

Editorial & Opinion

SANDY, OREGON, THURSDAY, SEPTEMBER 9, 1982

City welcome sign should fly now

Welcome signs badly needed at both ends of Sandy have been recommended recently by Chamber guest lecturers as first priority for a town that wants to stop highway traffic for shopping.

Portland, St. Johns and Newport experts on city revitalization told Chamber gatherings that was the first thing they saw lacking in assessing Sandy as a marketplace.

They're right, but can the sorry lack of welcome mats at Sandy's front and back doors be rectified? Yes, with a little persistence and gutsy determination needed to battle government red tape.

Common excuse given for lack of welcome signs on the highway at either end of Sandy revolves around difficulty getting earlier signs past state inspection. Approximately three years ago the now defunct Jaycees mounted a big welcome sign at the west end of town by the industrial park. Before they could mount its twin sign west of town by Glos Ford, however, a state inspector reportedly ordered the first sign down.

Youthful vandals after a ballgame reportedly did the job for him. Since then, nobody here has dared buck state officials over Sandy's right to promote itself with signs on the state highway.

City building inspector Tom Day remembers things a bit differently, though, and sees optimism in another try. Day should

know something about difficulty in hanging signs to promote business hereabouts, since he's the man who orders down shop signs not in compliance with city sign code.

Day says regional highway engineer Harry Woodard then approved the welcome signs proposed for Sandy. Unfortunately, the state inspector who ordered the welcome sign down didn't know about Woodard's official approval or honor it.

Day thinks the matter could be pressed. He foresees little trouble getting Sandy Design Review Board approval, and thinks the state Highway Division could be wooed.

We think he's right, and the signs surely are worth the fight.

Besides, Sandy's got some state precedence on its side in the argument. Recently Gov. Vic Atiyeh threatened to blow up state welcome signs at state borders and finally did change the sign to reflect a more sincere, friendly attitude toward visitors.

If the state considers it important that government be allowed to announce itself favorably to visitors, the city of Sandy should be no exception.

Let's form a sign committee to begin construction now and meanwhile send letters of intent to the Highway Division. Odds are good we'll get their blessing this time. (VB)



Letters to the editor:

Industry bid, school snarls draw fire

Settle teachers

This week I come face to face with my favorite people, the children of Welches School. They will be eager and energetic, their creativity and budding intellect ready to produce exciting and sometimes amazing results.

I, their teacher, will be forced to choose between my interests and theirs. Why? Bargain-basement salary costs for quality workmanship are con-

sidered over-priced by the Welches School Board.

The board insists on settling prior to resolving the clear and critical issues that must be dealt with now, before continued procrastination compounds them. Opening new negotiations in a month or two most certainly will require still more advisory counseling and fact-finding, both paid by our tax dollars.

Furthermore, wearing

ner is a directly measurable degradation of the quality of education in our school.

Those in favor of the extension or reiteration of this nine-month negotiation farce are neglecting the vital interests of our now million-dollar educational business.

The taxpayers of this district need to examine this process and insist on an honest, open settlement of the dispute. How much longer will the children be

caught in the middle? We should not watch and tolerate the continuance of this abuse. I will not.

Janine C. Boldt
Welches

Entice industry

We all are aware of the conditions of Oregon concerning unemployment, high property taxes, etc. We have been told that we are losing industries who employ people to other states and in some cases to other countries.

Perhaps we should find out the cause of our problem. Our governor is trying to attract new industry to Oregon, but when industry is confronted by regulations we have here in Oregon, it simply turns away and goes elsewhere.

Now, we are not the only state with regulations problems. We just happen to be the pilot state in an experiment. Now this idea is being pushed in other states. One state I'm aware of is Wisconsin.

We in Oregon have the 1,000 Friends of Oregon. Many people refer to them as the 1,000 enemies of Oregon. I recently heard they receive financial backing from the Ford Foundation. This puzzled me, until I got out my book

by Archibald E. Roberts, Lt. Col., Ret. This book is "Emerging Struggle for State Sovereignty" (\$5.95, Betsy Ross Press, 480 Savings Building, Fort Collins, Colo. 80521).

Here we get the connection concerning the Ford Foundation. They wrote the constitution for the new states of America.

Want your eyes opened? Send for this book, and you will see the connection between land-use planning, regional governance and why we have a sick state.

Let's get rid of LCDC in November, then let's get rid of Senate Bill 100 in 1984. We then can start getting Oregon well again.

See you at the polls.
Ann Lucas
Estacada

Mayoral candidates should debate

Incumbent Mayor Ruth Loundree and challenger Jim Duff, a veteran councilman, should publicly debate their views on how Sandy should address future needs and goals.

After all, it's rare when Sandy mayors run opposed. Former longtime city recorder Loundree ran unopposed for mayor last election for her second term.

Duff, who also has served the community on Planning Commission, the local fire board and the defunct Sandy Jaycees, opposed Loundree in her first successful bid for mayor.

Together, their years of knowledge and experience in Sandy government offer voters great insight into city planning and background. If anyone knows where Sandy's going and how it

got to its present state, it's these two candidates.

Critical issues that face this growing community in the near future dictate public discussion.

Need for leadership to meet these community issues dictates a public debate that focuses on issues and approach more than a popularity contest.

Unfortunately, candidates' forums and candidates' fairs have proved unpopular here in the past—if big turnouts are a desired objective. Perhaps the mayor and her challenger can stage a bigger debate with better turnout by meeting at prearranged gatherings like social dinners, club meets or a football game at halftime.

Invitations from willing groups might start the ball rolling. (VB)

Salem scene:

Few rejoice record session

by JACK ZIMMERMAN
Associated Oregon Industries

Oregon has finally established a new record for frequency of legislative special sessions.

