

## Jesse Jackson's hidden agenda

Page 4



## Cheap, fresh, local produce

Page 3



## Military aid to Africa

Page 5

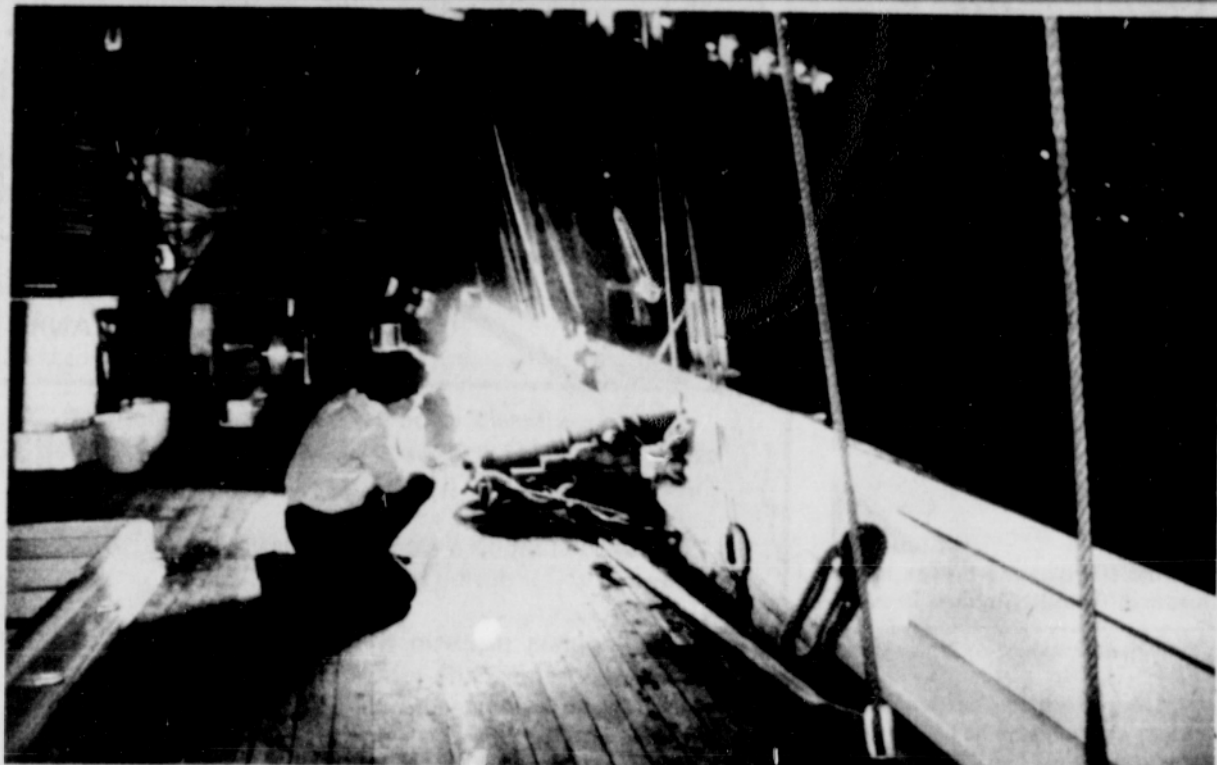


# THE NEW PORTLAND OBSERVER

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The Baltimore Clipper "Pride of Baltimore" fires its cannons on the Willamette River, not as an assault but as its part in the performance of Tchaikovsky's 1812 Overture, all part of the 4th of July celebrations at Waterfront Park. (Photo: © 1983 Dan Long)

## Rep. Mitchell urges fight for minority business contracts

GRASSROOTS NEWS, N.W. — Representative Parren Mitchell spent five hours in Portland with his colleague, Representative Ron Wyden of Oregon, on Tuesday, July 5th.

Representative Parren Mitchell (D-Md.) is the Chairman of the House Small Business Committee and is responsible for an amendment to the Surface Transportation Act which mandates ten percent of all contracts awarded or monies spent to be awarded to or spent by a minority business over the next four years.

In a small restaurant in N.E. Portland, in front of a standing room only group of minority entrepreneurs, Rep. Mitchell stressed the need for minority businesses to go after their piece of that seven billion dollars. "It doesn't have to be in transportation or construction. It could be anything related to the Surface Transportation Act. We are telling states to use their broadest interpretation."

