

The Sounds of Allen & Allen

The Gospel Sound of Allen & Allen will truly make you say "Amen."

See Religion, Page B6.

**VANPORT: Portland's History**

A tragic ending to a small African-American dominated town in Portland.



See Metro, inside.

See Popeye's Coupon's Inside!

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OR
PERMIT NO.
1610

The Portland Observer 25¢

THE WEEK IN REVIEW

Ronald Reagan Building

President Clinton spoke at the dedication of the Ronald Reagan Building and International Trade Center in Washington D.C. The new structure was an \$818 million edifice that is second in size only to the Pentagon. The 3.1 million-square-foot complex will house 7,000 public and private employees.

Boeing Planes Grounded

The Federal Aviation Administration grounded 179 old Boeing 737s for inspections after locating a faulty fuel-pump wiring in some planes. This technical setback affected travel at some of the nation's airports. As many as 100,000 passengers a day had their flights cancelled or delayed.

Jefferson Academy Plan

Lela Triplett Roberts, the current principal at Ball Elementary School in North Portland will go forward with plans to divide Jefferson High School into a freshman academy and three small career academies. There will only be one principal with the assistance of three vice-principals at the Jefferson.

Canada For Superintendent

The Portland School Board is almost sure they have determined that the next Superintendent will be Ben Canada from Atlanta. Board members are gathering more information on their chosen candidate with no plans of introducing a second candidate.

Executive Privilege

President Bill Clinton declined to say whether he would appeal a judge's decision to block presidential aides from testifying because of executive privilege. If Clinton goes forward with the appeal, it could become the first executive privilege battle to reach the Supreme Court in a quarter century.

Viagra

The Oregon Health Plan will pay for Viagra. Viagra is a prescription drug offered to patients suffering from impotence. Each pill costs \$10 each. Health Plan officials are trying to determine the number of pills a month allowed for fee-for-service patients versus managed care patients.

