

Local Health Scholarships Offered

The Kaiser Permanente African American Association will award two \$1,000 college scholarships to local high school seniors

to study health care.

Eligibility extends to African-American students in Multnomah County and other areas served by Kaiser Permanente in Northwest Oregon and Southwest Washington with a grade point average at or above 2.75.

"We would like to increase the number of African-Americans in health care professions, where we've been traditionally underrepresented," said Mary Roberson, association co-chair.

For more information or an ap-

plication, call 503-813-4487 or send an e-mail to Mary.Roberson@kp.org. Deadline for applying is May 1.

The Kaiser Permanente African American Association provides a forum to encourage professional and personal growth, career development, opportunity, and enhancements in the work environment for African-American within Kaiser Permanente and to facilitate diversity initiatives within the organization.

Interview With Ron Herndon

continued ▲ from Front

level what it means to daily have your life negatively defined in large and small ways by skin color. When a black person tries to get media attention regarding issues related to societal inequities and racism, you find yourself having to break through the life experiences and bias that many in the white media bring with them.

Yugen: Who is Ron Herndon?

Herndon: A person from a small town in Kansas, raised as a youth to understand that justice is something you have to fight for. I was taught to never accept injustice, to look out for your neighbor, and to help those who are unable to help themselves. One day that may be you.

From a small, segregated community where I grew up, to my early days as a VISTA volunteer, I've learned the value of giving back.

I've been lucky enough to receive help from some wonderful people. And they didn't do it for money. I've met some brilliant people in my travels

that, out of the kindness of their heart, shared their wisdom and experiences with me. I've tried to translate all that I've been given into programs, and actions that help others. I try to positively impact the lives of people who are disenfranchised and systematically marginalized.

Yugen: Ron, what makes a good leader?

Herndon: A good leader is someone with the ability to translate a people's misery into community efforts that positively address, and, hopefully, eliminate the sources of suffering. He or she must also have an appreciation for history and the victories and defeats of those who came before them. You shortchange the community when you attempt leadership with only your minuscule, personal experience because our lifetimes are but a grain of sand.

A good leader will examine history and contemporary related experiences for a frame of reference. Dr. King (Martin Luther King Jr.) studied

Ghandi for lessons on how to successfully confront injustice. Malcolm X studied everybody (smile).

Stokely Carmichael was an acute student of history, politics and economics. A good leader says to people, "This is what we are trying to do. These tactics are being used for this reason. Our research has shown these tactics have been successful in the past. Or, we are using these tactics because of lessons learned from failed past tactics. Here are some fundamentals we are trying to accomplish. This is how we are going to approach accomplishing these fundamentals, this is how we will measure progress, and these are the next steps we'll take.

This methodology I see tragically lacking among many leaders across the nation today. Our analysis of problems facing our communities is haphazard at best. We do little if any research into the successes or failures of others that have grappled with the same problems.

Medical Marijuana Doctor Disciplined

(AP) — Dr. Phillip Leveque, the osteopath who has signed 40 percent of Oregon's 3,600 medical marijuana applications, has agreed to have his license suspended for 90 days because he signed applications for patients he never examined.

Leveque, 79, has agreed to follow accepted standards of medical care when he resumes his practice Aug. 1. That includes examining patients face-to-face before signing their medical marijuana applications.

"This is harming my patients," said Leveque, who has also agreed to pay a \$5,000 fine. "This isn't harming me."

Oregon's Medical Marijuana Act, approved by voters in 1998, allows residents to grow and use marijuana for medical pur-

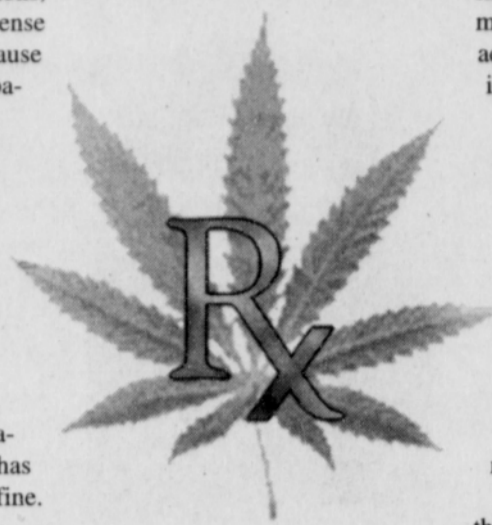
poses. A doctor must verify that the patient has a "debilitating medical condition" such as can-

Leveque in February, the board charged that he routinely signed applications "without examining the patient, conducting medical tests, maintaining an adequate medical chart, reviewing possible contradictions or conferring with other medical care providers."

Leveque said he signed the order because he was afraid of what would happen if he did not.

"If you don't respond to these turkeys, they drop a ton of bricks on you," Leveque said. "In this case, the ton of bricks was likely revocation of my license."

Leveque said he plans to use the 90 days to travel around the state, lobbying for the medical marijuana program and a proposed ballot measure that would ease access to the drug.



cer, glaucoma, AIDS or severe pain.

In its formal complaint against

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Portland/Vancouver I-5 Improvements

The Portland/Vancouver I-5 Transportation and Trade Partnership Task Force will convene for a meeting on Tuesday, April 30 to discuss various aspects of the draft recommendations for transportation improvements along the I-5 corridor between I-84 in Portland and I-205 in Vancouver.

The meeting will take place from 3:30 p.m. to 7:30 p.m. at

the Oregon Association of Minority Entrepreneurs building, 4134 N. Vancouver in Portland. The public is invited to attend, and children are welcome.

The meeting will involve presentations on and discussion of: heavy rail needs, potential improvements in the bridge influence area of the I-5 corridor, Environmental Justice issues, land use, finance

and transportation demand management.

The Portland/Vancouver I-5 Transportation and Trade Partnership is a bi-state planning project sponsored by the Oregon and Washington Departments of Transportation, designed to respond to concerns about growing congestion on I-5, between Portland and Vancouver.

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