Prior to this rider, which was attached by Congress to the 1983 Jobs Bill, Mitchell believed the present administration sabotaged the Direct Loan Program of the Small Business Administration. "This administration has shown a lack of commitment and information about this program. It has not gotten the information out and has refused to spend one-half of the monies." He acknowledged the existence of a double standard in judging the businesses owned by people of color and predicted an anti-minority attitude will prevail regardless of whether Ronald Reagan decides to run in 1984 or not.

He arrested the concerns arising from the problems of front companies. This is where a member of the majority group is in control of a business and uses a minority member as the "spook who sat by the door" to secure governmental contracts. This happens less than five percent of the time and the problem associated with prosecution is the lack of documentation. "For money, some people will deny their own mother and father."

Rep. Mitchell was asked his reaction to the Enterprise Zone which establishes tax breaks for companies who set up operation in an underdeveloped area. "I'm against it," he begins. "Minority business doesn't need an Enterprise Zone or tax breaks. They need capital! My fear

is that large companies will set up entities in these so-called zones just to receive the tax breaks." Another concern about the Enterprise Zone is the lack of an educational infrastructure.

The representative from Maryland stated the need for the same aggressive action and determination that was a characteristic of the Civil Rights movement to ensure that states enforce their set-aside programs. He urged his listeners to develop a monitoring committee to oversee Oregon's commitment to Section 8(a) of the Surface Transportation Act. "Did anybody will-

partment of Transportation from relaxing their Affirmative Action requirements. It is tough when you are dealing with the executive branch, because the Congress doesn't have any real power with the executive branch of the government. The job of any black congressman is to fight laws and regulations that are against the best interests of black people."

Rep. Mitchell said the new federal budget that went into effect July 1 is just a copy-cat budget of the one proposed by the Congressional Black Caucus in 1981 and was defeated by a coalition of Republicans and southern Democrats. "It was



Representative Parren Mitchell (D-Md.) greets community members during his visit to the King Neighborhood Facility. (Photo: Richard J. Brown)

ingly give us Civil Rights laws? We had to kill ourselves to get them. No one wanted to empower you. If civil and political rights were not given willingly, then the almighty dollar will not be given willingly. You are going to have to fight and battle to get what you want."

In an interview that followed, Rep. Mitchell talked about the way the federal government tried to rescind on its Affirmative Action commitment. "The Department of Transportation has sought to ease the Affirmative Action program for contractors doing business with the federal government. Under the guise of deregulation, the Reagan administration has asked the Federal Contract Compliance Department to diminish its Affirmative Action program. Across the board we are seeing this. What we do each time is to try to block the proposed regulation. So far we have stopped the De-

partment of Transportation from relaxing their Affirmative Action requirements. It is tough when you are dealing with the executive branch, because the Congress doesn't have any real power with the executive branch of the government. The job of any black congressman is to fight laws and regulations that are against the best interests of black people."

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How does Mitchell feel about those dark-skinned conservative economists like J.A. Parker and Thomas Sowell? "The only reason why they have gotten so much attention is that the white press and the white power structure wants to promote them. But I don't think it will happen because black people will not let anyone impose leaders on us."

## Jobs Bill projects benefit few

by Charles Goodmacher

Approximately \$4.6 million in Federal Jobs Bill funds will be spent by the City of Portland beginning in August. Primary beneficiaries of the money, which is to be channeled through the City's Department of Housing and Community Development, will be private developers and large businesses in the "Columbia South Shore" area.

A small portion of the funds will produce a limited number of short-term jobs for the city's minority community, concentrated just south of the targeted development area.

According to Mark Davis of the Bureau of Community Development 420 "person years" of employees are to be generated from the Jobs Bill funds. The 420 "person years" is an approximation of directly and indirectly generated job "equivalents" based on an economic model developed by Portland State University.

Street development and maintenance in and near the Columbia Blvd. Industrial District develop-

ment area is allocated approximately \$2.2 million of the funds (or about half of the total). This use of "Jobs Bill" funds is intended to convert "fallow" acreage into "developable land," according to Davis.

Development of the Columbia Boulevard area has long been a priority of the City of Portland and is proclaimed to provide an indirect economic development boom for black and other unemployed residents of Northeast Portland. It is the cornerstone of the City's "Economic Development Program for the Northeast Area."

Retail activity on Union Avenue is to be spurred by such development activity, says Davis. Although a number of other thoroughfares also provide access to Columbia South Shore and parking space is lacking on Union Avenue, the City claims retail sales will soar in the area.

