

Scarves:

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grandmother in an old framed photograph.

“Grandma Wyasus, my mom’s grandma, was born at Wayam, near the Columbia River,” Conner said. “Around 1853. And she escaped a Fort Dalles soldiers’ raid at the age of 13 or 14 and canoed alone up the Columbia River.”

Her great grandmother, always wore scarves to cover her hair.

“And this image of her shows her wearing not only a scarf on her head, but her high top moccasins,” Conner said, “she never wore shoes, she never wore pants and she never cut her hair.”

Conner lived for many years with her grandmother, Xhilmat.

“When she was working at home doing laundry, gardening, making pies she would tie her scarf with all the points tied down and the knot tied down in front,” she said. “And so how she wore her scarf let us know what kind of day we were in for as children.”

Conner is the director of the Tamástsiłkt Cultural Institute on the Umatilla Reservation near Pendleton.

The museum’s gift shop sells neatly folded Pendleton blankets, huckleberry



Aaron Quaempts/Contributed Photo

Aaron Quaempts is a member of the Confederated Tribes of the Umatilla Reservation near Pendleton. He’s bought several scarves for his family recently in solidarity with Ukraine.

candies and — for pow wows, funerals and root feasts — stacks and stacks of scarves.

“From bright white, to neon yellow to neon green and neon orange,” Conner said. “To the more traditional colors of burgundy, red, dark green, royal blue.”

Grimly familiar

Scarves were early trade items when immigrants met tribal people. What’s happening to Ukrainian people feels grimly familiar to descen-

dants of Northwest tribes, like Conner.

“It didn’t happen very long ago and it wasn’t very far away,” Conner said. “It was right here in this country, not very long ago that our people were being treated in the same way.”

Aaron Quaempts is a member of the Confederated Tribes of the Umatilla Reservation. He’s bought several scarves.

“I had seen the hashtag or the social media going, if you have one wear it for solidar-

ity,” Quaempts said.

When he watches the news from Ukraine he thinks of his own family.

“It’s just heartbreaking to see people having to go through that,” he said. “Fathers having to say goodbye to their kids while they are evacuating so they can take up arms and you know defend Ukraine.”

From Indian Country to Ukraine — there’s a little thread of brightly-colored material tying people together in pain and hope.

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for people experiencing homelessness in her community, Bunday said it’s tough “when an individual wants to shower, to get to a job, to make their income, but doesn’t have a home base or regular meal, laundry. I’ve seen many people quickly give up.”

Losing faith in leadership

Like many Oregonians, Michelle McDaniel is frustrated that more hasn’t been done.

“It seems like they keep talking about (solving homelessness) and they aren’t actually doing it,” said McDaniel, who lives in the small Central Oregon Coast community of Otis. “Then they talk about studies about it.”

McDaniel said high rent costs and destructive wildfires were forcing people out of their homes.

Close to 300 structures in Otis were destroyed in the Echo Mountain Complex fire in September 2020 — accounting for a small fraction of the Oregon homes lost to 2020 wildfires.

McDaniel said she’s “lost faith in Oregon’s leadership” in response to the housing crisis.

McDaniel moved to Portland from California in 2015 with decades of experience in property management. Vacancies were snapped up quickly at the rental properties she managed in Portland, despite continually increasing rents.

“People are getting hit with huge increases. People are upset and they say they’re going to move, and then they look around and they see that everything is just as high and they’re stuck,” McDaniel said. “As far as trying to buy a home, it’s almost impossible for the average person.”

She eventually left Portland, disheartened and exhausted by how difficult the rental market made it for people to survive.

Otis is just outside Lincoln City, where the local economy is largely driven by tourism.

“The people that work here in this town, primarily housekeeping, hotel workers, people who work in the restaurant industry — they cannot afford to live here, so they drive in from other towns,” McDaniel said.

The lawmakers who highlighted their \$400 million package to ease homelessness and promote low-cost housing were careful not to claim victory.

