

PORTLAND OBSERVER

Volume XVI, Number 37

July 23, 1986

25¢

Ordinance Change Sought By City

by Jerry Garner

The City of Portland is seeking to amend Title 14 of the Public Safety and Morals Code by repealing Chapters 14.37 and 14.38 and replacing them with new Chapters 14.37 and 14.38. These two chapters regulate transactions involving used goods purchased by precious metal and gem dealers, secondhand dealers and scrap metal dealers.

If the City repeals the Chapters, transactions involving scrap metal will be deleted from present regulations; gem and secondhand dealers will be required to hold purchased goods for a longer period of time before they can be resold; additional items will be included within the definitions of "secondhand" goods because such items have become the subject of regular thefts. Also, to ensure that gem and secondhand dealers comply with regulations, the council is seeking to adopt a permit system. A permit would cost dealers \$150 and must be renewed at a fee of \$75.

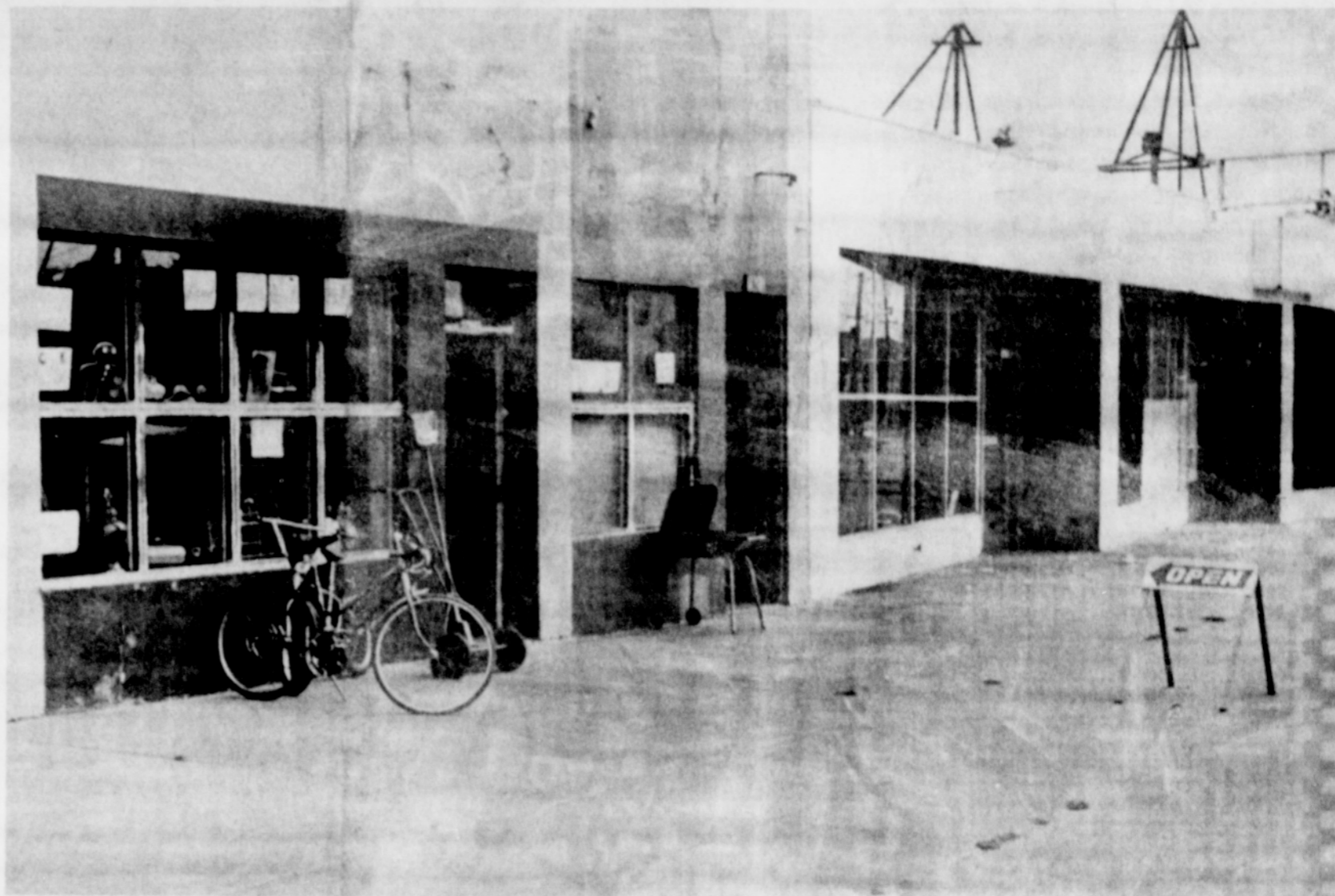
The purpose of the repeals is to provide strict regulation of certain businesses that present an extraordinary risk of being used as a means of concealing criminal be-

havior involving the theft of property.

"We believe the ordinance will have an impact on burglary in the Northeast," said Sharon McCormick. McCormick, who is a member of the Northeast Neighbors Against Crime, was referring to the section of the ordinance which requires dealers to keep tighter record of articles purchased from individuals and the extension of the period before dealers can resale goods after they are purchased.

If approved by the Council, dealers must place the description of the article purchased upon a form and provide it to the Police Bureau. Also, no property purchased by any dealer can be resold within a 15-day holding period. Presently, dealers can resale goods 10 days after they are purchased.