It took a cool half-century to break the old record of two set in 1933. As of last Friday, however, the new mark is three!

Hardly anyone is rejoicing, and for a number of reasons. The biggest reason is lousy economic times that have forced lawmakers back to Salem repeatedly to pare spending and increase revenue to make up for budget deficits.

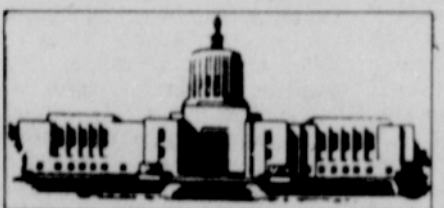
Conditions were similar during that depression biennium five decades ago. In fact, it is generally conceded that the economy during the early Thirties was considerably worse than today. Consequently Gov. Julius Meier then convened the Legislature in special sessions twice the same year, mainly to deal with budget problems.

While these are apparent similarities, there are some disparaging dissimilarities, as well.

For instance, Oregon started its current state government biennium with an \$11 billion total budget. The comparable figure in 1931-32 was a paltry \$100 million. The general fund budget for the present two-year period was \$3.1 billion. It was only \$44 million during that first biennium of the Great Depression.

It's interesting to note the first special session in January this year was called to consider a budget shortfall three times the size of the total budget 50 years ago. The second and third special sessions wrestled with deficits about equal to the total budget way back then.

Of course, other changes have taken place. Oregon's population 50 years ago was just less than a million, while is now



more than two and-a-half million. But the problems of state government today reflect government much more complicated, expanded at a rate far exceeding the growth in population. That growth is apparent at both state and national levels.

For instance, Gov. Meier didn't have a SAIF surplus to tax. Relief from property taxes was an issue, because it constituted the biggest single source of state revenue. The state income tax only became a reality in 1930.

Welfare at that time consisted mainly of protecting working rights of women and minors. Of greater concern was prohibiting the sale of oleomargarine and imitation cheese.

There wasn't even a state revenue source from alcoholic beverages to supplement general fund spending requirements. Nationwide prohibition had not been repealed.

Instead of LCDC and DEQ, Oregonians barely were becoming aware of Franklin Roosevelt's NRA.

We had gasoline taxes and vehicle registration fees well in place during the Thirties, plus inheritance taxes and levies on personal property. Life was simpler—even rougher, perhaps. Government just wasn't the factor it is today.

(EDIT. NOTE: Jack Zimmerman writes a regular column for Associated Oregon Industries, a state lobbying group. His comments do not necessarily reflect opinions of The Post.)

Personally speaking:

Labor Day should last whole week

Instead of Labor Day, it should be Labor Week.

During the summer even the most dedicated seem to find time to play ball, go to the beach or work in the yard.

But after Labor Day there are no excuses. "Fall fever" is not a part of our lexicon.

So instead of one last weekend, it seems that one last week would be more appropriate.

But the need for an extra week's vacation, as nice as that would be, is not the reason I'd like to see Labor Day expanded.

It's the traffic. This weekend I wanted to get away and do something, but I also wanted to avoid the crowds. I convinced a friend to go with me to Eugene to visit my aunt and uncle.

The traffic, I was sure, would be at its most obnoxious on Friday and Monday. So, we headed for Eugene late Saturday morning, with a return trip planned for Sunday evening.

I have cruise control in my car, and it is wonderful. I set the speedometer at 60 and one-half miles per hour, and headed out.

Once on the three-lane interstate (I-5), cars zoomed around me on the left and right. Though I was in no hurry, the drive was a battle.



by SCOTT NEWTON

About 8:30 p.m. Sunday we headed back, and again it was hectic. As I drove 60 and one-half miles per hour cars zoomed by.

As I neared Portland I was surprised by a trucker. Call me naive, but this driver's stunt was a new one on me.

Picture this: My friend and I are going 60 and one-half miles per

hour, and the person ahead of us on the three-lane interstate is going almost exactly the same speed. The far left lane is congested. In the far right lane is a guy driving about 64 miles per hour. He is gradually passing us slowpokes in the middle lane.

A truck and trailer, a nice-looking rig, pulls up on the right. He's not going to wait for the driver going 64 miles per hour to go around the car in front of me. Instead, he wants in front of me.

The cab is a little in front of me as he turns on his signal light. I think he's rude, but I drop back a little. It wasn't enough.

The next time his signal light comes on a bright, white light, set up right under his regular turn signal high on the cab, comes on.

It flashes directly in my eyes. I let him in my lane, though if he had forced it, causing us to crash and die, it would have been his fault.

For some reason that didn't comfort me.

Unfortunately, it wasn't my first experience with intimidation on the road, and I'm sure it won't be

the last. To save gas and to enjoy the nice weather, I ride my bicycle home for lunch.

Most people let me in the flow of traffic, and I really don't think I slow traffic down that much. I make an effort not to.

But twice as I've been coming back, waiting to go north at the stoplight at Highway 211 and Pioneer Boulevard, this guy has been behind me who yells, "Get out of the way."

For some reason I do it, though it would be all his fault if he ran me over and paralyzed me for life.

The old guy's car really needs to be tuned, and I'm sure part of the problem is that he's inhaled too much blue smoke.

Mass transit is the answer. I think we should give Detroit the kiss of death and replace all highways with tracks for electric trains.

In the meantime I've read that the famed Orient Express has been revitalized (for \$20 million). It runs from London to Venice now, instead of to the edge of Asia. It sounds like an excellent Labor Week excursion to me.

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. This newspaper attempts to publish all letters it receives and may edit material lightly to conform to guidelines.