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OUR VIEW

Pendleton balances old problems, new opportunities

The city of Pendleton is at a crossroads when it comes to streets and infrastructure. After half a century of lackluster infrastructure planning and maintenance due to lack of funding, evidenced by miles of degraded roads around town and the unseen aging pipes underneath, the city administration is now desperate to play catch-up. For every year that goes by without this routine repair work, the problems become more expensive to fix. And just as visible as the cracks and potholes is the pristine Barnhart Road extension, completed more than a decade ago with hopes of ushering in a new wave of industrial development. That hasn't materialized, and both the road and fuel tax that paid for it have become an easy target for critics. This figurative road has led the current council and administration to a difficult place, where it must answer residents' concerns about failing streets while addressing the still-press-

ing need for future development. Both are necessary. During a council workshop last week, Mayor John Turner reiterated the demand for road repairs as citizens' top concern. "We're going to fix it," he said, "but it isn't going to be free and it's not going to be cheap." Meanwhile, the city is moving its eggs from the Airport Road Industrial Park basket to the UAS Range Industrial Park basket, approving \$11.2 million for development of hangars and utilities to stoke what it believes is the economic future. In both projects, the city needs citizen support. It may be a big ask for those trying to shake the feeling of déjà vu. As far as the failing infrastructure, there have been a bevy of ideas — some good, some bad — for how to fix it. While we're always up for some creativity when it comes to solving problems, it's hard to imagine a ticket surcharge or restaurant tax bringing

in enough cash annually to cover the \$1 million or so in additional funding without being disproportionately onerous on citizens. While keeping an open mind to brainstorm, the city should figure out a way to leverage its ever-growing status as a tourism hub to help cover the cost. A fuel tax, while deeply opposed by distributors and viewed with skepticism by citizens, does have the benefit of charging road users with road upkeep. It also brings in money from visitors during the busy summer months, and a seasonal fuel tax would make the most of those prime travel months. An additional hotel surcharge could help fill the coffers, as we're all used to paying those additional dollars when traveling to other destinations. Meanwhile, up at the airport, the city must find a way to secure buy-in from the companies it is counting on to lift it into the future. The city has played the good host for years now, courting high-tech companies inter-

ested in finding the best spot to test the next wave of aviation technology. Before spending millions of local dollars to expand their testing grounds, it should pursue concrete assurances of long-term partnerships. The city will never have a better bargaining chip than it does right now, on the precipice of investing millions, and before cashing it in we should know with certainty what will be coming back. Whether it's a long-term contract, cost-sharing for development or system development charges, the city should be able to show with certainty that the investment will at the very least be returned, if not multiplied. It's time to begin transitioning from public investment to private. There are many roads from here as the city tries to address past mistakes while avoiding creating future problems. We're pleased that the city council is open to suggestions and hope they hear out citizens with concerns that we've been here before.

YOUR VIEWS

Don't demean men who respected women before #MeToo

I couldn't decide who to root for in the NCAA ladies finals April 7. Baylor had beaten my Ducks, but Notre Dame was very good too. Then I read the statement made by Notre Dame coach Muffet McGraw saying she would never hire a man to be an assistant coach for her team. She has had an all-female staff for seven years now. I was saddened and shocked that she would make such a sexist statement, but after checking it further found it accurate. She stated, "Men run the world. Men have the power. Men make the decisions." That turned the tide, and I decided to root for Baylor. I was tickled that Baylor won a very close game even with their star forward getting hurt. It is hard to believe her Catholic college and employer would allow such discriminatory policies in their sports teams. McGraw reminds me of Senator Hirono during the Kavanaugh hearings. She is one who immediately supported Dr. Ford before Kavanaugh got any due process or chance to present his side. Folks will likely remember her stating, "I just want to say to the men in this country: Just shut up and step up. Do the right thing for a change." She helped try and destroy a very good person and his family. Thank goodness Judge Kavanaugh endured the terrible ordeal and is proving to be an excellent Supreme Court judge. Hirono and McGraw really should be ashamed of themselves and apologize to the good men in this country. Women have more opportunity today than ever. Salaries are catching up with men's. There are more female cabinet members and congress people in power than ever. There are many examples now of female CEOs of big companies. I wonder if McGraw realizes there are far more men killed in combat than women? Women have been

