

METRO *Life*

The Portland Observer

SECTION B

Community Calendar

Championship Spelling Contest

Students who won county spelling contests will compete at the annual Oregon State Spelling contest Saturday, Aug. 31 at the 1996 State Fair. The event will be held in the floral garden area. The elementary contest will begin at 10:30 a.m. Middle school students compete at 11:15, and high school students at noon. For more information, contact Larry Austin, (503) 378-3573.

Risk Management Strategies

The Chicago Board of Trade (CBOT), the world's leading futures exchange, will host free educational seminars directed toward food processors on Sept. 4-5 at the Courtyard Marriott. Although there is no fee for the seminar, reservations will be accepted on a first-come, first-served basis. This seminar is limited to ingredient buyers, financial officers, accountants, presidents/CEO's and other representatives in the food processing industry. To register or obtain more information, call Richard Jelinek at (312) 435-7206.

CALYX Cover Girls

The Interstate Firehouse Cultural Center presents "CALYX Cover Girls," a colorful, exuberant exhibition of paintings, drawings, prints and photographs by artists whose work has been featured on the covers of CALYX, a nationally recognized publisher of books and a journal of literature and art by women. The exhibit will open Thursday, September 5 with a free, public reception honoring the artists, and will remain on view through September 27. Gallery hours are Monday through Friday from noon to 5:30 p.m. Located at 5340 N. Interstate Ave. (accessible via Tri-Met bus #5). For more info, call 923-2000.

Annual Tree Fair

The 38th annual Pacific Northwest Christmas Tree Association Tree Fair and Trade Show is scheduled for September 6 & 7, at the Portland Airport Holiday Inn. A selection of winning trees in seven species categories of competition will be a highlight event.

Winners will be eligible for further competition for the honor of supplying the White House Christmas tree. It runs Friday, Noon-5:30 p.m., and Saturday, 9:00 a.m.-5:00 p.m. Admittance is \$10 for PNWCTA members and \$15 for non-members. For more info, call (503) 364-2942.

Public Meeting Notice

Members of the Board of Education and the Citizen Budget Review Committee are scheduled to meet on Wednesday, September 11, 1996, at 6:00 p.m., in the balcony conference room at the Robert Blanchard Education Service Center, 501 N. Dixon St. The purpose of the meeting is to discuss long-term funding.

Isaac Hayes visiting Portland

Isaac Hayes, internationally renowned singer and composer, will be in town August 31st for the official opening of the World Literacy Crusade's Portland Learning Center. He will also perform at the ribbon-cutting ceremony at the new facility located at 3548 N. Mississippi at 1:00 pm, Saturday. There will also be a special dinner reception at 7:00 pm at the Hilton Hotel (on SW 6th & Salmon), which will benefit the World Literacy Crusade. For dinner tickets, call 203-1301.

Neighborhood Meetings

Piedmont Neighborhood Association Meeting will be held at 7:00 p.m., August 29 at Holy Redeemer School, 127 N. Portland Blvd.

SUBMISSIONS: Community Calendar information will be given priority if dated two weeks before the event date.



April Pena and Yolanda Jimenez (above, right to left) strategize with a volunteer at the Back-to-School Low-Income Clothing Giveaway last Saturday at Peninsula Park Community Center. Low-Income Families Emergency (L.I.F.E.) estimated benefitting 1,800 community members. Children with proper identification received a 3-day supply of clothing and basic school supplies for the school year.



\$35,000 buys 35 parking spaces

BY LEE PERLMAN

Kee it simple, cheap and fast is the philosophy behind Phase I of a traffic reconfiguration plan for Northeast Martin Luther King Jr. Boulevard.

The Martin Luther King Main Street Project is considering a proposal to restripe a few blocks of the street, eliminating a center left turn lane and allowing on-street curb parking, as Phase I of their plans for the boulevard. The changes - between Northeast Thompson and Sacramento streets, and Northeast Graham and Morris streets - could be done for \$35,000, would allow space for 30 to 35 parked cars, and could be done this year.

