

The Sandy Post

Editorial & Opinion

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Museum worth support

There are a lot of worthy projects out there for civic-minded people, but the museum being planned by the Sandy Pioneer and Historical Association may top the list.

With all the talk — which we expect to be backed up with some action — about community and economic development, the Pioneer Museum is such a natural it is amazing less hoopla isn't being raised.

Part of the blame for that may rest with the media, though word of plans for the museum have gotten out.

Perhaps the people of Sandy should realize that the museum would benefit everyone, not just members of the Sandy Pioneer and Historical Association.

Many people have the misconception that only people of pioneer stock may belong to the Association, but the truth of the matter is that members have openly discussed the hope that new, interested people join to keep the organization active.

Many oldtimers can indeed tell tales their parents told them about homesteading in Oregon, but there are no original pioneers left. Instead of it being important to be of pioneer stock, it may be more important that a person have a concern for preserving the rich history of this area.

People who live on the bluff can, on a clear day, point to where the

Barlow Trail once ran. All the way from steep Laurel Hill in Government Camp to Sandy there are markers and graves honoring the individuals who made the then-treacherous journey, and descendants of those pioneers are still maintaining those historic landmarks.

People with remnants from those years — irreplaceable items — would put them in a museum, if they knew the items would be displayed and maintained.

It could be argued that it is an obligation of this generation to preserve the history of the immediate past for future generations to marvel at and study.

There are benefits other than the preservation of history. A museum could pull travelers off Highway 26.

The Sandy Pioneer and Historical Association has already accomplished an important feat, the publication of the 252-page "Sandy Pioneers, Early Settlers and Barlow Road Days."

Sunday, Jan. 29 the Association will hold its winter potluck meeting. People with ideas about the museum are welcome to attend.

Regardless of whether a person wishes to be active in the Association, the building of a museum should be a community project. The Sandy Pioneer and Historical Association long ago proved itself worthy of the support.

Widen Highway 26

Highway 26 long has been one of the major recreational and access highways, not only to Mt. Hood but central and eastern Oregon as well. Further development of this area and its environs is limited by the existing nature of Highway 26.

Not only is it a major access to these areas in its own right, but is a major detour route for gorge traffic when inclement weather exists.

As Oregon and Oregonians are realizing fully the economic impact of recreational activities in our state, Highway 26 has risen in use and prominence to this end.

A vast majority of logging and other industrial uses take place daily throughout the length of the highway.

Safety is a major concern for transient users as well as full-time residents along Highway 26. The accident rate along the Hoodland corridor alone is nearly double the average highway accident statistics.

Further hindering not only highway patrons but local residents is the inability of the fire department to access highway 26 during emergency periods. Winter traffic in particular stacks up from the end of the four lane at Brightwood all the way through the Hoodland corridor community.

Winter traffic is a particular problem in that skier traffic hits the area at approximately the same time mornings and evenings, and yet summer traffic exceeds winter traffic consistently throughout the area.

Timing for the expansion from the four lanes at Brightwood to Welches Road has been long overdue. It is now vital that the expansion take place all the way to Zig-zag so as not to create another bottleneck at Welches Road. Being able to off-load traffic from four lanes to three lanes at Zig-zag seems more optimal than four lanes to two lanes at Welches Road. Right-of-way for

this expansion has been purchased and secured since 1970. There is a further need to buy and add right-of-way now above Zig-zag if anything is going to be planned in the next six years.

Planning for this expansion started in 1955, and skier traffic alone has increased some 140 percent with 342,000 skier day visits in 1964 to 821,000 skier day visits in 1983.

