

The Sandy Post

Editorial & Opinion

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Tragedy provides lesson

A 24-year-old local man was recently sentenced to spend one year at the Multnomah County corrections facility.

A five-year suspended sentence for criminally negligent homicide was the charge in Multnomah County district court.

He can petition for a work release after 90 days, and he must begin paying a \$1,000 fine at a rate of \$40 a month to begin 60 days after release from custody. In addition he must pay \$400 toward his court-appointed attorney.

The sentence, handed down last week, was for an accident that occurred Nov. 14, 1982 in Troutdale. Laryn Slifer, who was 21, died in that accident. Ronald Shane, now 33, was left without the use of one eye. Both were from Portland.

About two hours after the accident this Sandy resident had a blood alcohol count of .16, according to records on file with the district attorney's office. The legal limit for DUI is .10.

According to Charles Ball, deputy district attorney, the sentencing was about what he expected. "What do you do with people when they come in and present themselves as your next door neighbor?"

He was a first-time offender with a good record (and insurance coverage). Reportedly he was traveling too fast on a corner prone to accidents. But, of course, his most serious offense was that he'd been drinking and driving.

Some would argue that a person who drinks, and then drives and kills another person, should face a more severe sentence. Though the point is valid, one also has to wonder what benefit would be served by placing an otherwise productive citizen in with criminals who are definitely a detriment to society.

The problem is social and not easily dealt with. Considering the status of mass transit, an inexpensive trip home after an evening of overindulgence at a tavern or at someone else's home is out of the question. Most people socialize at places too far from home to walk after an evening out.

One solution, of course, is not to indulge, but it is a fact of life that on occasion even moderate drinkers will tip one too many.

It's not a problem to be taken lightly. "At any one time it seems like we have four to six (of these cases) pending," said Ball.

After paying an accident reconstruction expert \$900 to \$1,400, in addition to the numerous other expenses, it makes trying the cases alone "grossly significant and very expensive."

That doesn't take into account the human element — the pain felt by the family when the life of a young person is taken.

The legal and human consequences of driving home after a night out should be of primary concern before a first sip is taken.

WELCOME TO SANDY - RONALD & FRIENDS!



Salem scene:

Taxes, history collide

by JACK ZIMMERMAN
Associated Oregon Industries

After watching the 62nd Legislative Assembly struggle with tax problems for the better part of a year, a growing number of Oregonians are asking how we got into such a mess in the first place.

Everyone realizes tax problems aren't new and that previous assemblies have struggled with similar dilemmas. And as far as the present problem is concerned, the list of reasons is as long as you'd like to make it.

Some blame the whole mess on property taxes. Some say government's too big. Others carp about teachers, public employees, unions, inflation, unemployment and the recession, too much dependence on the income tax and stagflation.

There are those around who believe national economic policy is the villain and others who figure steadily rising population during the sixties and seventies propelled us into the fix we're in. Still others blame lack of aggressive economic development policy and overdependence on the forest products industry.

Historians tell us all such conjecture is off base. Those things might have something to do with conditions today. But the initial reason for the predicament goes back to early February in 1841.

That's when our troubles really began. Of course, there were events leading up to this significant singular incident that propelled us into our present perplexity. They started in eastern Tennessee with the birth of an infant boy, named Ewing Young. That was about the beginning of the 19th century and though he obtained little schooling, historians tell us he parlayed his natural abilities into a position of considerable wealth.

It is assumed he was among those who opened the Sante Fe Trail and spent some time in Taos (New Mexico), becoming a friend of Kit Carson in the process. In 1826 he led a party across the Mohave Desert into California and established a fur-trapping enterprise along the San Joaquin River.

Prospering but restless, Young was inspired by Oregon promoter Hall Jackson Kelley and trekked northward with the Kelley party to Fort Vancouver in 1834. Although technically a territory of the United States, Oregon at the time was pretty much dominated by the Hudson's Bay Company and its chief factor, Dr. John McLoughlin.

One of the ways McLoughlin maintained control of the few settlers in the area was to prohibit private ownership of livestock that would have enabled families to achieve a degree of independence. Kelly and Young brought considerable horses and mules with them from California, which McLoughlin figured must have been stolen. At least he branded the party as a bunch of horse thieves and denied its members the shelter of his fort.

Kelley, whose health failed at that point, gave up the ghost, accepted help from McLoughlin to go back East and never returned to the land he dreamed of developing.