“I want to make clear these investments will not solve every problem overnight,” said Rep. Julie Fahey (D-Eugene). “But Oregonians have

MORE INFORMATION

The statewide survey on attitudes about homelessness was conducted by the Oregon Values and Beliefs Center online between Nov. 8 and 15, 2021. The survey reached 1,200 Oregonians who were at least age 18. The margin of error ranges from 1.7 to 2.8 percentage points for the full sample. You can see more details about this survey, and others, at oregonvbc.org/blog/.

The Oregon Values and Beliefs Center is committed to the highest level of public opinion research. To help obtain that, the nonprofit is building a large research panel of Oregonians to ensure that all voices are represented in discussions of public policy in a valid and statistically reliable way.

Selected panelists earn points for their participation, which can be redeemed for cash or donated to a charity. To learn more visit oregonvbc.org/about-the-panel/.

immediate needs right now.”

Rural Oregonians more pessimistic

Overall, 70% of Oregonians surveyed in November said it was very important or urgent for leaders to make homelessness their top priority. Asked a similar question in an October 2020 survey by Oregon Values and Beliefs Center, 50% of residents answered very important or urgent.

While seven out of 10 Oregonians believed ending homelessness should be a top priority for leaders, only six in 10 agreed with the right policies and resources, homelessness could be solved in their communities.

Rural Oregonians were slightly more pessimistic than urban and suburban residents. Some respondents favored a harsher approach, forcing homeless people off the streets and into shelters. Others said that while a few people may refuse help, the right policies and resources could get most people into homes.

“Homelessness and lack of affordable housing are problems that we could fix if we had the compassion, understanding and political will,” one Multnomah County respondent said.

With local and state elections approaching in May, homelessness is likely to become a key issue throughout the state. And, the survey said, those seeking office are likely to face tough questions as fewer than 12% of Oregonians are satisfied with the homelessness services where they live.

Uber:

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services ride-hailing drivers couldn’t provide.

After council members heard from both sides in February, they asked representatives from Elite and the aspiring ride-hailing drivers meet with staff to see if they could reach a compromise.

According to the memo, the plan all sides agree to would allow taxis to operate from 7 a.m. to 8 p.m. Monday through Thursday and 7 a.m. to 3 a.m. Fridays and Saturdays. Ride-hails would be required to operate during the hours of 4 p.m. to 8 a.m. daily. During certain events and days, including

the Pendleton Round-Up, Pendleton Whisky Music Fest and New Years Eve, both taxis and ride-hails could add additional hours on top of their required hours of operation.

Making all these changes would require the city adopt a new ordinance that would update its transportation and taxi policies. Before an ordinance is passed, the title of an ordinance is usually read aloud at a council meeting and then considered at the following meeting after a public hearing.

In an interview, Pendleton City Manager Robb Corbett said the city is trying something different. Corbett said staff wants input from all the affected parties and the city council before a

draft of the ordinance goes before the council. Corbett said councilors decided to deviate from the usual procedure because they thought people were eager to comment on the issue. He said he anticipates the council will allow both the ride-hail drivers and the owners of Elite Taxi to comment at the March 15 meeting.

“Everyone is anxious to talk about this,” he said.

If the council is satisfied with the concept, staff is recommending the council move quickly on the issue.

An ordinance would be presented for the council’s approval on April 5, and staff is recommending the council vote unanimously to hold the first reading and public hearing on the same

day. Under the recommendation, the ordinance would include an emergency provision, meaning the new rules would take effect immediately.

While Ubers could start driving on Pendleton roads as soon as early April, the council still is giving itself wiggle room to reconsider at a later date. Staff is recommending the ordinance include a sunset date. At that undetermined point, the council could either make the law permanent or make further changes.

The council meeting begins at 7 p.m. at the council chambers in city hall, 500 S.W. Dorion Ave. The meeting also will be available online live via Zoom at bit.ly/3iaPLbo.

Beef:

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Jerry and Inesse Parks of Aiden, California, have been traveling to the Harrell auction for a dozen years to buy horses and bulls.

After mingling with the cattle and fellow ranchers, exchanging stories and laughing, everyone made their way into the auction barn. Food and beverages were available as country music filled the air.

Then the fun began with Bob Harrell Jr.’s words of thanks to those joining and those who helped

with the auction.