The group is also looking at the removal of parts of the boulevard's planted median to create additional parking, the installation of ornamental street lights and other improvements between Northeast Hancock and Fargo streets as part of a later phase.

Such improvements would cost between \$300,000 and \$1.2 million, according to state traffic engineer Dan Layden of the Oregon Department of Transportation, one of the staff to the project. Also slated for future work is median removal and on-street parking instal-

lation between Northeast Alberta and Killingsworth streets, at a cost of about \$250,000 to \$300,000, he said.

Under the Phase I proposals, vehicles could still turn left onto side streets, but would have to stop in the left-hand travel lane to do so. In the past, city and state traffic engineers have said that this would lead to traffic congestion and accident. The effects of the improvements will be studied and modified if it proves necessary.

In a related issue, Layden says, the project staff has decided the issue of whether bicycle lanes will be added to the boulevard and its traffic lanes will be cut from four to two; neither will occur. "We've determined that we need the capacity" that four lanes provide, he says. For this and other reasons, "bicycle lanes on MLK are not on the table, he says.

Possibly installing them on nearby parallel streets such as North Williams and Vancouver avenues may be considered as part of future project phases.

The proposals received an informal approval at the project's advisory committee, including representative of government, community and business leaders, at a recent meeting. The project is a joint effort by the city, Metro, and governor John Kitzhaber's office.

Metro crime rate drops

Portland area crime for the first six months of 1996 showed a marked decrease over the same time period of 1995. The most notable in the area of Motor Vehicle Thefts and Burglary.

Person crime rates decreased 12.6% overall, despite an increase in Homicides over last year. Aggravated Assaults made the largest gain with a 14.8% improvement. Despite 25 homicides this year, we are running close to our five year average of 23 for the first six months of each year. 1995 was also the lowest homicide rate in six years. Gang relat-

ed homicides are down this year, three compared to five last year, for the first six months.

Chief Charles Moose feels that the decrease in the crime rate for the first six months reflects the continued effort of the public in partnership with the Police Bureau to improve the livability of our city. Mayor Vera Katz adds that she is happy to see the decrease in the crime rate.

The Mayor believes that the Police Bureau and the citizens of our city have worked hard to strengthen the efforts against crime.

Mayor Katz applauds the work of the Auto Theft Task Force in reducing the motor vehicle theft rate by 34%.

Seeing the end of death row's tunnel

BY JOEY MURPHY

Oregon will soon commit its first execution in 34 years. Serial killer Douglas Wright's execution is scheduled for Sept. 6, while the perpetual controversy over capital punishment continues without progress.

Death row inmates aren't dying and their numbers are growing, forcing continued debate but with little action on the topic.

For every inmate to die, there are five new ones to take their place David Kaplan writes in Newsweek, Aug. 7 '95.

Total population in American death rows number over 3000. To empty those cells, states would have to execute an inmate a day through 2021, Kaplan writes.

According to the U.S. Bureau of Justice Statistics, electrocution and lethal injection aren't even the leading causes of death among death row inmates. They're runner-up to death by "Natural Causes."

Seventy percent of Americans support the

death penalty. But when faced with deciding between the life and death of another, everyone from the U.S. Supreme Court justices to courtroom jurors become ambivalent.

The high court splits most of their capital cases 5-4, Kaplan writes. In 1987, Louisiana executed four people in a nine-day period, then four more in a five-week period later that year. During the next 21 months, state juries imposed only two death sentences, although homicide rates hadn't changed, Kaplan writes.

Also at issue is racial inequality. Blacks constitute 40 percent of the death row population, but only 12 percent of the country's population. Whites make up 48 percent of the death row population.

The death penalty was reinstated in 1976 with the provision that it must be administered in a manner that safeguarded against arbitrariness and discrimination.

Few believe in the effectiveness of the ruling, however.

Retired justice Harry Blackmun said,

"Twenty years have passed since this Court declared that the death penalty must be imposed fairly, or not at all, and, despite the effort of the states and courts to devise legal formulas and procedural rules to meet this daunting challenge, the death penalty remains fraught with arbitrariness, discrimination, caprice, and mistake."

