff as to the deplorable state of our nation's air traffic control system. They have told me that too few people working unreasonable hours with obsolete equipment has placed the nation's air travelers in unwarranted danger."

Ronald Reagan went on in that same letter to say: "I pledge to you that my administration will work

with you to bring about a spirit of cooperation between the president and air traffic controllers."

Why, then, is it unreasonable that people the world over concerned with the breaking of this promise by the president of the United States join in support of our nation's air traffic controllers?

It is obvious that (VB) has done entirely too much "quick reading" and has allowed his dislike for unions to cloud the issue of American air traffic safety.

Douglas Portinga
Sandy
(EDIT. NOTE: Our editorial point was that Americans should be able to settle the strike quickly and peacefully without outside intervention internationally.)

Parade questioned
We would like to protest

the manner in which the three black powder clubs that participated in the Sandy Mountain Festival parade were judged. We are a very unique group of individuals and should not have to compete with such professional marching units as the Al Kader Shriners, Royal Rosarians and Kiwanis Club.

We follow the "Early American" theme in guns, costume and jewelry which primarily is handmade. We feel we should be judged on our own merits and what we stand for — "The Right to Keep and Bear Arms."

We hope if we are fortunate enough to be asked to participate in the Festival again next year, that we can be judged in our own category of "black powder shooters" and not as a marching unit.

David Albard
Sec'y-Treas Wy-East Mountain Men