allowed to serve in combat since January of 2013. During Operation Iraqi Freedom, 103 women were killed compared with 4,226 men. I wonder if she knows in 2015 there were 4,492 men killed in the workplace while only 344 women. Women can apply for these more difficult and dirty jobs — but they don't want them. The way to improve situations for women in our country is not to offend and demean the many very good men who have respected and loved mothers and grandmother and daughters for many years — long before the Me Too movement told us to.

David Burns
Pendleton

Radie will serve Morrow County well

Debbie Radie is currently in the running for Morrow County Port Commissioner. She has the ability, desire and leadership skills to fill the position with excellence. As a businesswoman, she has successfully managed Boardman Foods, Inc. for 27 years. Under her guidance the company has grown. She not only provides employment, but is a caring employer. She is involved in many projects that benefit not only BFI employees but the communities in Morrow County. I was very proud to be part of the Christmas box delivery this year. Debbie has been active with the Port of Morrow, so she brings experience in the needs of our county. She has a strong desire to build upon the progress the prior commissioners have worked so hard to accomplish. On a personnel level, Debbie can be counted upon in times of crisis as well as celebration. She is a member of several service organizations including Kiwanis. I am very pleased to be able to write this letter and support Debbie Radie in her campaign for Morrow County Port Commissioner.

Bonnie T. Carvajal
Irrigon

OTHER VIEWS

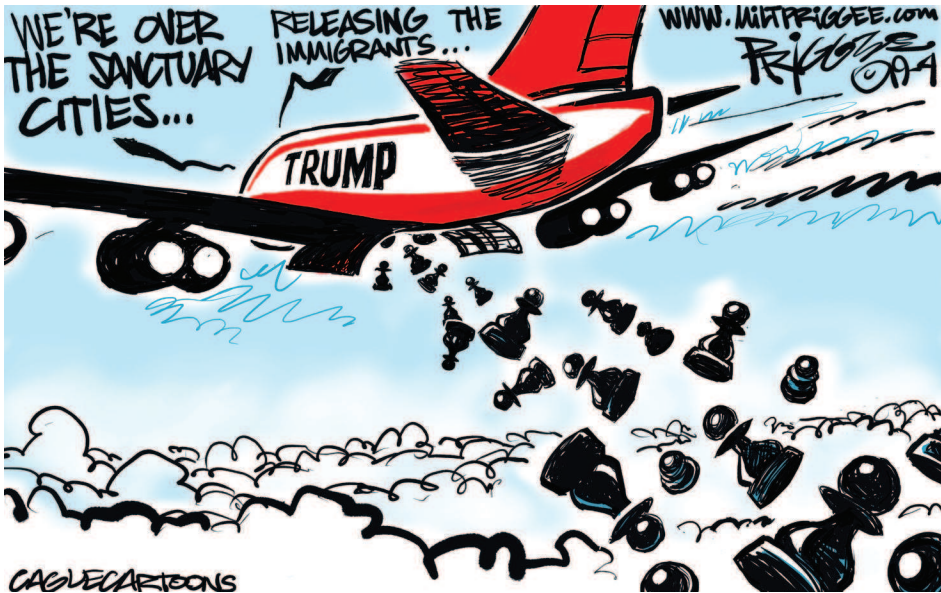
The annihilation of shame

I had never heard of Charles Van Doren until, in college, I saw the movie "Quiz Show," and I probably never thought of him again until I read his obituary this week in *The Times*. Van Doren, if you didn't know, was the polished scion of a distinguished American literary family, who in the 1950s was a champion contestant on the NBC show "Twenty-One," dazzling millions of viewers with what looked like preternatural erudition. But the show had been rigged, the contestants coached, their fates determined by the producers to manufacture drama and maintain ratings. When the truth came out, America was scandalized and Van Doren