Executions were suspended in 1967 to allow the appellate courts to decide whether the death penalty was unconstitutional.

In 1972, the Supreme Court ruled in *Furman v. Georgia* that the death penalty for murder or for rape violated the prohibition against "cruel and unusual punishment." The Court argued that death was meted out with "freakish" irregularity and so its use was "arbitrary" and "cruel."

Most of the states enacted new death penalty statutes, however, and in 1976 the Supreme Court in *Gregg v. Georgia* held that these were not unconstitutional.

During 1987, the Supreme Court refused

to rule in *McCleskey v. Kemp* that the death penalty was racially biased against blacks convicted of murdering whites.

Wright is scheduled to be the 342 person executed since 1976. The slow rate of executions, and hence, the long stay of inmates on death row (Florida triple-killer Gary Alvord has lived on the row for 22 years), has reduced the death penalty to a paper tiger that's powerful in the political arena, Richette Haywood writes in *Jet* magazine, March 13 '95.

"Politicians have inaccurately and unfairly used the death penalty as their ace in the hole when it comes to casting themselves as tough on crime," Haywood writes.

At what cost does the continued persistence of capital punishment come? California spent a reported \$90 million annually on capital cases, but has only executed two inmates.

Wright waits for the death chamber, but the rest of death row waits in a twisted purgatory where their fates have each been decided and still wait to be fulfilled.

Bosworth gives to communities

The Dain Bosworth Foundation, an inter-regional financial group, granted \$563,000 to non-profit organizations across the Pacific Northwest, Midwest and Rocky Mountain regions, including 16 charities in Oregon, in the first half of 1996.

The majority of charitable contributions in Oregon went to organizations in Portland.

The foundation's largest grant in Oregon went to Children's Oncology Services,

Doernbecher Children's Hospital, Parry Center for Children and St. Mary's Academy, all located in Portland.

"Dain Bosworth is committed to helping charitable organizations make a positive difference in our surrounding communities," said Michael Baker, managing director of Dain Bosworth's Portland office.

The foundation focuses its contributions in three strategic areas:

Youth education, with emphasis on creative education programs that impact stu-

dents of color or those who are economically disadvantaged, and programs that help young people understand our country's economic system.

Social services, with emphasis on fostering economic independence, self-sufficiency, breaking the cycle of poverty and strengthening families.

The arts, with emphasis on preeminent cultural institutions that enrich the quality of life in the communities and the diverse cultures.

Beefing up Portland Airport security

Airlines serving Portland International Airport (PDX) have begun implementation of increased security measures.

Passengers traveling through PDX should expect delays at the ticket counters and the security checkpoints as a result of more bags being searched. Remember to:

-Clearly label luggage and be prepared to answer questions about your bags.

-Have identification matching the name on the ticket, including a government-issued photo identification.

-Be prepared to have both carry-on and checked baggage inspected.

-Arrive at PDX early, at least 1.5 hours

ahead of a domestic flight and 2.5 hours ahead for those flying internationally.

Also, there will be restrictions on curbside check-in for those people flying to international destinations other than Canada or Mexico, and those flying to United States destinations that are over water, such as Hawaii and Puerto Rico.

Prostitution nets 55

On Thursday, August 15, and Friday, August 16, 1996, Officers from Southeast Precinct arrested and charged 55 people for crimes relating to Prostitution.

On Thursday, SE 82nd Ave and Hawthorne Blvd., along with NE 30th and Sandy Blvd. were the target areas. 29 arrests were made from those areas, 25 male and 4 female. 22 vehicles were seized.

On Friday, NE 82nd Ave and NE Holladay St., along with NE Sandy Blvd. and NE 30th Ave were the targeted locations. 26 arrests were made, 20 male and 6 female. 19 vehicles were seized.

The mission was established because of a high volume of vehicular traffic searching for prostitutes in these areas. This mission was performed between the hours of 6:00 p.m. and 4:00 a.m. and will be done as needed.