The auctioneer went off, words flying and the first bulls were bought by ranchers from Nebraska, then Virginia, and North Dakota.

Assessing the beef industry

The beef business has had its ups and downs over the years, and recently, prices haven’t helped much, according to some ranchers attending the Harrell sale.

“It’s pretty expensive right now because of the hay. It’s pretty tough to make a buck,” said Cook, from Idaho.

Jerry Parks, from California, said the cattle market has

gone up a bit, but it’s unpredictable.

“It’s up and down all the time,” he said. “It seems like we never get hardly enough out of our product compared to what it gets after it leaves us. We just keep plugging along.”

Forsea said inflation, which has significantly increased production costs for ranchers who depend on diesel and other petroleum products, is making it tough for producers.

And like many ranchers, Forsea is bothered by the dominance in the meat-packing industry by four large corporations. Building more smaller, regional pack-

ing plants would give ranchers more options for selling their cattle and potentially boost prices.

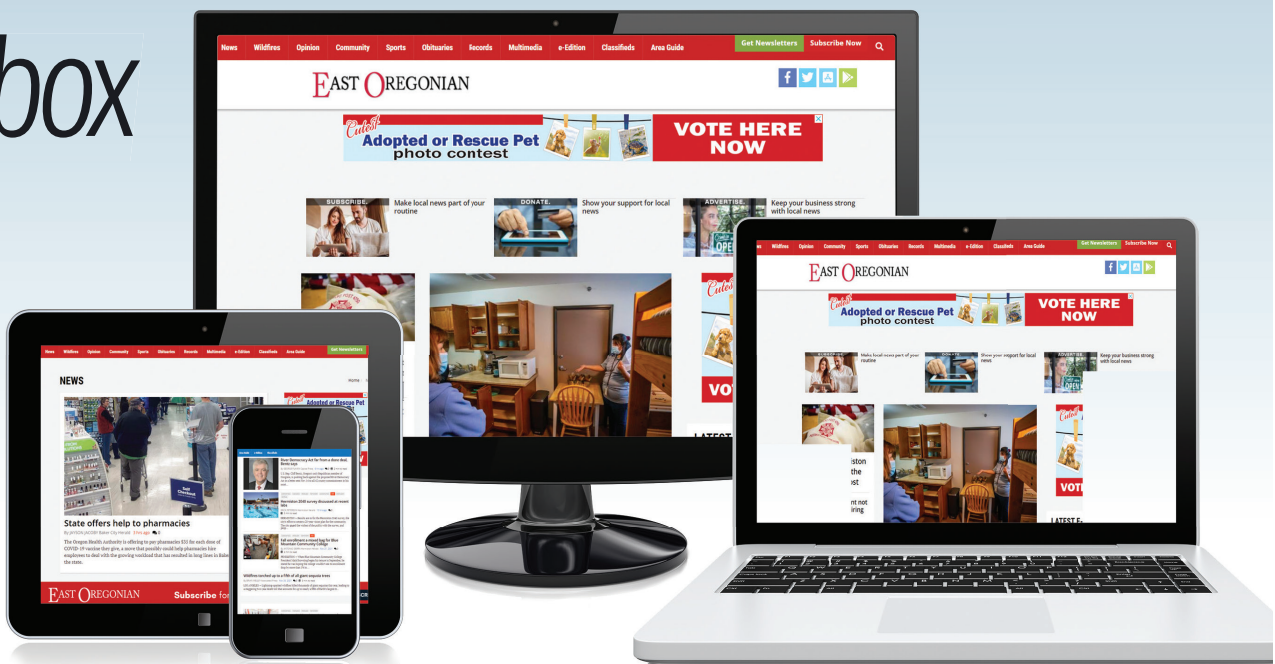
The Biden administration this winter announced a campaign to encourage the construction of regional packing facilities.

“It’s affecting everybody,” Forsea said of inflation. “As far as the prices in the supermarkets, the cattle/calf man is seeing that difference and it’s packers and retailers and getting it from one place to another, fuel, and everything. But anyway, that’s why we’re in it for the long haul because eventually we might see a good year. So it’s getting better. It’s a good way of life.”

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