

The Sandy Post

Editorial & Opinion

Scott Newton, editor
Kimberly Nelson, advertising representative

Tax won't benefit residents of Sandy

We do not doubt officials of Clackamas County who claim they need the money that would be generated by a proposed 3 cent per gallon gasoline tax.

With 2,000 miles of roadway to maintain, we can imagine that funds are tight, and that a lot of tough decisions are made about where to spend the revenues they do receive.

Be that as it may, residents of the city of Sandy would be the losers if the tax were to pass, and we therefore recommend a "no" vote in November.

Sandy residents may remember that the City Council considered a 1 cent per gallon tax measure put together by the city manager in October of 1983. The City Council voted down the measure 7-0.

That proposal assumed that 5 million gallons of gasoline were sold in Sandy in a year, and estimated revenues would be about \$50,000.

Using those figures, which service station owners at the time said were probably accurate, Clackamas County would collect \$150,000 a year in Sandy. Meanwhile, the city of Sandy would receive about \$42,000 a year to maintain its 19 miles of roadway.

The distribution of the tax monies is based on a reasonably fair formula considering population and miles of roadway.

But in reality, Sandy businesses would be big losers. It could conceivably cost jobs, and the potential benefits do not outweigh the losses.

As far as motorists paying the tax, it is probably fair to call it a user fee, and we could be convinced that motorists aren't paying enough to keep roads maintained.

However, the county's 3 cent per gallon gas tax is not the correct solution for Sandy, and we recommend people vote no.

Personally speaking

Trouble may lie ahead for no smoking policy

by SCOTT NEWTON

Excuse me, but could you give that to me again?

OK, I think I've got it. Sandy High School's board of directors, by unanimous vote, has banned smoking on all school grounds.

Kurt Heaton, superintendent/principal, said that if they are to expect students not to smoke or chew tobacco, then it is fair to ask the public to set an example.

He said they will ask people at public events not to smoke on the school grounds. "If the public sees we're trying to be reasonable, I think they'll go along with it," Heaton said.

The first thing that pops into my mind is halftime of a basketball game when all the smokers pour out of the gymnasium and light up. The ban on smoking doesn't bother me, but I don't think it can be enforced, and it doesn't make sense to have a policy you can't enforce.

Even if local smokers agree to the ban, there will be numerous visitors from other schools who will either not know about the ban on smoking, or will choose to ignore it.

Heaton admits that it will be hard to enforce. What he won't admit is that he has nightmares when he imagines himself trying to enforce it.

are "Thank you. It's a good idea," Dempster said.

There are certain places where signs of any kind are prohibited, such as in the state Highway Division's right-of-way.

Dempster started working for the city soon after the program was started. The first sign was loaned in July 1980. She said garage sales appear to be as popular as ever. In August, they had all 30 signs out on two different weekends.

Dempster, by the way, said she never attends garage sales.

Sharon Brown, classified advertising sales representative for the Golden Nugget, does go to garage sales. "It's kind of like going through mom's old trunk," she said. "Every once in a while you find something wonderful. Usually you don't."

Garage sales were once a fad, Brown said. Now they are a way of life, a time-tested method of generating immediate cash.

I talk to Brown every once in a while. The Golden Nugget classifieds are a feature of both the Sandy Post and its sister publication, the Gresham Outlook.

The other day I called Brown to tease her about an ad Christine Bierman of Sandy saw. It was an ad for a nanny "in my home for three darling children, ages 3 years, 8 months and 3 months."

Bierman, who works part time as a reporter for The Outlook, was sure she had found the medical scoop of the century. After a good laugh, I called Brown, who didn't see what was so funny.

When Brown mentioned it to Gwen Salesky, another sales representative and the person who took the ad, Salesky knew exactly what she was talking about. "She thought about it, but said she wasn't even going to ask," Brown said.

There was no medical miracle or funny business. When the number listed in the advertisement was called, a man said it was two mothers who wanted to share a nanny.

