



Senior Moments

with Emma Edwards

Payback is easy as sodapop

I can't resist sharing some "holy humor" from one of our octogenarians.

While driving in Pennsylvania, a family caught up to an Amish carriage. The carriage owner obviously had a sense of humor because attached to the back of the carriage was a hand-printed sign: *Energy efficient vehicle: Runs on oats and grass. Caution: Do not step in exhaust.*

We all enjoy a good laugh!

Recently, the term "payback time" was a conversation at lunch. It turned into a time of realizing how good life is for most of us seniors. Perhaps we're also blessed to be able to give to the less fortunate.

Time for payback? We don't have to pay anyone back, but it feels good.

Many have learned where to find seniors in our area and that's enjoying lunch on Mondays and Thursdays. I'm talking about the Warrenton Senior Citizens Inc. meal program at the Warrenton Community Center on Third Street. Some of us have been going there for more than 20 years (like me).

Seated at tables of eight, the group is composed of seniors, usually starting at age 55 and up to 96 currently. Besides eating, we do a lot of laughing and even solve many world situations.

Maybe it's time for us to do a little "payback"? Recently, our dishwasher, Mitch Miller, who also represents VFW Post 12123, shared some ways we can do a bit of "payback," blessing giver and recipient.

He encouraged us to participate in the Wounded Warrior Project, which is a military and veterans charity service

organization. It empowers injured veterans and their families, Mitch said, adding that Coors and Miller Brewing Company donated money to the Wounded Warrior Project for ever pull tab that comes off the top of a can. By collecting the tabs, we support Wounded Warriors who have served our country. You can bring your tabs to the senior meal site, where there is a collection bin for your donation.

The tab of an aluminum can is pure aluminum, unlike the rest of the can, which contains paint and other metals. Money earned is based on the market price of aluminum. It takes approximately 763 tabs to make a pound.

I think it's exciting that our little Warrenton meal site group can be a part of this worthy countrywide fund-raising event.

So be sure and save your beer and pop tabs and bring them to lunch with you. Or anyone can drop them off on a Monday or Thursday.

Not only is our participation a privilege that makes us feel good, it helps meet the growing needs of our injured servicemen and women.

We are also urged to donate polypropylene and polyethylene caps and lids to Caps of Love under the division name Chariots of Love. This program provides free wheelchairs to handicapped children up to the age of 21.

Plastic bottle caps currently are recycled for 10 cents per pound. Chariots of Love contacts children's hospitals, clinics, pediatric physical therapists and others to locate children in need.

Grants to go toward heritage preservation projects

The Oregon Heritage Commission is offering grants for projects that tackle the conservation, development and interpretation of Oregon's cultural heritage.

Awards range from \$5,000 and \$20,000.

Projects can be anything related to Oregon heritage, such as theater performanc-

es, collections preservation, exhibits, oral history projects, etc. Priority goes to those that preserve, develop or interpret threatened resources of statewide significance.

The grant application deadline is Oct. 2.

"We hope to see a variety of projects that engage Oregonians in heritage," said Kuri

Gill, heritage grants program coordinator. "We encourage the documentation, preservation and exploration of all aspects of Oregon's heritage."

Applications are submitted online.

To learn more, go online to oregonheritage.org or contact Gill at kuri.gill@oregon.gov or 503-986-0685.

Dredging: Maintaining channel tied to economics

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ic impact if we don't do that."

During the Buoy 10 salmon season, which ended Labor Day, the marina was packed with anglers, providing the city with bountiful launch fees and camping fees.

There is only 7 to 8 inches of water below the hulls of some ships docked there, which causes problems during low tides.

The marina is owned by the Corps of Engineers, but leased and managed by the city. Plans are in the works for the city to take ownership of the marina.

At the marina task force meeting, there was much talk about the need to dredge for economic reasons, Ackley told city commissioners Tuesday night.

"We're reprioritizing the goals and see the importance of getting the dredging permit in place before the transfer occurs," she said. "It's the

To learn more

An open house-style meeting on the dredging plan is set for 4 to 7 p.m. Oct. 17 at the Columbia River Maritime Museum, 1792 Marine Drive, Astoria.

Written input will be accepted through Nov. 15 through an online comment tool at nwp.usace.army.mil/lcrchannelmaintenance.

More information about the project also is available there.

most important thing before we talk about moving on" with other goals.

While Hammond Marina dredging is incidental to the larger scoping plan, it is a local economic issue that meshes with the regional one.

"The Port of Portland, along with other Columbia River ports, depends on maintenance dredging to support our trade gateway," said Curtis Robinhold, executive

director of the Port of Portland. "Maintaining the river channel at its authorized depth and width is essential to sustaining the billions of dollars of commerce that flow through the Columbia River."

Vessels using the full channel depth carried about 11 million tons of export shipments worth nearly \$3 billion in 2015, the last year for which records are available. The primary mission for the Corps' Portland District -- eliminating impediments to navigation on northwest rivers -- dates to 1871. The Corps maintains safe and reliable channels, harbors and waterways for the transportation of commerce, support to national security and recreation.

The ports of Longview, Kalamia, Woodland and Vancouver in Washington state and the Port of Portland are co-sponsors of the environmental impact study and maintenance plan.

The Corps and ports, with input from those who have a stake in the dredging, environmental agencies and the public, will determine the best plan for placing dredged material and evaluate ways to reduce the need for dredging. For the past two decades, the Lower Columbia River Federal Navigation Channel has been maintained to a federally authorized 43-foot depth.

Senior lunch menu

Monday, Sept. 18: Chicken with mushroom sauce, brown rice, mixed vegetables, cucumber salad, chocolate cake.

Thursday, Sept. 21: Lasagna with meat sauce, garlic bread, broccoli and cauliflower, Italian bread salad, key lime pie.

The Warrenton senior lunch program is at noon (doors open at 10:30 a.m.) Mondays and Thursdays at Warrenton Community Center, 170 SW Third St. Suggested donation is \$5 for ages 55 and older; \$7 for those younger. For more information, call 503-861-3502.