



Albina Community Bank welcomes investors, loan applicants, and community members to its spacious new building on Martin Luther King Junior Blvd.

The Death and Resurrection Of light Rail, Part II,

BY PROF. MCKINLEY BURT

"A Streetcar named desire" was a long-running Broadway play by famed Tennessee Williams. His magnolia-drenched genre was that of a progressively decadent segment of an earlier southern society.

However, there was nothing decadent about a streetcar named "Alabama", the plush, 800 horsepower, 90mph, light rail dreadnought built in 1905 for the private use of H.E. Huntington, founder of the Los Angeles "Pacific Electric Company". Begun in 1900, this huge, interurban transit system was in its heyday the world's largest, with a thousand miles of track connecting the city's central and downtown sections to suburban bedrooms, industrial parks, regional shopping centers and even to smaller port cities like San Diego.

Keep in mind that this fast, 'modern' system of urban transportation was implemented in many American and European cities almost A Hundred Years Ago! As I reported last week, Granville T. Wood, the super-prolific black engineer began patenting his "over 90" Electro-Motive Railway Systems back in 1888--the year the American Catholic Tribune of New York City pronounced him "the greatest electrician in the world."

At the beginning of a ten-year period spent in Los Angeles where there were more opportunities in accounting for an Africa American, I often would ride one of the famous "red cars" of the Pacific Electric Co. to reach an outlying account. Depending on the time of day or night, this incredibly efficient people-mov-

ing system was like nothing so much as a rocking-rolling, theater-in-the-round, playing to comedy or tragedy, birth or death, and staging daily impromptu concerts.

These American-made 'red bullets' were built by the same "St. Louis Car Co." I cited last week (in conjunction with "The Pullman Company"). And in the same manner as their middle western counterparts, their incredible rate of acceleration made a believer of many an unwary motorist -- if they survived the encounter.

The 'fun time' was weekends when the downtown office workers and other commuters to suburban concrete slabs were nowhere to be found. The poor folks would take over en masse. Strollers, bicycles and shopping carts would come in the back door while the motorman was distracted.

Occasionally, on a Saturday night, a happy, ribald throng of white, black and Hispanic revelers would join forces to evict the operator and, making no stops, clang their way through every intersection from L.A. to San Diego.

Man, I'd love to write a movie or T.V. script on that scenario on the Los Angeles Red Line -- "Big Red!"

But back to those more serious and often tragic circumstances that have directly proceeded from the same voracious forces that trashed America's beautiful light rail system. It was in my article of August 18, 1996, "Economic Development - Criminal Justice Style" that I deplored the ruthless manipulation of the 'urban renewal' process to de-

stroy tens of billions of dollars in minority - occupied inner-city property -- paving over the lives, dreams and economies with freeways.

"The Smithsonian Journal Of History" series, "The Beginnings Of Mass Transportation In Urban America", (Parts I and II, 1966) has depth and is insightful -- but definitely will not document the key roles played by America's automobile and tire manufacturers and oil companies in the thorough manner of investigation by James Howard Kunstler in 1993.

His Touchstone publication, "The Geography Of Nowhere: the rise and Decline of America's Manmade Landscape" details the deliberate dismantling and destruction of America's Mass Transit System beginning in the 1930's, as leading industries combined to build a limitless suburbia, helplessly dependent on freeways and astronomical gas consumption. There follows citations for two very excellent reference books for studying the development of light rail in this country. Series concluded next week.

A. Trolleycars: Streetcars, trams and Trolleys of North America, a Photographic History". A 1995 publication of Quintet Publishers Ltd; London England. 128 pages of color photos and detailed legends. pbk. ISBN 0-87938-979-9.

B. "722 Miles: The Building Of The Subways And How they Transformed New York." Clifton Hood, the Johns Hopkins Press, 1993. A par excellence account with copious chapter notes. 333pp. ISBN 0-8018-5244-7 (pbk)

Your Personal Finance: Money and the Sexes

By CHARLES ROSS
SPECIAL TO THE NNPA

In the never-ending battle of the sexes, a survey of psychologists and researchers suggests gender differences in the way men and women view money.

Traditionally, men have been the breadwinners, and so a man's salary has been a scorecard of his success. He feels it is a sign of his worth and he strives to get more.

Women, on the other hand, tend to view their salary as only one measure of professional achievement, and are much less confident than men about their long-term earning potential. Women tend to emphasize job factors such as a good boss or rewarding work rather than salary. Although women now account for 46 percent of the labor force, they still earn 26 percent less than their male counterparts.

Impulse Buying

Cultural stereotypes usually depict women as impulsive shopaholics, while men are viewed as tight-fisted and sensible about spending. But, according to a recent marketing research study, fewer than a half of all men by their own clothing and toiletries. On the other hand, more than four out of five women take on the responsibilities. Women seem to be expected to take care of the family's needs and thus may seem to be bigger spenders.