Policy on letters

Letters to the editor should be typed, double-spaced and signed. An address and telephone number should also be provided, although only the name of the letter writer and the city or area he is from will be published.

Letter writers may also wish to include a title or office held if it is appropriate considering the subject matter of the letter.

The news deadline of noon, Tues-

day is also the deadline for letters to the editor.

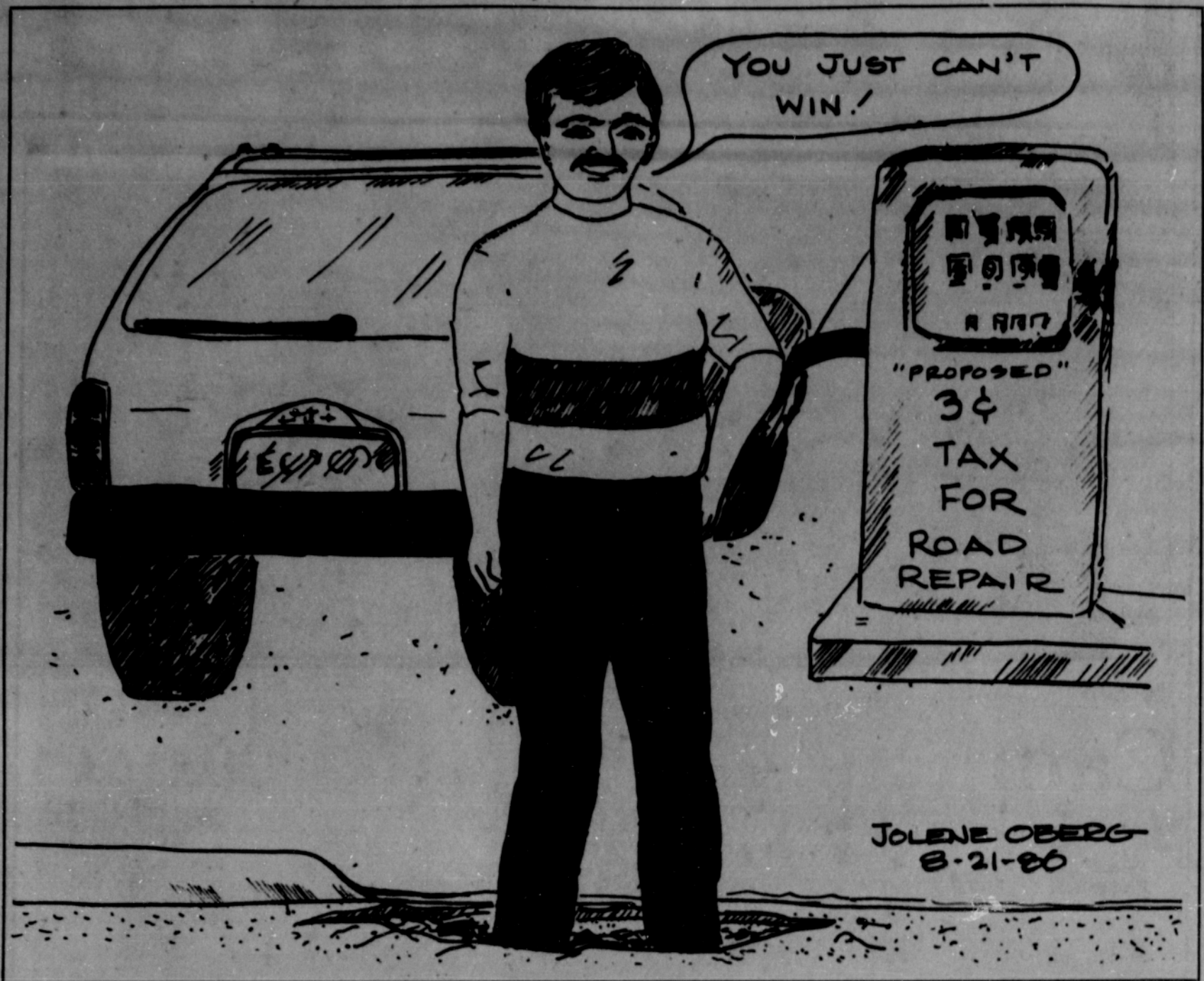
Letters should be accurate, free of libelous remarks and in good taste. This newspaper attempts to publish all letters it receives from area residents.

