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## Fireworks from China Community Days



### Plus

Our Towns Report	2
Obituaries	5
Critter Chatter	8
Pages in Time	10
Calendar of Events	12
Entertainment	13
The Bookworm	13
Scores & Outdoors	14
Classifieds	15

## Local crafters get ready for second annual FUNdraiser

by Bonnie Biller

Last September was the first annual “Scrap for Hope”, a FUNdraiser for cancer. Crafters from around the state of Maine and beyond gathered at the Buker School in Augusta for a day of classes, crafts, camaraderie and to raise money for the Alford Cancer Center.

The brainchild of Mary Haskell and Jan Karczewski, funds raised during the first Scrap for Hope far surpassed what the two crafters expected.

“Jan thought we would raise about \$1,000-\$1,500,” Haskell says. “She never dreamed it would turn out so well.”

So well, in fact, that 127 people attended the affair and over \$5400 was raised, a feat Karczewski says astonished her.

“It was very overwhelming,” declared Karczewski. “With the support of the volunteers, we had much more than I expected. It was incredible and everyone had a really good time.”

Karczewski lost her daughter to cancer six years ago. During trips to the Alford Cancer Center while Lisa went through chemo and radiation, Karczewski found many families going through similar bouts but were unable to afford necessary items like wigs, gas, hotels and medicine. After Lisa died, Karczewski knew she wanted to do something in her memory. A chance meeting with Haskell brought the Scrap for Hope idea to a reality and the two women hit the ground running.

“Every family is affected in some way by cancer,” said Haskell “We wanted to do something to make it a little easier for people going through this.”

Karczewski echoes that sentiment. “The Alford Cancer center has an endowment program to help Maine people in need that are going through cancer,” she noted. “Six years ago when my daughter died of cancer, the program was not known to a lot of people. We wanted to do something to ease the burden of their care with hotels, gas cards, wigs; anything needed to make their life a little bit better when they are going through this.”

The rise in popularity of scrapbooking and related crafts made the Scrap for Hope a natural springboard for raising money.

The second annual Scrap for Hope will be held on Saturday, September

25, at the Augusta Armory on Western Avenue. The move, Haskell noted, was sorely needed.

“The Buker School was too small and we had to lug all of the tables and chairs on our own,” she said. “The armory has a lot more room and has its own tables and chairs, no lugging required.”

The two organizers are hoping to double last year’s results.

“We’re limiting attendance to 200 participants,” Haskell said. “That way we can make it fun for everyone. We



Scrap for Hope organizers, from left to right, Mary Haskell, Anna Blodgett and Jan Karczewski. Contributed photo

started selling raffle tickets early this year too and that’s going well. In fact, Barbara Jackson, a breast cancer survivor herself is going door to door selling the raffle tickets!”

Last year’s theme color was pink in recognition of breast cancer. This year however, they decided on something a little different.

“There are so many different cancers,” Haskell says. “So this year we’re going with a variety of colors to identify all the various cancers.”

Besides a day of crafting and classes, Scrap for Hope attendees will have chances to win many items during the raffle. Haskell has once again made a beautiful quilt entitled “The Wild Card” to be raffled off. Other items include hotel stays, restaurant coupons, rugs, afghans, Wal-Mart gift cards, gas cards and lots of other things. A Chinese auction will also take place again with theme baskets to be auctioned off.

The \$25 registration fee includes morning coffee and muffins, all classes, lunch, gift bags, a chance at hourly door prizes and an opportunity to consort with other crafters, all for a very good cause.

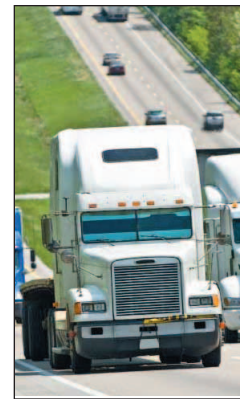
To Haskell and Karczewski, helping people out just comes naturally.

“I love doing things for other people,” Haskell says. “I feel good knowing I’m helping because someday I may need help too.”

Karczewski feels rewarded too.

“I know my daughter would be a part of this as well.”

**SCRAP FOR HOPE**  
Continued on page 15



**80,000 lbs.**  
**vs.**  
**100,000 lbs.**  
*Conclusion*

by Roland D. Hallee

In 1994, the U.S. Department of Transportation notified the state of Maine that it was in violation of federal vehicle weight requirements. As a result, trucks traveling north of Augusta on I-95 were forced off the Interstate onto smaller, secondary rural roads (such as Lakeview Drive, in China) that pass through downtown and residential areas, creating safety concerns and road damage. Getting these trucks off these streets and rural roads, and back on the highways, has become a hot item amongst residents of these towns.

Making the pilot project permanent would decrease the interactions with other vehicles and pedestrians if they are able to use the interstate instead of going past driveways and through towns to deliver their goods.

Taking that one example of the company hauling oil from Searsport to Easton, each trip where they can use the interstate instead of having to travel on Maine’s secondary roads saves the driver a staggering amount of time, energy, resources and interactions. (This round trip was made on May 11, 2010, by a driver of more than 20 years hauling 99,800 pounds in a Heil truck with a 2006 Volvo 500hp, 10-speed.)

**On August 4, 2010, U.S. Senator Mike Crapo (R-Idaho) introduced a Senate version of a House bill that would allow Maine and other states to increase the weight trucks are allowed on the interstate system within state borders. The current patchwork of differing weight requirements harms safety by forcing trucks onto roads not designed for their use and hurts the economy by reducing the efficiency of freight networks. According to U.S. Rep. Mike Michaud (D-Maine). “It would be difficult to reduce Maine’s state limit from 100,000 to 80,000 pounds due to the demands of Maine’s major industries, especially forest products, and the through traffic from surrounding states and the Canadian provinces which all have 100,000 pound limits on all of their roads.”**

This would save the driver 50 minutes in travel time, 189 fewer clutch depressions and shifts, thus reducing driver fatigue and equipment wear and tear. It also means nine fewer school crossings, four fewer hospitals, 30 fewer traffic signals, 86 fewer crosswalks with the potential to stop. In addition, there would be 67 fewer brake applications, 644 fewer vehicles were met coming in the opposite direction, four fewer railroad crossings, (more stops), 10 fewer buses were met, and almost 10 fewer gallons of diesel were burned to deliver the load.

The interstate, north of Augusta, when built, was originally designed to carry military freight to Loring Air Force Base in Limestone at weights far exceeding 100,000 pounds.

The MMTA takes the position that fewer crashes would result from taking more trucks off secondary roads, millions of dollars would be saved each year in pavement rehabilitation costs and bridge repairs. Congestion would decrease in communities where trucks are forced to make frequent trips on their highly traveled roads, less fuel would be consumed and fewer trucks would be needed to haul the same payload.

**TRUCK WEIGHTS – Continued on page 15**