

# Conflict remains between construction, burial sites



**PORTLAND (AP)** — Unmarked Indian burial sites dotting the Willamette Valley have created confusion over how they must be preserved, a question still tangled in conflict between two cultures.

Burial mounds created by the Kalapuya tribe have been looted by vandals and excavated by archaeologists for more than a century. Few remain intact.

A year ago, one more was destroyed to make way for a natural gas pipeline expansion, upsetting surviving tribal members.

Carol Logan, 49, traces her lineage back six generations to Kalapuyan Chief Halo. She says she and her family believe they have spiritual responsibility to their ancestors to see that they are left undis-

turbed. Logan, a member of the Willamette Valley Sacred Site Preservation Committee, said she did not learn until after holes were dug that crews building the pipeline were moving remains from the burial mound.

"They took shovels and backhoes, threw them in a box and destroyed the whole thing. It was a hurry-up job. It was a real insult," Logan said.

"To me, it's a prejudiced thing. Would they dig up a white cemetery?"

State lawmakers hope to prevent such incidents with SB61, approved by the Senate and awaiting House action.

Meanwhile, the burial site removed to make way for the gas pipeline offers an example of how complex the issue has become.

The fate of the site involved the Feder-

al Energy Regulatory Agency, Northwest Pipeline Corp., the State Historic Preservation Office, the Confederated Tribes of the Grand Ronde, Archaeological Investigations Northwest and the Oregon Department of Transportation, which owned the site.

The burial site conflict began on June 11, 1992, when John Fagan, principal investigator with Archaeological Investigations Northwest, wrote a letter notifying Mark Mercier, chairman of the Confederated Tribes of the Grand Ronde, that excavations at 10 sites within tribal jurisdiction would begin in three days.

Grand Ronde members include Carol Logan and other descendants of the tribes who once lived on the land that extends from the Columbia River to the Umpqua River, and from the Cascade Range crest to the Coast Range.

The remains of 17 people were excavated to accommodate the pipeline. The bones and accompanying artifacts were estimated to range in age more than 2,000 years to about 150 years.

The tribal council decided to allow removal provided they would eventually be reinterred in the cemetery at Grand Ronde, said Michael Mason, the tribes' attorney.

"It wasn't an easy decision. But, the remains have not disappeared," Mason said.

However, the remains were kept for anthropological studies before they were reinterred.

Logan said the studies were unnecessary and violated tribal spiritual beliefs.

"Our people have been researched to death," she said. "They have plenty of information on our people."

## Airport thieves thrive on 'distraction'

**PORTLAND (AP)** — Busy airports have bred a type of pickpocket police call "distraction thieves" who steal more than a half billion dollars from unwary travelers in the United States every year.

Portland International Airport is no exception, forcing security to take tough measures against thieves who often work in teams.

"They are specially trained to be brazen, to be nerveless, to steal from right under the noses of uniformed security," said Port of Portland Detective Dick Raby, who patrols the airport looking for theft gangs.

The thieves specialize in purses, briefcases and carry-on baggage stuffed with traveler's checks, cash, jewelry, credit cards, cameras and passports.

Estimated losses at Portland International Airport last year totaled about \$183,000, a tiny amount compared to other major airports, but more than enough to deserve concern.

The distraction thieves use ploys such as spilling ketchup on a victim's coat, dropping cash, and loud arguments to divert attention from the object to be stolen.

In Portland, the favorite areas for thieves appear to be the check-in counters in front of Delta Air Lines and the international gates.

The airport recently switched from lug-

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— Detective Dick Raby, Port of Portland

gage carts that passengers must push because the type passengers pulled allowed thieves to easily pluck items from behind a traveler whose back was to the cart.

Airport police say many teams of thieves are illegal immigrants recruited from South America. The gangs also work theme parks, fancy resorts, casinos, upscale hotels and big-time sports events.

The highly mobile theft ring of South Americans first caught the FBI's notice in the early 1980s.

Typically, the thieves operate in groups ranging from as few as three to as many as 10, said Lt. Sam Duncan, commander of the General Investigations Unit at Miami International Airport.

They travel by plane, but often move by rental car, using stolen credit cards and false identification to obtain them. In many cases, the teams work circuits, Duncan says.

One team was tracked from Los Angeles to Las Vegas to Dallas-Fort Worth, Houston, New Orleans, Miami, New York, Chicago and back to Los Angeles.

In one case in Portland, a team of thieves rented a car in Los Angeles using a phony passport, said Raby, the Port of Portland detective.

"From rental documents, we know they drove straight through to Portland in 25 hours and hit the airport, stealing a bag at the Delta ticket counter," Raby said.

"The victim spotted it and started to give chase, but was blocked at the door by one of the team," he said. "By that time police were chasing him too."

The thief got away but two accomplices in a car outside were arrested.

Police hope some new high-tech tools such as computer networks and high-quality digital copies of fingerprints and photos can create a data bank of suspects.

Meanwhile, the problem may be getting worse.

"Why, we're getting reports now of carry-on baggage being stolen on airliners in flight," Raby said.

## Red-hot Benz promotes safer sex

**TACOMA, Wash. (AP)** — A hot red Mercedes Benz is taking to the road to promote safer sex.

Outfitted with flashing lights and packed full of condoms, spermicidal lubricants and safe-sex pamphlets, the car hit the road for the first time over the holiday weekend.

The car promotion is being carried out by the Pierce County AIDS Foundation, which plans to park the Mercedes wherever people gather for fun.

The 1978 Mercedes 300 CD belongs to Bob Brooks, a community educator for the foundation.

"It's a way to reach people, especially at the bars," Brooks said.

He said he got the idea from a popular Tucson, Ariz., AIDS Project program called "Auto-Erotica."

In that program, volunteers dressed as 1950s gas station attendants distributed safe-sex materials from the trunk of a 1955 Chevy.

In Tacoma, volunteers hope to raise enough money to buy tuxedos for their outings.

Brooks said the program is aimed at both sexes, with young heterosexuals the prime targets.

"The AIDS Foundation does enough with gay and bisexual populations," Brooks said. "Now the heterosexual population, especially the young people, is one of the (leading) groups with AIDS."

## Woman finds rocky trail to getting license

**SALEM (AP)** —Pioneers called Oregon heaven but said it was hell getting here.

Now, 150 years later, Jill Thorne thinks it would be heaven to have a license plate commemorating the Oregon

Trail. But trying to get it done has been hell, the executive director of the Oregon Trail Coordinating Council said.

"If that doesn't fit the way I feel about this battle, I don't

know what does," she said.

Thorne's non-profit agency is staging this year's celebration of the 150th anniversary of the Oregon Trail. The council's mission includes boosting tourism over the long term by

helping with projects such as the National Historic Oregon Trail Interpretive Center in Baker City.

To do that, Thorne has raised millions of dollars from foundations, corporations and government agencies.

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