Another study demonstrated that men and women are identical in percentage when it comes to impulse buying. Women tend to treat themselves and spend impulsively at a higher rate than men in the first years of their careers, while men are more impulsive later in life. Men are also more likely than women to boast about the amount of money spent on a car or house.

Saving Habits

Give the fact that on average, women outlive their husbands by six years, and have almost a 50-50 chance that they will divorce, you might think that they would be more eager to save. But a recent study showed that women save only about half of what men do.

Tradition seems to prevail that women depend on men to provide for them. But the last decade has brought about a change in the way women view their work, in or out of the home,

and the way in which they control their money.

Many newlyweds have three bank accounts - one joint and two separate accounts. It is not wise to hide funds from your spouse because this sets up barriers. Also, each spouse should contribute to joint savings.

Taking Financial Risks

Many couples can see eye to eye on money matters until it comes to investing. Most of the time, men are more willing to take risks with money than women. One reason is a man's higher earning power, coupled with the fact that overall women tend not to trust themselves when it comes to finances.

A recent survey showed that 41 percent more men than women said they knew how a mutual fund works. Another study of high schoolers found that men students are almost twice as likely as their female peers to consider themselves very knowledgeable about money and investments. In actuality, there is a little difference in knowledge between male and female students.

For the most part, then, women tend to be overly cautious about investments.

Borrowing Money

Money worries may have a couple on edge, but chances are he'll get more sleep at night than she will.

A recent consumer study found that women are more likely than men to carry an unpaid credit balance from month to month and have more than \$1,000 in credit card debt. But, when it comes to big-ticket borrowing, such as a loan for a small business or investment, women are so risk-adverse that they often shun the opportunity to borrow.

This difference may be due to a lack of confidence about their future earning power and their ability to repay loans.

Men see large loans as a sign that they have arrived, but are more apt to overextend themselves and slower to admit the problem.

Men sleep much better because they tend to sweep debt problems under the rug.

Charles Ross is host of the nationally syndicated radio show, "Your Personal Finances," and author of "Your CommonSense Guide to Personal Financial Planning."

Profile

Mildred Ollee's lifelong journey

By Bonnie Darves
Portland Community College

As a young African-American girl growing up in Louisiana, Mildred Ollee was taught early on that the world was hers to discover freely and -- if she chose -- to conquer. The messages from her family were: "You can be whatever you want to be. Don't let anyone hold you back. Don't engage in the politics of hate; life's too short."

Those messages served her well enough when she was growing up in a separated community, while she was living what she recalls as "a very protected life."

Ironically, it was not until Ollee, executive dean of PCC's Cascade campus, left the South and headed west that she encountered the full force of what she terms "the black tax" -- the extra weight minorities carry.

She and her husband had just moved to a small southeastern Washington community, Walla Walla, which in the 1960s was an almost entirely white community. A woman had called to invite Ollee to a Newcomers Club meeting, and offered to pick her up. When the woman arrived at the door and saw that Ollee was black, she turned around, walked back to her car, and left.

"I was shocked, of course, but the more I thought about it the more I decided that I really should go," said Ollee. She went to the meeting, determined to take advantage of the invitation that had been extended to her. "I had been brought up believing that you don't give in to that kind of small-mindedness. I continued to go to the meetings and eventually I made some friends, became accepted in the community."

In some ways, Dr. Ollee says, that experience -- and her decision to act on what she believed -- formed the basis for some of the philosophical principles that continue to guide her endeavors.

It's a philosophy that unfolds in bold statements and metaphors which, as she utters them with her characteristic enthusiasm, sound fresh. She talks about her lifetime commitment to democracy, diversity and liberal learning. She says educators must be willing to "step over the edge" in teaching diversity and that higher ed institutions should be "living laboratories" for multicultural education. She speaks of PCC's Cascade Campus as a "beacon shining brightly." She is unwavering in her belief that education is the most inspiring and hopeful of human endeavors.

"I think everyone wants to be competent, successful. At community colleges, we play a role in creating that competence and helping people build on their suc-

"The message is: We welcome you, but we have standards."

cesses," says Ollee, who also runs PCC Open Campus programs. "We are the democratic part of higher education. Our doors are open."

Ollee believes the "open door" policy is not extended without expectations -- that students coming to the community college must be willing to meet the objectives of the institution. "The message is: We welcome you, but we have standards," she said.

Since she arrived in Portland a year ago, Ollee has been working to extend Cascade's welcome mat to the community at large. She has been on a fast track in this regard, tireless in her efforts to strengthen the campus' ties with the community. She has staged meetings with Northeast Portland community leaders -- both business and government -- and has solicited input through focus groups, with an eye to plotting Cascade's future direction.

She has come away from these meetings with a strong sense not only of the campus' historical role but a growing understanding of where it ought to be headed. "I'm working to identify the unique mission of Cascade in the immediate and broader community." She believes Cascade has made great strides in the cultural diversity arena, but she stresses that it has "farther to go" in expanding its ethnic representation.

"I would like to see all ethnic groups better represented on our campus. We have many wonderful programs here. We just need to get the word out," said Ollee.

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Mildred Ollee