

AMERICAN LIFE IN POETRY:

## Not Embarrassed To Be Exploring Lint

BY TED KOOSER  
U.S. Poet Laureate

Often when I dig some change out of my jeans pocket to pay somebody for something, the pennies and nickels are accompanied by a big gob of blue lint. So it's no wonder that I was taken with this poem by a Massachusetts poet, Gary Metras, who isn't embarrassed.

### LINT

It doesn't bother me to have lint in the bottoms of pant pockets; it gives the hands something to do, especially since I no longer hold shovel, hod, or hammer in the daylight hours of labor and haven't, in fact, done so in twenty-five years. A long time to be picking lint from pockets. Perhaps even long enough to have gathered sacks full of lint that could have been put to good use, maybe spun into yarn to knit a sweater for my wife's Christmas present, or strong thread whirled and woven into a tweedy jacket. Imagine entering my classroom in a jacket made from lint. Who would believe it? Yet there are stranger things—the son of a bricklayer with hands so smooth they're only fit for picking lint.

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## YAA To Host Youth Art Show Reception March 6

Yankton Area Arts will be hosting a reception at 1-3 p.m. Saturday, March 6, for the annual Youth Art Show featuring student artwork. The show is on display at the G.A.R. Hall Art Gallery through March 16.

The exhibition is a cooperative project of YAA, Sacred Heart School and Yankton Middle School in observance of March as Youth Art Month. Similar exhibitions are presented across the nation to celebrate the creative spirit of young artists and to recognize the vitality of America's art education programs.

Yankton middle school art

teachers, Charlene Arens and Marcia Olmes have selected a wide range of student artwork to show the public the talent and diversity of the young artists they teach. Their selection encompasses close to a hundred pieces of artwork displayed throughout the G.A.R. Hall Art Gallery.

The G.A.R. Hall Art Gallery and Yankton Area Arts are located at 508 Douglas Avenue, Yankton. The gallery is open to the public free of charge from 1-5 p.m. weekdays and from 1-3 p.m. on Saturdays. For more information contact Pam Meylor, YAA executive director, at 605-665-9745 or yaa@iw.net.

## SURVEY

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Goss said supply managers were asked in February how much they expected prices for products they purchase to change in the next six months. Almost three in ten supply managers expected prices to rise by more than 5 percent in the next six months, compared with only 1 percent who expected prices to drop.

Based on the supply managers' responses and his own analysis, Goss said he expects the Federal Reserve to raise the funds rate by 0.25 percent before the end of the second quarter of this year.

"Inflation in the pipeline is well above the Fed's soft target of 2 percent, in my judgment," Goss said.

Trade numbers were mixed. New export orders dropped to 55.4, from 55.8 in January, while imports rose to 58.8, from 50 in January.

"Exports will be an important component of any significant 2010 economic rebound," Goss said.

Other components of January's overall index:  
— Inventory rose to 57.4, from 48.3 in January.  
— New orders increased to 66.1, from 57.4 in January.  
— Production or sales increased to 67.3, from 57.9 in January.  
— Delivery lead time was unchanged from January, at 58.4.

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## Bigger Wheels Are No Deal In This Case

BY TOM AND RAY MAGLIOZZI

Dear Tom and Ray:  
I live in Albany, N.Y., and I own a 2009 Dodge Journey, all-wheel drive, with 19-inch wheels and tires. I didn't realize it at the time, but getting these optional huge wheels has made it impossible to find winter tires. So I have to buy another set of smaller, 17-inch wheels to put my winter tires on. Here's my question: The car has a tire-pressure monitoring system that tells me when the pressure is low in one of the tires. Do I have to buy new tire-pressure sensors for each of these new wheels, or can I get by without them? Or can I buy a cheaper, aftermarket system? — Kevin

RAY: Those 19-inch wheels looked really great in the showroom, didn't they, Kevin? What you don't realize when you buy monstrous wheels is that (A) it's going to cost you a fortune to buy replacement or snow tires for them, and (B) you're going to feel every cigarette butt in the road.

TOM: We understand your desire to save money, Kevin, especially since you already spent \$600 upgrading to those 19-inch wheels. But we can't recommend that you



CLICK & CLACK

save cash by disabling the tire-pressure monitoring system.

