

Local man, dog attend monument dedication

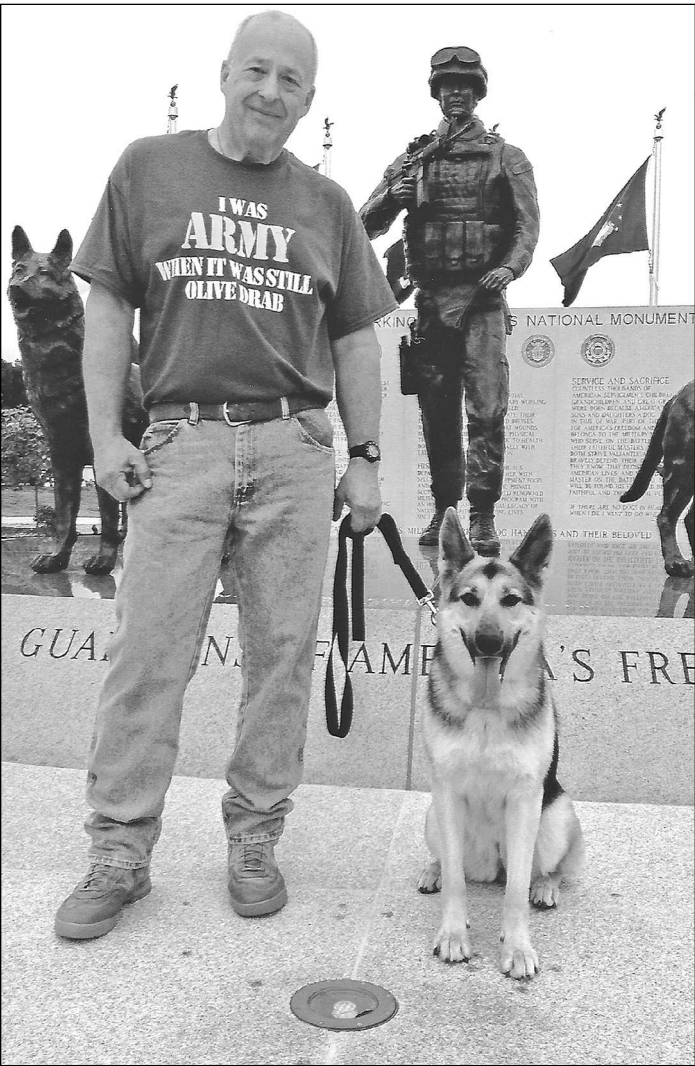
Credit River Township resident Jim Scheu has attended the dedication of the Military Working Dog Teams National Monument in San Antonio, Texas.

The monument is on Lackland Air Force Base, the training site for military working dogs and handlers for all branches of service. The monument consists of a 9-foot bronze statue of a current handler, with four breeds of dog primarily used by the Armed Forces since World War II (German shepherd, Doberman Pinscher, Belgian Malinois and Labrador retriever).

The site also includes an engraved story of the dogs, their handlers, the veterinary services and the part they have played in saving many lives of servicemen and women. There's also a working fountain for visiting dogs, and a bronze representation of a Vietnam-era handler and his shepherd.

Scheu, a U.S. Army Sentry dog handler, served just south of the demilitarized zone in Korea in the early 1970s. He attended the dedication of the monument to honor the two dogs he partnered with: Layaway 955x and Spark 5A58. He was accompanied by his German shepherd, Sammy, who took full advantage of the "Not Forgotten" fountain in the Texas heat.

For more information on the monument or to donate to its upkeep, visit www.jbmf.us, the website for the John Burnham Memorial Foundation.



Jim Scheu of Credit River Township and his dog, Sammy, visit the Military Working Dog Teams National Monument in San Antonio, Texas.



Minnesota Timberwolves Assistant Coach Jack Sikma presents Cpl. Cameron Hamilton with a personalized jersey.

Prior Lake Marine honored at Wolves game

Cpl. Cameron Hamilton of Prior Lake was honored at a recent Minnesota Timberwolves game through the team's Heroes United program.

Hamilton enlisted in the Marines in 2008, at age 18, as a military police officer. He trained in Africa with the African Army on three separate occasions. He's currently serving with the MP Support Company, 4th Law Enforcement Battalion.