We reserve the right to edit letters to conform to style guidelines or for length. A preferred maximum length is 300 words.

Where to write

Sen. Mark Hatfield,
R-Oregon, 711 Hart Building,
Washington, D.C., 20510,
202-224-3753. Portland office
phone 221-3386.

Sen. Bob Packwood,
R-Oregon, 259 Russell
Building, Washington, D.C.,
20510, 202-224-5244. Portland
office phone 221-3370.



Letters to the editor

Cash carryover is too high

I am fully aware that the voters in the Sandy school district will once again be asked to approve the same levy which has already been defeated by voters in the district.

I do believe there are a few things that voters should concern themselves about. In reading the minutes of the high school board meeting July 14, the business manager advised the board and those patrons in attendance that basic school support monies and prior years taxes received were above the anticipated amount, resulting in the ending cash balance of about \$575,000.

According to my calculations, if the business manager has \$575,000 surplus in his hands now and if the proposed levy, same as last year, is passed he will have an additional \$575,000. The next levy we vote on Sept. 16 will be \$1,150,000 more than is needed to continue all programs status quo.

It is also my understanding that the

elementary district found a surplus in the low six-digit category.

Now, I only ask you taxpayers, voters and readers if this is prudent fiscal management? Why is this surplus not being applied to reduce the amount requested for the 1986-87 budget?

We are witnessing a travesty in the art of taxation for public school education. As one voter and over-taxed citizen, I'm calling "foul." I do not know how you, the reader, feels about this, but I would not vote to approve the Sept. 16 levy if my life depended on it. I urge you, Mr. and Mrs. Voter, to vote "NO" on this measure on Sept. 16.

Be safe, vote "NO." It will stop "double-dipping" by our budget committee and school board.

Lloyd A. Cummins
Affordable Education Association
committee member
Sandy

Tri-Met service is non-existent

A tip of the hat to those residents who recently spoke out against ineffi-

ciency and tax dollars wasted on inadequate Tri-Met service in Sandy.

The business community that largely supports Tri-Met would not have the money to do so if they operated as Tri-Met does. Private enterprise must be effective to survive, so why should those that struggle to exist in the business world have to carry an organization that doesn't work.

I would like to relate a case in point. My sister, visiting me recently from Portland, wished to return home. Having a busy schedule that day, I offered to drop her off at the transit center in Gresham, only to find that it was roped off and closed.

No problem, or so I thought. I would simply call and get updated information from Tri-Met's modern and probably expensive recording system. The first call was for information on the specific route I needed. The recording erroneously informed me that I could catch the bus at the transit center. The second call was to the number that has information on route changes. This recording informed me that service would resume from the transit center the

following Wednesday, but left it a total mystery where it was currently operating.

This meant driving to Portland because someone was incapable of doing their job. Though this didn't occur in Sandy, it was typical, in my opinion, of Tri-Met's method of operation.

As in most situations, adverse conditions can also mean opportunity. Why not let some aspiring entrepreneur operate a local service to the transit center in Gresham?

It would probably cost a little more for a trip to Gresham but commuters having a service tailored to their needs should be happy even if it does cost a little extra.

For those who might not be able to afford the trip to Gresham, let's spend a fraction of the \$178,000 Tri-Met now collects to assist them and give the rest back.

I realize this is only one of many possible solutions, but with a little of the creative and thoughtful thinking that large organizations seem to be incapable of, I'm sure Sandy can come up with better transit.