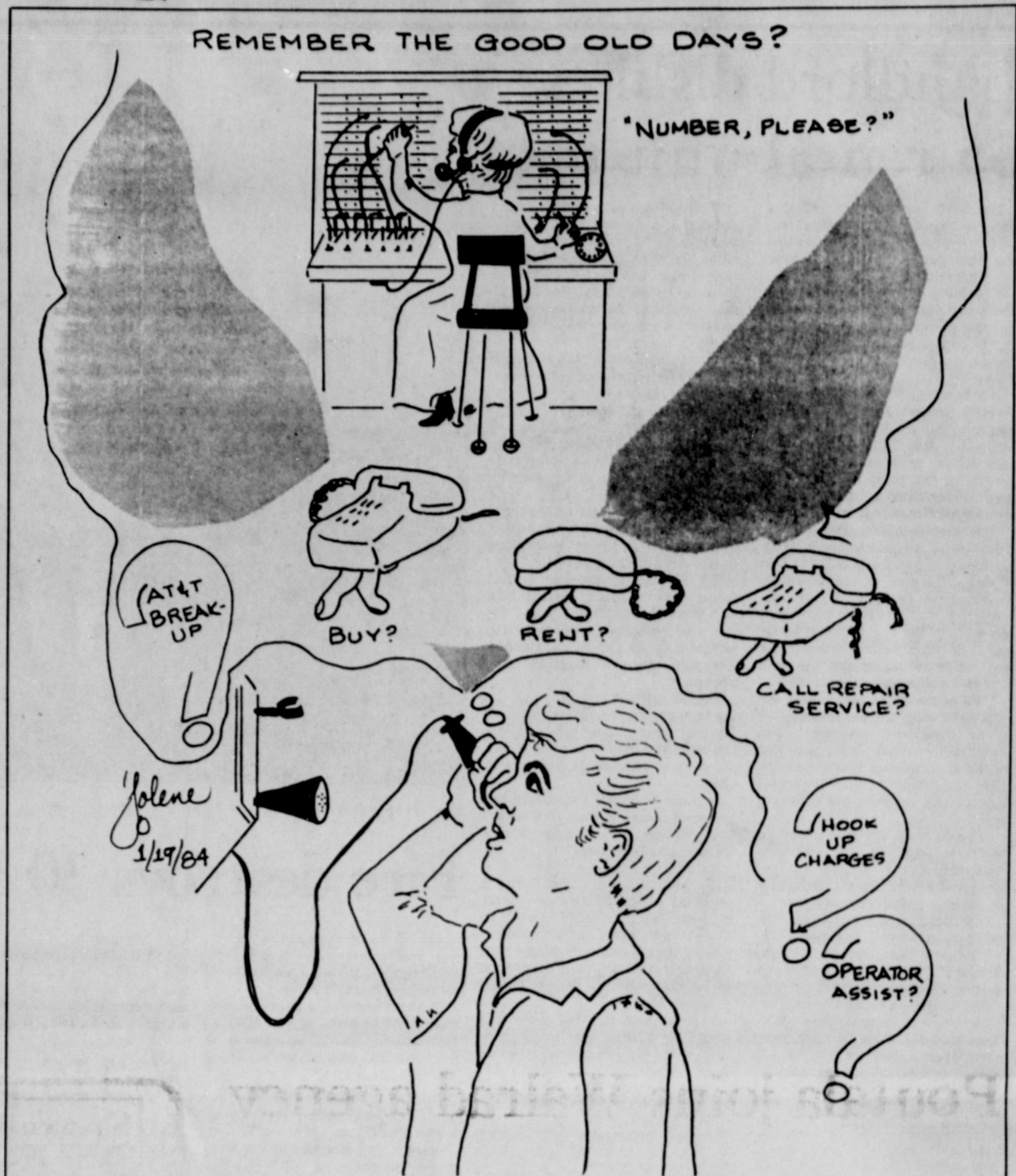
The money is available for this project if the highway division would take a close look at the priorities for the rest of the six year plan.

Having had several members of the Mt. Hood Area Chamber of Commerce scrutinize the six year plan from 1964 through 1989 submitted in August and the final draft in December 1983, a number of unbudgeted items totalling over \$20 million have moved above existing priorities.

Phasing in this project would not only be extremely costly, but the lost time involved would merely shift the bottleneck from one area of the corridor to another, while not helping to eliminate the problem.

Understanding budgetary constraints, we know that it is not reasonable to ask for a highway expansion past Rhododendron, which is what is badly needed at the present. There is, however, a vital need to move to the development stage now for acquiring right-of-way from Zig-zag to Rhododendron and expanding the Zig-zag River bridge.

It is vital to travelers as well as community members of the Hoodland corridor that the expansion take place in 1986, and include the additional .9 miles from Welches Road east to Zig-zag. Rest stop considerations need to be planned for now in order to give users of this highway the services and safety that they have so long demanded but not received.



Letters to the editor

1983 a good one for county parks

This has been a year of success for the Clackamas County Park system. After many frustrating funding debates, it appears that parks are now freed of dependency on the General Fund for operating monies. Our valuable park resources can now be made available to residents and visitors alike on a sustained basis, with major costs born by users, not taxpayers.

The 1983 developments that created the funding breakthrough were: implementation of a gate fee system, continued heavy camper/picnic reservation

revenues, passage of the state RV registration fee apportionment and creation of an interest generating park fund. Collectively, these sources will provide a projected \$130,000 annual revenue. Assuming that corrections or CETA-type labor resources will also be available for park work, minimum service, full season park operations are assured.

The park board will continue to appeal for General Fund money to finance park improvements. It is appropriate that the people of Clackamas County invest in their park system in this manner.

Thanks to the Clackamas County Commissioners and to the most efficient County Park Staff for their sustained efforts in achieving the most unique county park funding mechanism in the State.

William G. Rutherford
Chairperson
Clackamas County
Park Advisory Board

Abortion

I would like to comment about the state of a nation in which laws allow abortion and demand car seats for children.

Does it not seem ironic that I can as a citizen of this state choose to murder an unborn child at my will. But under law, protest whatever child I choose to let live, with a carseat or safety belt.

Perhaps this paradox would escape some. After all, if we care enough to have children, we should be cautious with them when we travel.

Do we not then care for children until they are born? Is it "out of sight, out of mind" which detaches us from the mass murder occurring in this state and nation?

