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The Southwest Portland Post

Southwest Portland's Independent Neighborhood Newspaper

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Portland, Oregon

Complimentary

September 2008

Grauer Project provides hundreds of low-income children with school supplies

By Lee Perlman
The Southwest Portland Post

Last month, thanks to a civic-minded family and a lot of help from friends, several hundred low-income southwest children got to do some back-to-school shopping – for free.

In honor of their parents Grace and Marion Grauer, Nancy Scheele and Betty Davis annually operate the Grauer Back to School Project.

Alerted by the media, up to 700 children who are within the attendance boundaries of Portland Public Schools, and qualify for free or reduced school lunches due to low family incomes, receive supplies each year at a gathering at St. Luke Lutheran Church on the second Saturday in August.

Each eligible child receives six pairs of socks, six pairs of underwear, a pair of shoes, a coat or jacket, and a backpack with school supplies. At this year's distribution on August 9, some 300 children and their families covered the parking lot at St. Luke's at 8 a.m. waiting to get in.

By noon more than 500 had been served, and there was still a crowd outside. Ultimately, 678 sets of supplies were given out. The remainder, including more than 400 "stuffed" backpacks, was donated to the school district to distribute to needy children in other parts of town.

Once inside, each family member was escorted through the various distribution stations by a volunteer "personal shopper" who helped them pick out shoes and coats that they liked, that fit, and that were appropriate.

A small army of 200 volunteers – the proverbial "village" – directed traffic, brought supplies as needed and generally helped the operation. However, the activities on the distribution day are the tip of the iceberg for this project.

Fundraising and solicitation for the venture is year-round. In addition to St. Luke's, West Hills Covenant, St. Barnabas Episcopal and Hillsdale Community churches are active participants. Major funders include U.S. Bank, Starbucks, On Point Credit Union, Thrivent, and the Ann and Bill Swindells, Juan Young and Robert Brady charitable



Grauer Project volunteers Mary Davis, Nancy Scheele, Kathy Haines, and Becky Scheele at St. Luke's Church, August 9th. (Post photo by Lee Perlman)

trusts, and they are joined by many smaller donors.

Many give clothing and school supplies located at donation barrels located throughout southwest Portland – in addition to new coats, shoes, underclothes and socks, the campaign seeks pencils, spiral notebooks, crayons, scissors and other basic supplies. As for the money, "We use it to go to every clothing sale in sight starting in January," Nancy

Scheele told The Post.

Grace and Marion Grauer were killed in an auto accident in 1998. Because they were involved consistently with southwest youth activities, at their service their daughters asked that donations should go to needy school children in the area. From this the project was born. For more information on the Grauer Back to School Project, visit dsch2468@aol.com or call (503) 524-4483.

Multnomah School all-class reunion brings back memories for alumni

By Polina Olsen
The Southwest Portland Post

As the DJ blasted 50s rock, old friends couldn't stop talking. Part of Multnomah's Centennial Celebrations, the All-Class Multnomah School reunion on Friday, August 15 brought a packed house and a range of ages. Now the Multnomah Arts Center, the building at 7688 S.W. Capitol Hwy was the neighborhood school from 1913 until closing in 1979. Tonight, lifesize cardboard James Dean and Betty Grable figures stood out among the balloons and root beer floats.

"They tried to teach me how to spell but it never worked," said 1945 graduate Richard Nichol, who became an oral surgeon. "He and his friends were the biggest troublemakers – nothing bad, just mischievous," his wife, Anna, said. Like the time he and his friends locked the school principal in an office. He'd

foolishly left the key in the door when he entered the room. "He paddled all of us in that room so we got even with him," Nichol said.

Nichol is a Johnny-Come-Lately compared to June England Smelser who graduated in 1933. When the freeway construction condemned their home, her father dug a basement on his new Multnomah property and moved the house over. "It's still there – 3650 S.W. Spring Garden Court," said Smelser who now lives in Sandy. She remembers her first day at Multnomah School as scary. "I didn't want my mother to leave. I was in the first grade -- We didn't have kindergarten then."

Twins Peg and Jim Anderson and their younger brother Lenny, all remember school at Multnomah. Their father, a professor at Lewis & Clark, bought a house four blocks away on Southwest Hume Street. "The thing that strikes me about Multnomah is that basically it looks exactly the same as 1956," Lenny

Anderson said adding the contents of the stores have changed. "We had a bakery, two banks, two drugstores, a print job, a hobby shop with cameras, and a hardware store. The baker had great donuts." Their mother, Sally Anderson, was Multnomah librarian.

"My sense is Multnomah was an older and working class sector in the Southwest," Lenny Anderson said. You had a lot of old housing stock. I know from our class, we had kids whose fathers drove bread trucks. It was more working class."

As for the family home on Hume Street, they'd driven by just that day. "Hume Street has never been paved. It's got God's own speed bumps, as we call them."