Mike Sererin
Sandy

Salem Scene

Timber industry battles to survive

by JACK ZIMMERMAN

Oregon's forest products industry is still number one.

It remains this state's major generator of private sector employment and payrolls.

And it retains this position in spite of a chain of events that sometimes almost appear to be elements of a well-orchestrated conspiracy.

All you have to do is recall events of the last 10 years and you begin to wonder that people continue to pursue production of forest products.

Just a decade ago came the report that indicated Oregon's available timber supply was dwindling to the point the industry would be decimated unless more federal timber was made available. As might be expected, financial speculation — combined with record inflation — pushed the price of available timber through the roof. Recession followed with a depressed market for many wood products and most producers were in deep, deep trouble.

In the meantime, the influx of cheaper Canadian imports and the emergence of the Southern United States as a major producer closer to Eastern markets further jeopardized Oregon's position.

And even as the industry sought expansion of allowable harvests in federal forests, preservationists were succeeding in governmental establishment of more and more wilderness areas in which logging — as well as most other pursuits — would be forever banned.

Despite the fact the industry's major alternative to dwindling supply was more intense management of the available resource, its means of ac-

complishing that goal have been embroiled in almost constant controversy. The protests against the use of herbicides to enhance growth of marketable species flared in the late 1970s and is still a problem for modern foresters.

More recently, regulators are seeking to expand buffer strips of standing timber in riparian areas — land bordering streams, lakes and rivers. And that means considerably less allowable cut and significant financial losses.

Those members of the industry who own standing timber and reforested plantations have been caught in the liability insurance crisis and are considering closing their lands to public access by recreationists rather than assume yet another financial risk.

As if the foregoing were not enough to cause closure of more mills than it already has, the next development was a federal tax reform package that threatens to further increase present costs of forest management and drive tree farmers right out of business.

And this month the industry will be subjected to hearings on proposals by the Departments of Forestry and Environmental Quality that, if adopted, will have yet another adverse impact on an already reeling entity.

The latest blow comes in the form of expanded regulations on the burning of forest slash — the material remaining following harvest of marketable timber. They are designed to both manage smoke generated by such burning and maintain visibility in certain areas mandated by the federal Clean Air Act.

The smoke management issue is

supposed to control slash fire smoke in a manner that avoids heavily populated areas. The visibility is aimed at avoiding impairment of viewing scenic vistas in certain federal forests and national parks. In Oregon that refers specifically to Mount Hood, Mount Jefferson, Three Sisters, Mount Washington and Diamond Peak Wilderness areas and Crater Lake National Park.

Current smoke management regulations protect Portland and the Willamette Valley to Eugene, Roseburg, Medford, Tillamook and Coos Bay from smoke incursions. The new regulations would aid Bend, Astoria, Lincoln City and Newport areas.

What the proposals would do is severely limit slash and field burning between the Fourth of July and

Labor Day. Burning would only be permitted during that period under specific weather conditions that would allow smoke to rise sufficiently and be blown over acceptable areas.

Environmentalists were to have alerted their followers to protest the standards as too lenient. The forest industry, on the other hand, was to testify that such regulatory practices would further hamper the economy.

The potential economic impact is estimated to be as large as \$80 million annually, cost more than 4,000 jobs and deplete state income tax revenue by as much as \$5 million a year.

The exercise epitomizes yet another obstacle in the path of Oregon's major producer of economic vitality as it struggles to retain that traditional role.

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(USPS 481-180)

MEMBER Oregon Newspaper Publishers Association, National Newspaper Association and U.S. Suburban Press
Published weekly Thursdays by the Outlook Publishing Co. Box 68, Sandy, Oregon 97055. Second class postage paid at Sandy, Oregon.

668-5548 SUBSCRIPTION RATES

In Clackamas County per year	\$9.00
Multnomah County	\$10.00
Elsewhere in Oregon	\$11.50
In Northwest and Pacific Coast States Outside Oregon per year	\$14.00
Outside Northwest and Pacific Coast States per year	\$17.00