RAY: The sensors can be expensive. For some cars, they're several hundred dollars each! In that case, an aftermarket system may make sense. But in your case, the original Dodge sensors are not that pricey.

TOM: At the dealership, they'll cost you about 50 bucks each. Figure on spending

about \$300 to buy four of them and have them installed and programmed on your new set of wheels (the computer has to be told which particular wheel each sensor is monitoring).

RAY: You have to do it, Kevin. Most people think that having a tire with low pressure is no big deal. But it can create a cascade of problems.

TOM: When a tire's pressure falls, that tire's sidewall flexes more than it should. If nothing else, that compromises the car's handling.

RAY: And if you keep driving on an under-inflated tire, the deformation can lead to an intense buildup of heat. Excessive heat can lead to belt separation and a "catastrophic" tire failure — better known as a blowout.

TOM: And if you think driving on 19-inch tires is exciting, wait 'til you have a blowout and go asphalt over teakettle into a nearby pine forest.

Got a question about cars? Write to Click and Clack in care of this newspaper, or e-mail them by visiting the Car Talk Web site at [www.cartalk.com](http://www.cartalk.com).

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## SNOW

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can't afford to miss much work.

"What we do is make sure everybody has a way out," Sorensen added. "We can't take five hours to open one mile of road for one person, when we could come in (a second) way in a half-hour. After everybody is out, and if the weather gives us time, we'll go back and widen the roads so they don't blow over so bad."

Additionally, the five organized townships in the county that contract with the Highway Department for snow removal may elect to leave non-essential roads unplowed to save on expenses. Sorensen said those townships combined to spend about \$6,000 last winter, whereas they all spent at least that much individually this winter.

In January alone, Sorensen said his department spent \$90,000 on labor, which is about \$30,000 more than last January. An additional \$250,000 was spent on material and operating costs. The large expenses associated with this winter could have a ripple effect later in the year, according to Sorensen.

"Between the snow removal, possible flooding and road repair, it's probably going to cut into our maintenance for the summer," he said. "You only have so much money, so you use it on snow removal, patching and graveling — and you have less to do maintenance with."

For those tasked with making deliveries, the end of winter can't come soon enough.

Mail and newspaper carriers have struggled with the challenges posed by this stormy season.

"It's been hard on our mail carriers going through the snow and ice, but they are putting their best foot forward and getting it done," said Michael Hampton, the Yankton postmaster.

David Jeffcoat, the circulation manager for the Press & Dakotan, said this is the toughest year he has experienced in his six years here.

"I think almost every one of our carriers has been stuck and had to call a tow truck," he said. "They are not rookies. They've been doing it for years. They're saying, 'This is the worst I've ever seen it.'"

"I've had twice as many carriers leave their routes this year than I do during a normal winter," he added.

The looming threat of road deterioration and flooding is on the minds of many area officials as temperatures gently inch upward this week.

After months of being in a deep freeze, the region could see temperatures reaching 40 degrees by the end of the week. According to the National Oceanic and Atmospheric Administration, the last time the region saw high temperatures above 40 degrees was Dec. 1.

"This difficult winter is going to turn rapidly into a very difficult spring," Yankton County Emergency Management Director Jeremy Dangel said. "We're going

to be looking at a situation where we have a lot of moisture on the ground, and it all has to move downstream."

Five miles northeast of Scotland, the James River was measured at 6.21 feet Monday afternoon. The flood stage is 13 feet.

Three miles north of Vermillion, the Vermillion River was measured at 4.32 feet Monday afternoon. The flood stage is 21 feet.

Cedar County (Neb.) Emergency Management Director Kevin Garvin said he is concerned about the potential for Missouri River flooding this spring and is keeping tabs on the situation to make sure the county has the resources to deal with any problems that arise.

In Bon Homme County, arrangements are also being made for flooding.

"We have Tabor as one of our main concerns," Emergency Management Director Jon Vavruska said. "They have a creek that runs through it. We are in the process of purchasing sand bags. We are surveying throughout the county. The

other towns are purchasing sand bags and making sure their water pumps are running and their barriers are ready to go."

Despite the challenges that lie ahead, Sorensen said he is looking forward to the end of the snow and cold.

"It's been a tough winter for the Highway Department, as well as everybody else," he said. "We're just waiting for spring. But with spring, there is going to be mud and water. There will be just as many calls, but instead of being for wind and snow, it will be for mud and gravel and water."

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