Young, healthier and meaner, stuck around and got even. Some stories say he got McLoughlin to ease sanctions against him by agreeing not to furnish homemade booze to Indians in the area. He then organized a business that brought 600 head of cattle into the region, sold most to settlers and in the process exonerated himself in the eyes of his pioneer peers.

A recognized leader, Young went on to erect one of Oregon's first sawmills and by 1840 had become a prosperous and respected farmer.

It was Ewing Young's death the following year that really got those early Oregonians moving toward establishment of a provisional government.

At Young's funeral it became apparent there was a need to probate his estate because no qualifying heirs could be found. One is said to have stepped forward but he was not of all-white descent and one of this state's more colorful historians relates the young man abruptly disappeared from the pages of history.

So a probate judge was appointed and the first step was taken toward a government and the necessity of taxes to sustain it.

Records show taxes were voluntary until 1845 — netting \$81.50 in 1843 and soared to several times that amount in 1844, an increase that prompted Oregon's first tax revolt.

Although voluntary, taxes in 1844 were described as one-eighth of one percent ad valorem on merchandise brought in for sale, improvements on town lots, mills, pleasure carriages, clocks, watches, horses, mules, cattle and hogs — plus a poll tax of 50 cents for all male citizens over 21.

Legendary Joe Meek, sheriff at the time, had to contend with the likes of Joseph Gale, who was gulling the seagoing sailing ship Star of Oregon near what is now Swan Island.

When Gale scanned the assessment roll and discovered his combined taxes came to \$1.14, he scribbled next to his name: "Darn my sole if I pay."

Despite that response from one of the wealthiest of Portland's then-scant population of 15 souls and the so-called tax-strikers of the Clatsop district, Sheriff Meek delivered \$408.16 to the provisional government, only \$72.98 short of his goal.

The tax act of 1844 has been described as the link between no government and real government.

It all started because Ewing Young died when he did and left an estate someone had to account for. Perhaps the subsequent tax act should have borne his name. Nothing else of significance does.

But maybe that's the way he would have liked it.

Letters to the editor

State rapped for its highway plan

There are two phrases one learns the true meaning of when residing in the Mt. Hood area for ten years and more. They are "Enough is enough" and "There is no justice."

What I am referring to most currently is the abortive revised preliminary six year highway plan dated August 1983, which if adopted leaves us in the ashen again.

In the original six year plan adopted in 1982 the extension of the widening of Highway 26 from Wildwood 1.9 miles up through Welches Road was projected and funded for 1986 with all verbal indications from the highway department and Salem that most probably it actually would be under construction in 1985 along with the much needed rest stop to alleviate the excessive bathroom usage placing a demand on an already over-taxed sewage system.

The new proposal eliminates the rest stop totally so I would suggest the restaurant owners put the "honey-pot" man on a monthly retainer so that the present systems don't break down completely.

Enough is enough definitely applies to septic systems. The short but necessary extension has been put off until 1989 with an asterisk statement of "it is uncertain that state funds will be adequate to match federal funds for projects after fiscal year 1986." It doesn't take Webster's Dictionary and a Ph.D. to realize that we have just gotten the shaft.

For a highway project that was started in the early 1970s and extended to the east of Brightwood, I would say this sounds like the longest lunch hour in history. When do they come back to work? The fact that we still are killing innocent people on a very regular basis seems not to enter into the state priority system and one more time Washington and Multnomah counties have pulled the golden rings and run away with our funding.

Since Mt. Hood and its recreational facilities are the single most important tourist and local citizen attraction in the whole state, one wonders how we are supposed to carry the title

and crown and still keep our highway users alive to enjoy the offerings. In every walk of life if you are the best and the most you get the priority, but our State Highway Department obviously works in reverse.

The more the mountain recreation areas improve and have more to offer the public, the lower our priority gets. The state spends millions of taxpayer dollars to promote the state as a contemporary recreation area and all we can offer is a highway which bottlenecks three times within approximately a ten mile span which really ought to have a sign posted "Proceed at your own risk."

Just how long does the State Highway Department think the citizens of Oregon are going to stand still for this dangerous situation. They act like Highway 26 is a side road instead of the fifth most heavily traveled in the state, summer and winter. Maybe instead of a rest stop, we ought to request a real "rest stop," namely, a cemetery because we fulfill both the supply and demand.

Adrienne Shields
Rhododendron

Cats again

Regarding the cat controversy, may I insert my opinion? Regardless of whether or not you like cats or dogs or birds and squirrels, each of us is entitled to our opinion. However, if I enjoy feeding the birds, chipmunks and squirrels and the natural animals in this beautiful area, I do resent someone else's cats or dogs interfering with my personal territory. You can have all the cats and dogs you want as long as they are on your property and their yipping and howling is also kept within the confines of your own property.