WEATHER

Cold is returning, but no sign of storms

Last week was much milder than average, for a rare change this winter. Temperatures were 7 degrees above average, and we had a thaw for much of Sunday, Jan. 12 and then again, very briefly, early on Thursday morning, Jan. 16.

We have had several instances this winter of a roller coaster effect, when temperatures swing up and down in short periods of time. For instance, on Jan. 9 at midnight, it was minus 12 degrees. The temperature then rose steadily overnight and reached a high of 28 degrees during the day. Early in the morning of Thursday, Jan. 16, we were above freezing, but by noon we were in the low teens.

We had our first fairly significant snowfall since



Jonathan Cohen

Christmas Eve on Tuesday, Jan. 14, which really made a mess of the morning commute. Then a little light snow the next day in the evening had an impact on traffic.

The outlook is for more of the same, as another strong arctic cold front blasted through the area early on Jan. 16, bringing a little light snow and very strong winds. This was causing blizzard conditions in the western part of Minnesota. Friday

night, another "Alberta Clipper" was expected to bring a couple of inches of snow, but then it should warm to near freezing or a bit above by Sunday.

By the middle of next week, we should see a return to colder weather with several more subzero lows, but not more subzero highs. There is still no sign of any major storms for us this winter, but we do have three more months to go.

By Jonathan Cohen, Prior Lake observer for the Scott County Soil and Water Conservation District.

Date	Melted precip.	Snow-fall	Snow on ground	High	Low	Dew pt. midnight	4" soil temp
Jan. 9	0	0	8	20	-12	14	33
Jan. 10	Trace	Trace	8	28	16	-	-
Jan. 11	0	0	7	28	21	-	-
Jan. 12	0	0	7	39	21	-	-
Jan. 13	0	0	7	32	25	-	-
Jan. 14	.17	2.7	10	27	5	1	33
Jan. 15	.03	0.4	10	26	-3	19	35

COMMENTARY

Halt the salt or lakes will suffer

BY MEGHAN LITSEY

For those of us that live in the colder climates like Minnesota, ice in wintertime can prove to be anything from a nuisance to a hazard. Between snowstorms and deep freezes, we often seek relief from salt to reduce the dangers of ice and snow on our driveways and sidewalks.

While it's essential to keep safe in the wintertime, it's important to note that salt doesn't just disappear when the snow and ice eventually melts. Instead, it can cause irreversible damage as it washes into our lakes and streams and seeps into our groundwater supplies.

Rock salt, also known as sodium chloride, is the most common salt used for deicing. This type of salt also releases the highest amount of chloride when it dissolves in water. As it dissolves, chloride can damage concrete and metal. It can also pollute our water resources and harm aquatic plants and wildlife, which is why it's imperative to limit rock salt use because once it reaches surface water, there is no way to remove chloride from the system.

Fortunately, you can help prevent salt pollution by limiting the amount of deicers you use on your driveways and sidewalks. Try to avoid using salt altogether, if possible. However, if safety concerns require you to control ice, consider following these simple tips to limit salt use:

1. Shovel. In order to limit the amount of deicer needed, try to keep your driveway and walkways free from snow when it first falls.

2. Skip the salt if the pavement temperature is below 15 degrees. Most salts are not effective below this temperature. Instead, use sand for traction.

3. Use salt sparingly. Use no more than one pound of salt for 250 square feet. One heaping coffee mug is about one pound of salt, and 250 square feet is roughly the size of two parking spaces.

4. Adding extra salt does not mean more melting. If salt or sand is visible on dry pavement, it is no longer working and will be washed away. Sweep it up and use it somewhere else or throw it away.

5. Tell a neighbor. They may be over-salting, too.

There are a variety of materials that you can use if you're considering a salt-free approach to manage your slippery paths, including: sand, wood ash, sawdust, wood chips or straw. Use these materials on the most slippery places where there is a lot of traffic. None of these materials will actually melt the ice, but they will at least make for a safer walkway.

While the application of rock salt to our driveways and sidewalks is a very important tool to combat Minnesota's extreme winters, it is important to ensure that we understand the impact of using too much salt. By following these salt use tips, you can maintain safety and help reduce the amount of sodium chloride from entering our valuable lakes, wetlands and streams.

Meghan Litsey is the outreach specialist with the Prior Lake-Spring Lake Watershed District.

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