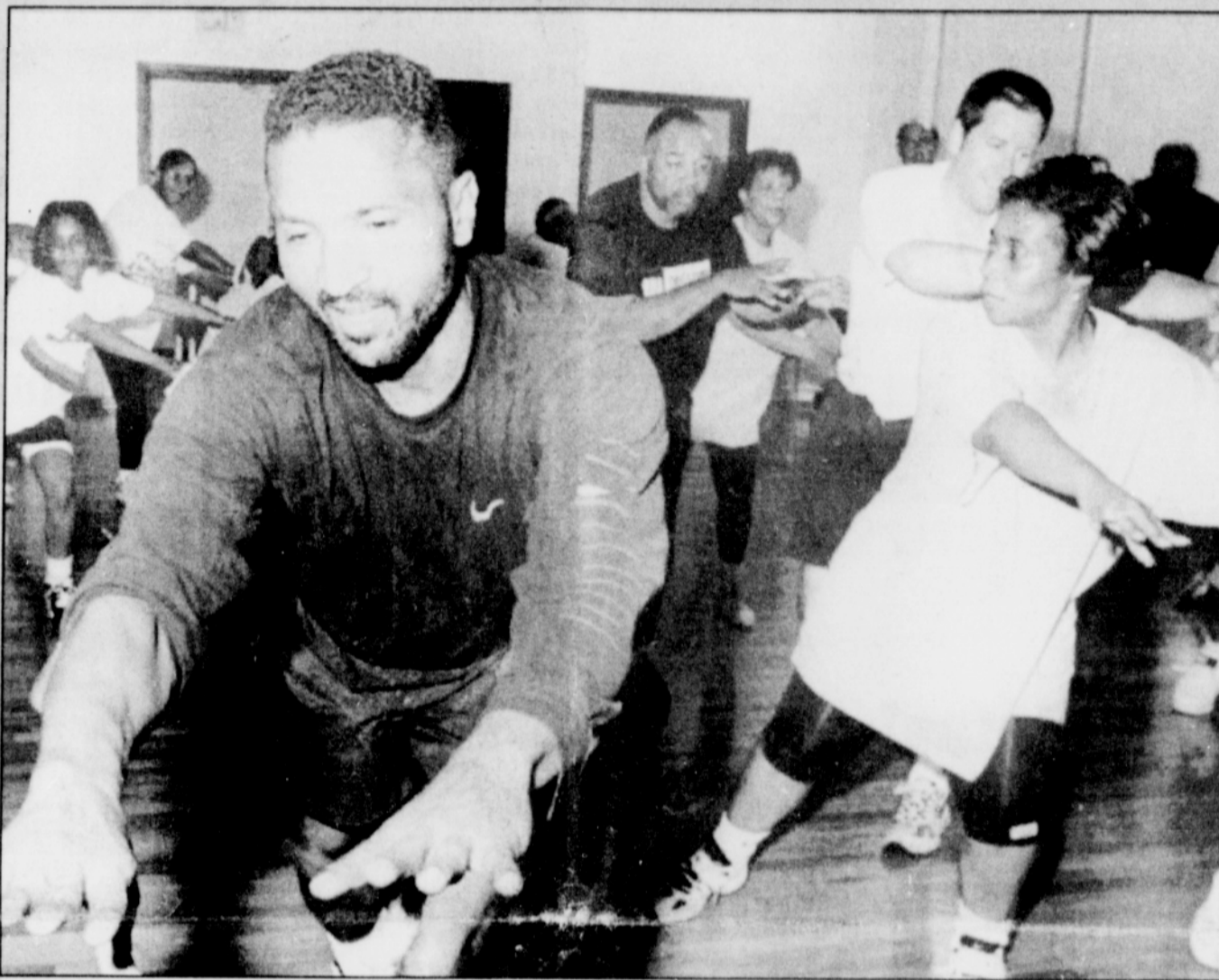
Automobile Merger

Germany's Daimler-Benz AG and Chrysler Corp. are expected to announce a merger. Chrysler Directors talked about selling the company to Daimler for \$55 to \$60 per share. This deal would be the biggest takeover and acquisition in history by a foreign buyer.

Drunk Driving Limit

Sixteen states have tightened their standards for drunken driving from a blood alcohol concentration level of .10 percent to .08 percent. Congress has yet to decide whether to make it a nationwide consideration and law. Supporters say making the change could save as many as 600 lives a year.

SEI Instructor tell aerobic students "Pay yourself first!"



Ralph Nickerson, left, leads aerobics classes at Self Enhancement Inc.

(Photo by Neil Heilpern)

By NEIL HEILPERN

Ralph Nickerson's adult aerobics students at Self Enhancement Inc. are so fired up that if he stops a particular exercise short at the count of 20, several voices boom back:

"We're supposed to do 25!"

The enthusiasm comes from a philosophy in which Nickerson encourages his various classes to "pay yourself first." He borrowed the phrase from Benjamin Franklin, who urged people to add to their own savings before paying bills.

"I made that the theme of my program," Nickerson told The Portland Observer, "because exercising is a form of paying yourself first."

"When you start to think of how much work it is, or how boring it is, you need to remember you are actually paying yourself by doing this exercise," he added.

The SEI staff member leads three fitness

classes:

"Head to Toe," which he calls "the foundation of what I am doing," is a coed group which experiences high impact stretching, calisthenics and aerobics. "Ladies' night" is identical without being coed.

"Walkie Talkie," is a walking class with some calisthenics mixed in. The "five miles of conversation" takes place outside as the class walks to different destination in inner North and Northeast Portland.

Participants wince, grunt, huff 'n puff. But they keep doing those stomach crunches and stretches.

Nickerson encourages them to form a certain amount of versatility, to fight boredom of repetitive exercises. He includes stretching for flexibility; push ups, squats and other resistance exercises to build body strength; and fast paced motion exercises to increase cardiovascular rate to help heart and circulation.

Nickerson wants his students to "gain an

appreciation of fitness, not just to come in to try something for a few weeks so they can get into a particular dress or attend a reunion. That's not as important as a lifetime commitment to get in the best condition you can."

"All classes can be adapted and improvised so you can do what you can," he said.

Nickerson encourages students to "stick with it. You are going to lose weight if you burn up more calories than you consume. But, you don't get those results overnight if they are going to last you for a long time."

Calling aerobics a "kind of preventative type of medicine," he noted that more than a century ago African Americans got plenty of exercise slaving away in the cotton fields from sunrise to sunset. Expensive fees for health clubs have prevented many blacks from getting into regular programs, he said,

CONTINUED TO PAGE B5

Former NAACP leader urges non-profit groups to "Build bridges"

By NEIL HEILPERN

At a time when public funding is decreasing for numerous social programs, Myrlie Evers-Williams last week asked a group of non profit organizational representatives to build bridges and work closer together to help improve humanity's lot.