I am not in disagreement with car seats for children. I realize they are important. That is not the point I wish to make.

God help us to see our failure to protect unborn children as vigorously as we protect those who live to be born.

The blood of millions of dead babies will be avenged!

Cindy Grenvik
Brightwood

Personally speaking

9 to 5 watchdog not any too brave

Foresters against tax

From Associated Oregon Industries

The Oregon Forest Industries Council voted recently not to support the sales tax package headed for a vote of the people on March 27. The OFIC board of directors voted against supporting the package "because of the unequal treatment afforded forest lands and the heavy tax burden placed on the forest industry due to the sales tax on contract services."

While the forest industry believes a sales tax is the best approach to reduce the burden on property and income taxes and to improve economic development in Oregon, the present package has too many problems, most important of which is the unequal treatment of forest lands.

Homeowners, businesses and every other class of property taxpayer will receive under this proposal a 35 percent reduction in property taxes in the first year and as much as 45 percent in subsequent years. However, the forest industry will receive only a five percent reduction the first year and roughly seven percent in later years.

On forest lands over 80 percent of our property taxes are paid through a severance tax paid at time of harvest. The Legislature totally excluded the severance tax (which is paid in lieu of ad valorem taxes) from any property tax relief. This means the 25 to 45 million the forest industry pays in property taxes each year

will receive no relief.

The other major concern the board has is the heavy burden the tax on contract services will place on the industry. The forest industry contracts most of its logging, intrastate trucking, planting, fertilizing, thinning and other forest operations to small businesses in Oregon. All those contracts would be taxed at four percent, creating a tremendous tax burden on the forest industry, far outweighing any property reductions the companies would receive. An estimate by OFIC indicates an increase in taxes for the forest industry from the sales tax proposal between 25 to 40 million dollars.

The sales tax on contract services would create an incentive for forest products companies to directly hire forest workers to do the needed work. If this option was chosen it would put many small contract loggers, truckers and other service companies out of business. Most companies prefer not to branch out into these other activities, but such economic incentives could force them to do so.

The Oregon Forest Industries Council is an association of forest products companies with operations in Oregon. OFIC's main role for the industry is to work on government activities that affect the forest industry in Oregon. Policy is set by a 35-member board of directors.

I have a nine-to-five watchdog. He won't work nights because he is afraid of the dark.

This might not seem like much of a problem until you remember canines have a very acute sense of hearing. Noises in the night are magnified a hundred-fold for paranoid pooches.

Someone brushing their teeth three houses down the street is enough to have brave "Spike" cowering at the door in less than a minute. Ignoring him only results in a chilling "don't you care about me, I could get hurt out here" howl.

Spike weighs about 120 pounds and the worst part of letting him in the house is he wants to show his gratitude. Ninety-eight pounds of the dog is tongue.

Spike has been around so long he seems like one of the kids. He tracks mud in the house, is fussy about what he eats, and won't do a thing I tell him. Just like the kids.

To give an idea of how worthless he is, he will not even chase cats. That is what dogs were invented for and he will not do it. Spike has no pride. Every cat in



by HANK EMRICH

the neighborhood likes to come over to our place and laugh.

There is nothing more degrading for a man than listening to a dozen felines hurling cat-language insults at his "best friend."

Maybe Spike is not so dumb after all. If he let Morris and the rest of his fuzzy friends bother him, he would just have to go out

in the cold to chase them. After he caught the cats he would have to figure out what to do with them. I can't even think of a good use for one cat.

I don't blame the dog for never wanting to leave his territory. Especially when he has claimed as his territory what used to be a pretty nice oriental rug directly in front of the fireplace. He spends so much time there we are thinking of getting a thick piece of glass and using him for a coffee table.

It might be a little inconvenient to have your coffee table run and hide in terror every time the vacuum cleaner starts, though. Spike doesn't know the meaning of the word courage. He runs away from animal cookies.

If there was a Dale Carnegie course for dogs, I would enroll him in a minute. The last time Spike asserted himself was when he felt he should have a place at the dinner table. Like a clumsy magician, Spike pulled on the table cloth, taking eight settings of dishes and silverware, soup, salad and main dish to the floor.

Unfortunately it was candlelight dinner, and the result was an interesting new dish called "flaming linen."

Uncharacteristically, Spike is not afraid of fire. He just pulled the oriental rug closer and settled down for a toasty nap while we put the fire out with a gallon of 2 percent milk.

It is a toss-up as to whether Spike has cost us more in damages or veterinarian bills or damages. Replacing broken dishes costs almost exactly the same as removing porcupine quills from a dog's nose.

Damage to our vehicles could be a lot less if Spike would only conform to the stereotype of a "country dog," sitting in the back of the pickup, nose lifted to catch each breath of fresh country air.

Not Spike. He is in the cab, using his nose to try and turn up the temperature on the heater, while one of the kids freezes in the back.

That wouldn't be so bad except when we arrive home, the dog will not let the kid pet him because his hands are too cold.