The purpose of the ordinance change will be presented to the Portland City Council on August 7th, in which public testimony will be heard on the matter. Both the Northeast Coalition of Neighborhoods and the Greater Northeast Police Advisory Council will support the change.



City hopes to tighten regulation of dealers of "secondhand" goods, precious metal, gems and scrap metal.

Photo by Richard J. Brown



Union Avenue presents choices to Johns.

Photo by Richard J. Brown

Reagan's South Africa Policy — a Reflection of Insensitivity to Blacks

by Jerry Garner

It is not surprising to those who have followed the policies of the Reagan Administration that he has refused to abandon his policy of constructive engagement toward the racist government of South Africa. Many call his policy "destructive engagement."

For Mr. Reagan has demonstrated throughout his presidency that he is insensitive to the legitimate issues concerning people of African descent, here at home and in South Africa. As soon as he defeated Jimmy Carter in the 1980 election, Reagan mounted an immediate attack on civil rights and supported the immoral government of Pretoria.

Indeed, Reagan has done more to impede the progress of Afro-Americans since Rutherford B. Hayes' removal of

federal troops from the South in 1877 so White Southerners could enforce Jim Crow Laws upon Afro-Americans and conduct a campaign of terror against them.

Under the Reagan Administration, policies have been implemented to cut social programs and scrap affirmative action hiring and promotion goals. Throughout his stay in the White House, Reagan has acted as if Black people don't exist.

This applies to his constructive engagement policy in South Africa. Reagan has repeatedly defended this racist, oppressive, brutal, inhumane government by refusing to place full economic sanctions on it.

Reagan talks about protecting the rights of a fetus, and yet he does no-

thing to stop the genocide of Black South Africans. He talks about the evil of state sponsored terrorism, but he defends a government who's crime would disgrace a nation of savages.

The following question must be asked of those who possess moral compassion: Why does this Administration refuse to change its failed policy of constructive engagement? The answer is economics and Reagan's insensitivity toward Blacks.

Those corporations who have investments in South Africa, are taking advantage of the surplus of cheap Black labor that is available in that country. Officers on the Boards of those companies doing business in South Africa are the same individuals who contribute money to congress people and senators

who support Reagan's policy of constructive engagement.

Equally important, the reason why Reagan is continuing his doomed policy in Southern Africa is because the victims of this policy are Black. It is doubtful that he would refuse to place sanction on a government if it were as evil as Pretoria and if the oppressed were White. It is doubtful that the Reagan Administration would collaborate with a government that snatches children from the streets, taken from their families and jailed without legal recourse. This happens to Black children daily in South Africa.

If the world is not destroyed by nuclear weapons, President Reagan will be remembered by generations of Blacks as the most anti-Black U.S. President in

Public Alerted About Accident Potential At Bus Stop Intersections

Tri-Met General Manager James E. Cowen has issued an alert to pedestrians crossing intersections where buses stop that they run a high risk of getting hit by an automobile if they attempt to cross the street in front of a stopped bus. Cowen cited five such accidents since mid-June.

"Five accidents inside of a single month," Cowen said, "is an appalling number." What makes the accidents especially senseless is that they could have been avoided if the pedestrians had only waited for the bus to pull away from its stop before attempting to cross the street, Cowen added.

The latest accident occurred at North Vancouver and Dekum on Wednesday, July 16. A teen-aged girl crossing in front of a stopped bus was hit by an auto attempting to pass the bus. The injuries sustained by the accident victim were serious and required emergency surgery.

Cowen also cited four other accidents since June 18. "In one of the incidents, at SE Powell Boulevard and 39th Avenue, the pedestrian ignored the 'Don't Walk' sign and crossed in front of a stopped bus which had a green light along with three other lanes of traffic," Cowen explained.

"Our bus operators have attempted to warn the pedestrians of oncoming traffic with a blast of the horn, but to no avail. I'm certain these types of accidents could be sharply curtailed if the public only knew what chances they take crossing in front of a stopped bus, or, as a matter of fact, in front of any large vehicle," Cowen said.

Cowen asked bus drivers to be aware of passengers who may want to cross in front of stopped buses and to warn them verbally. The transit agency is also looking at other ways to make the accident potential of such crossings more common knowledge, the general manager added.

history. His policies in regards to legitimate concerns of the Black race and his overt insensitivity to Blacks warrant such place in history.

Sickle Cell Foundation to Host Red Cross Bloodmobile

In honor of sickle cell anemia patients in the Pacific Northwest, the Sickle Cell Anemia Foundation will host an American Red Cross bloodmobile/free diagnostic test in the Fred Meyer northeast parking lot at the store on NE 6th and Emerson Streets. The bloodmobile will be in operation Friday, August 1, from 1:00 to 6:00 pm. Free diagnostic testing will be done Friday, August 1, from 1:00 to 6:00 pm and on Saturday, August 2, from 10:00

am to 4:00 pm.

Individuals may learn more about Sickle Cell Anemia, drop off newspapers in support of the Emergency Patient Fund, and participate in the blood drawing.

This event marks the first combined Red Cross/Sickle Cell Anemia bloodmobile. Those wishing to volunteer their services or donate blood should phone the Sickle Cell Anemia Foundation at 249-1366.