BRET STEPHENS COMMENT

nearly ruined. "I would give almost anything I have to reverse the course of my life in the last three years," he said in 1959, after finally coming clean about what he had done (along with other contestants). He spent the remainder of his 93 years living a quiet and unblemished life. How quaint. Had Van Doren come along a few decades later, there would have been no big scandal in fabricating reality and no great shame in participating in it. The lines between fame and infamy would have blurred, and both could be monetized. Personal disgrace might have been explained away as a form of victimization by a greedy corporation, an unloving parent, systemic social forces — or with the claim that nearly everybody does it. The contrast between then and now is worth pondering in the Age of



Trump — an age whose signature feature isn't populism or nationalism or any other -ism widely attached to the president. It's the attempted annihilation of shame. Shame is neither sin nor folly. It's what people are supposed to feel in the commission, recollection or exposure of sin and folly. In days bygone, the prescribed method for avoiding shame was behaving well. Or, if it couldn't be avoided, feeling deep remorse and performing some sort of penance. By contrast, the Trumpian method for avoiding shame is not giving a damn. Spurious bone-spur draft deferment? Shrug. Fraudulent business and charitable practices? Snigger. Outrageous personal invective? Sneer. Inhumane treatment of children at the border? Snarl. Hush-money payoffs to a porn-star and centerfold mistresses? Stud! The annihilation of shame requires two things. First, nerve: Whatever else might be said about Trump, it takes immense brass to lie as frequently and flagrantly as he does without triggering any kind of internal emotional crisis. Ordinary mortals tend to blush when caught out in some kind of mischief. Trump smirks. But it also takes public acquiescence. Van Doren

might have succeeded in quickly burying his shame if the revelation of his cheating hadn't led to tidal waves of dismay and disdain. The United States of the 1950s wasn't yet the land of premature exoneration. A half-century after the scandal, when Van Doren finally wrote about his experiences in an essay for *The New Yorker*, he confessed, "It's been hard to get away, partly because the man who cheated on 'Twenty-One' is still part of me." Will the cheaters of today — think of Jussie Smollett or Felicity Huffman — feel the same kind of self-reproach in 10 or 20 years? Hard to say, though I doubt it. Smollett, who was accused of staging a hate crime against himself, expressed no contrition after all the charges against him were curiously dropped and his court file sealed. Huffman did better by pleading guilty in the college-admissions cheating scandal, and will surely have to lay low for a while. But a comeback story — polished, perhaps, by a teary TV confessional and a tastefully publicized journey of self-discovery — surely awaits her, and maybe Smollett, too. It was once the useful role of conservatives to resist these sorts of trends — to stand athwart declining moral standards, yell-

ing Stop. They lost whatever right they had to play that role when they got behind Trump, not only acquiescing in the culture of shamelessness but also savoring its fruits. Among them: Never being beholden to what they said or wrote yesterday. Never holding themselves to the standards they demand of others. Never having to say they are sorry. Trump-supporting conservatives justify this bargain as a price worth paying in order to wage ideological combat against the evil left. In fact it only makes them enablers in the degraded culture they once deplored. What Chicago prosecutor Kim Foxx is to Smollett, they are to Trump. Not everyone has to succumb to this culture. In his *New Yorker* essay, Van Doren revealed that in the early 1990s he was offered \$100,000 by the makers of "Quiz Show" to serve as a "guarantee of [the film's] truthfulness." Van Doren admits he was tempted, but he turned the money down. Even after more than 30 years of suffering and contrition, he chose not to profit from a dishonorable deed. Van Doren died redeemed. Rest in peace.

Bret Stephens is a columnist for *The New York Times*.