One project alone, the construction of streets leading property near the Slough owned by Mr. Merritt and Mr. Fazio, will use \$750,000 of

public money. Project costs are to be split with the private owners (thus reducing their investment risk), yet no requirement is imposed by the City for employment of area or city residents. Nor will Merritt and Fazio be required to gradually reimburse the public.

"Activities that were deemed significant by Council" is one of three criteria used by the City in determining how to spend the money, according to Davis. Projects and programs are chosen among those with the greatest short term and long term impact. Comments at a public hearing in City Hall June 15 were mostly supportive, said Davis.

Only two projects funded by the Jobs Bill money directly benefit Northeast Portland. The largest expenditure directly benefitting the area is \$220,000 for the Peninsula Park Community Center. Traffic diverter construction in the Sabin neighborhood will be built with \$23,000.

(Continued on Page 8, Column 1)

## Going, going..... gone

by Ron Sykes

Somehow it would... must, surely on a warm May day end like this. Since early November of 1982 Jefferson's super sprinter John Frazier had one thought in mind. And that was to win the Boys 100 and 200 meters at the State Championships. All the sweat, all the workouts must surely lead to this.

His coach, Vic Carlson, gave him the confidence, the workout schedule and instilled a pride in the Jefferson squad that was dearly lacking in the past.

John John, as he is called by his peers, was willing to put in the time... and he did. "Back in November I set my personal goals for the year," beamed Frazier. "I wanted 10.8 for the 100 and 21.8 for the 200." What John got was 10.7 and 21.7 — both times acquired in winning the State meet.

Plans are now complete for the 1983 AAU/USA Junior Olympic Track and Field competition slated for the University of Notre Dame, located in South Bend, Ind.

And Oregon's State sprint cham-

pion is ready to be amongst the select field. The only setback is it takes nearly a thousand dollars to go. "I want to get this opportunity to compete against the best," says young Frazier.

Frazier has the support of his family and is hoping for community support as well. There are several benefits planned to help defray expenses.

Frazier qualified by winning the 100 and 200 Junior Olympic Trials held at Mt. Hood Junior College. From there he advanced to regional competition in Boise, Idaho. Again he was victorious, thus earning the trip to South Bend.

"I've really come to enjoy track," Frazier said, and my idol is Carl Lewis.

Lewis is currently ranked No. 1 in both sprints and long jump.

Frazier now sports a haircut he says he got "just because Carl did." If he can go on to emulate Lewis on the track, then watch out Notre Dame, the young man from the Pacific Northwest will come out smoking.



John Frazier, 1983 Junior Olympics hopeful.

## Arms shipments challenged

by Jim Deady

On Sunday, July 24 and Monday, July 25 several thousand people are expected to gather at Port Chicago in the Concord Naval Weapons Station (CNWS) about 30 miles northeast of San Francisco. A legal march and rally on Sunday, followed by a non-violent blockade of the Port on Monday is being organized to demonstrate mounting public opposition to the escalation of the war in Central America and to the continuing nuclear arms race.

CNWS is the primary U.S. munitions handling facility on the West Coast. It is a major site for the storage and maintenance of nuclear weapons and it is believed to be the port of origin for most of the weapons sent to Central America as well as South Africa and Israel. A Navy spokesperson has confirmed that arms are being shipped to El Salva-

dor from Port Chicago on a regular basis.

West Coast chapters and affiliates of the U.S. Committee In Solidarity with the People of El Salvador (CISPES) are co-sponsoring the rally and blockade along with many anti-nuclear groups. The demonstrations will take place a few days after President Reagan certifies that "the government in El Salvador is making a concerted and significant effort to comply with internationally recognized human rights." This will be the fourth such certification made, despite documentation from reputable human rights organizations, including Amnesty International and the American Civil Liberties Union, which indicate human rights abuses including torture, disappearances, and killings continue. Presidential certification is required every six months to maintain U.S. aid to the govern-

ment of El Salvador.

This fiscal year, billions of dollars were cut from social programs and billions more were added to the military budget. Seventy million dollars were taken from the Food program for Women, Infants and Children, while \$150 million will be sent to El Salvador. Some is earmarked for non-military purposes, but more than half will be spent to finance the military campaign against the poor of that nation.

The organizers of the Port Chicago action want people to understand that there is a direct connection between the obvious disregard for the needs of the world's less fortunate people, including the poor of our own country, and the increase in U.S. military spending.

This will not be the first demonstration to take place at Port

(Continued on Page 4, Column 4)