The former chairperson of the National Association for the Advancement of Colored People (NAACP)—and widow of civil rights activist Medger Evers—was in town Thursday to deliver the keynote address at the Northwest Spring Symposium of Portland State University's Institute for Non-profit Management.

"As we address health, homelessness, abuse and other issues," she said, "we need to realize that federal government subsidies are dropping off."

"I'm concerned with fairness in the distribution of those funds," she said. "Who is responsible?"

Pointing to \$61 billion in recent cut-backs, Evers-Williams urged her audience to "become as creative as we can," while overcoming any "overlapping in purpose and deed."

Just as banks merge, she envisioned future mergings of resources within the non-profit arena to be more effective. "We need to be the best we can possibly be," she said,



Myrlie Evers-Williams encouraged people attending The Spring Symposium of Portland State University's Institute for Nonprofit Management to build bridges for more effectiveness. (Photo by Neil Heilpern)

calling for more training and group assessments.

Recalling her three years with NAACP,

CONTINUED TO PAGE A3

"Tri-Met Cleaning Up N./N.E. Act"

Tri-Met is trying to make its north and northeast Portland bus routes as clean and safe as they are popular.

Since January 7, and through June 30, Tri-Met is giving special attention to the area through the Line Four Pilot Project. The #4 Fessenden route along North Williams Avenue and Lombard Street was selected for special treatment, according to Peg Hansen, Tri-Met manager of security systems, because it has one of the highest riderships rate of any bus line and the highest rate of security "incidents." The effort was later extended to lines six, eight, 72 and 75.

As part of the pilot project, a team of consisting of police officers, two fare inspectors, a route supervisor and a team of rider advocates has been riding the buses from 4 p.m. to midnight five days a week. In addition, Tri-Met dispatchers have been dedicated to responding to problems on the route, allowing them to "get through to the team much faster than has historically been the case," according to Tri-Met police lieutenant Rosie Sizer. Drivers were given eight hours of training for dealing with problems, and on how to be the "eyes and ears of the community," according to Hansen. Inspectors checked some 6,000 passengers for proof of payment, she says, because "fare evasion is the first and lowest level of criminal activity."

In addition, there is now a higher level of maintenance for bus shelters along the route. The cleaning schedule has increased from twice a month to three times a week, and the shelter at North Lombard and Interstate is cleaned at least once a day, Hansen says. In addition, Tri-Met pledges to respond to complaints about new graffiti in 24 hours, and complaints about trash in four. They are also working with the city to improve lighting in the vicinity of 72 bus stops.

Then there are the "partnerships" the agency has adopted with bus stop neighbors. One is Dan Aslin, owner of Zanzibar Clothing at 740 N. Killingsworth St. Hansen says Tri-Met put up a sign asking riders not to loiter in Aslin's doorway. True, Aslin says, and it is a problem (he interrupted an interview with the Observer to call the police about three men drinking in the doorway), but Tri-Met created the problem in the first place by removing a bus shelter on North Borthwick Avenue. Granted, he says, drug dealers will "pretend to wait for a bus at one stop, then pretend to wait at another," bus still "it seems crazy to take out a public convenience because a minority is abusing it."

More satisfactory is Tri-Met's response to reports of drug dealing in the shelter, he says. "They'll come out and cite them," he says. "It's just a citation, but it makes them angry and they don't come back."

Hansen and Sizer say that there has been a drop in the level of graffiti and fare evasions. "The total evidence is very favorable," Sizer says. "Riders say they feel safer about riding. The people who were the cause of the problem are ceasing to ride the line." This is one reason that the program has been expanded to other lines.

What will happen when this temporary program concludes next month? Jill Dinse, special counsel for operations, says the prompt response to complaints will continue. "The way to encourage public participation is results," she says. "People won't continue to give you information if you don't do anything with it."

Still, Hansen says, "We don't have the resources to just come in and solve the problems. The sustainable part of the program will be long-term partnerships." For instance, she hopes to recruit members of citizen foot patrols to ride buses in exchange for free passes.

The lines were selected for the experiment, Hansen says, because they have a strong sense of community and are well-organized, with nine active neighborhood associations and six business groups.