If I enjoy peace and harmony and the beauty surrounding us, that is also my right.

Nan Slanning
Sandy

Amazed

Being a person who belongs to this community that has avoided so many pitfalls, it amazes me that our city officials could find the time to bother with a

small thing as garage sale signs or any sign for that matter that is to advertise wares sold out of one's home, is none of the city's business.

I am shocked that a garage sale sign needs city employees to worry if it is professional or not. How nice of you to rent them for those of us who are not talented enough to print "garage sale or for sale." I am curious as to who paid to have these signs painted?

It sounds to me like we are going to need less people on the design review board and planning commission and more people on the police department and highway department. That way we will have enough people to enforce this law.

I know for a fact that the highway department does not work weekends. Unless, of course it snows, then they are too busy knocking down mail boxes and blocking driveways to be picking up garage sale signs.

This leaves it to our understaffed police department to do the job on weekends. With skiers speeding up and down the highway and drunk drivers going back and forth, the police department should have plenty of time for this small task. I know, I live on the highway.

Let's not forget the fact that there are some people who have to have these signs in order to eat or help pay their property tax.

I am speaking from experience. I had my sign taken and I also had it returned by the Sandy highway department who at first denied taking it.

It was the Oregon State Highway Department that got them to bring back my sign. At the time I did not even know about your petty law then.

I would also like to say that there are some of us who like garage sales and we don't care how professional the sign looks. It is a great way to meet people and get a few bargains.

It is a pity that our community has become so petty as to dictate to people how often and just where and how we can sell our goods.

After all, we are just trying to make ends meet and pay our taxes so that city

officials can sit around and decide what is professional and what is not.

Karen Russell
Sandy

Editor's note: The garage signs are loaned, not rented, by the city of Sandy and the \$5 fee is a deposit, which is returned upon return of the sign.

Poster

Is this slogan of Nikolai Lenin ringing in our ears today? "We will conquer you from within."

Lenin went on to say, "It is our duty to inculcate in the minds of all nations, the theories of international friendship, pacifism and disarmament, encouraging resistance to military appropriations and training, at the same time however, never for one moment relaxing our efforts in the upbuilding of our military establishment."

In turn we heard Nikita Krushchev tell America, "Whether you like it or not, time is on our side. We will bury you."

There is a poster hanging in our county libraries from Clackamas Community College which reads: "Understanding the Soviets, a Path to Peace." This will be a series of lectures sponsored by Clackamas Community College and a federal grant. Have we become so apathetic that we can't see what's coming over this land of ours?

Senator Hatfield showed little concern over this when we notified his office, and Representative Denny Smith said he would "keep a close eye" on this series of lectures.

Where are our Patrick Henrys who say, "Give me liberty or give me death."

Our biggest enemy right now is not fear, it is apathy!

"Let George do it," is the motto of too many people in America today. We agree with Edmund Burke who once wrote, "The only thing necessary for the triumph of evil is for good men to do nothing."

Aaron Ballou
Sandy

The Derby

Young people are in the news often these days. Un-

fortunately, all too frequently, these news items concern themselves with the ills of the action of some members of the younger generation.

However, it is encouraging to recognize that goodness still prevails among the young and that these future civic and business leaders indeed are involving themselves in programs and activities in preparation for their future responsibilities.

One such activity is the Sandy Soap Box Derby, a part of an American tradition dating back more than 40 years. Over those four decades, our nation and our nation's people have been part of massive changes in society, in economy, in our total patterns of living.

Young boys and girls, too, yearn to know what makes something tick. They have ideas — and good ideas — about designing to make something work better. Basically, these are principles behind the Soap Box Derby programs.

In basements and garages, and in backyards around our community, youngsters have been spending months putting their ideas to work.

In a sense, the builders are winners long before their racers are put to the test on the track. They are winners because they made a decision to become involved in a worthwhile educational program and they have had the determination to stick to that project. They have learned many things along the way concerning technical aspects of derby racers.

Most importantly, however, they have learned that good things don't come easily. They have learned to establish a goal and to work hard at meeting that objective. These are among the valuable lessons the Soap Box Derby provides contestants.

Congratulations to all the "winners" of the 1983 Sandy Soap Box Derby race, and good luck to the participants who are about to undertake their Soap Box Derby car construction for the 1984 race season.

Barry Fretz
Derby Director