Ray Odell sat with his wife and a former student at a crowded table near the old auditorium entrance. He was principal in 1979 – the year Multnomah School closed. "They raised heck – the parents didn't like it at all. The kids would have to go over to Maplewood by bus," he said. But, according to Odell, once the fifth through eighth graders transferred to middle school,

there weren't enough children left in the neighborhood to support Multnomah. He became Maplewood School's principal and remained in their Southwest 36th Avenue home. "We're been there for 54 years."

What happened to the time capsule?

Before Multnomah School closed in 1979, the final class buried a time capsule somewhere on the back patio of what is now the Senior Center. They filled it with class photographs and school yearbooks. On Friday, August 15, the All-Class Reunion planned to dig up the capsule as part of the Multnomah Centennial.

However, during the party Multnomah Historical Society President Patti Waitman announced the bad news. Apparently Mrs. Hittel, the school teacher who helped bury the capsule, tried to dig it up back in 2001. And ... it wasn't there. Waitman explained, "The capsule was removed and its whereabouts are unknown."



1945 Multnomah School graduate Richard Nichol and his wife, Anna. (Post photo by Polina Olsen)

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The Southwest Portland Post
7825 SW 36th Ave Suite #203
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COMMUNITY LIFE

By Don Snedecor
The Southwest Portland Post

7 Chalk it up at Hillsdale Farmers Market... Grab a bucket and get chalking at the Wilson Chalk Art Festival on Sunday, September 7 from 11 a.m. to 1 p.m. at the Hillsdale Farmers' Market (Rieke Elementary School parking lot, 1405 SW Vermont St). The free festival celebrates the arts in the nine Wilson Cluster schools. Talented chalk artists will offer tips and demonstrations; chalk and sidewalks will be provided. For more information, visit the Portland Public School event calendar www.pps.k12.or.us.

13 Walk to Fight Blindness... The Foundation Fighting Blindness will host its 2nd Annual 5K VisionWalk

in Portland on Saturday, September 13 at Duniway Park, Southwest 6th Avenue and Sheridan Street (Sports Field #1). Registration begins at 9:00 a.m. and the walk will start at 10:00 a.m. The event will raise money for the research that will lead to cures to a variety of vision-related diseases. For more information visit www.visionwalk.org or call (866) 782-7330.

Southwest Trails Monthly Walk... This walk will be a 4T (trails, transit, tram, trolley?) starting from Hillsdale on Saturday, September 13. Meet at the big oak tree (corner of Capitol Highway and Sunset Boulevard) at 9:00 a.m. sharp. The adventure begins with a TriMet Bus #44 trip downtown. Bring bus fare for an all day ticket or for two 2-zone rides, plus tram fare. Includes a ride on the OHSU aerial tram. Trip will take around three hours depending on connections, route and walking speed,



Multnomah Historical Association president Patti Waitman and Portland Mayor-Elect Sam Adams dedicate the new bridge marker at a ceremony identifying the "Capitol Highway Viaduct" as having been built in 1927. Originally built over the Oregon Electric Railroad tracks, the viaduct now crosses Multnomah Boulevard at about 37th Avenue. Notably missing from the plaque was the date of the dedication, August 9, 2008. (Post photo by Don Snedecor)

2-3 hours walking and about 4 miles. Contact Don Baack at 503-246-2088 or baack@q.com for more information. Or visit <http://explorepdx.com/swtrails.html>.

19 End of Summer Rooftop Party... On Friday, September 19, check out the big band sound of Portland jazz legends Carl Smith and the Natural Gas Company outdoors on the roof of Jax Bar & Restaurant, 826 SW 2nd Avenue (Yamhill Market building). Doors open at 6:00 p.m. Tickets are \$12 at the door, \$10 in advance. Contact Jax Bar at 503-228-9128 or Carl Smith at O'Connor's in Multnomah Village (503-244-1690) for details.

20 Multi-functional hedgerows for urban and rural settings... A hedgerow is a row of trees, shrubs, ground covers, vines and herbs that divide or border fields, waterways or lots. Learn how to implement and maintain a hedgerow on a lot of any size, to provide shelter and food for wildlife, windbreaks, soil stabilization and even an income source.

Horticulturist Jude Hobbs (Cascadia Landscape Design) will lecture in the morning and the class will be installing a hedgerow in the garden in the afternoon, Saturday, September 20, 8:30 a.m. to 4:30 p.m. at The Berry Botanic Garden, 11505 SW Summerville Ave. For information or to register call 503-636-4112 ext. 102 or email register@berrybot.org. Cost is \$50.



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Multnomah neighbors prepare for housing project at Sears Armory site

By Polina Olsen
The Southwest Portland Post

The Multnomah Neighborhood Association is looking for a few good people. The July 9 City Council vote in favor of affordable housing for the Sears Armory site means it's time to organize a citizen's advisory committee, said chair Randy Bonella. These 10-15 people will insure neighborhood interests are represented during site design. "They need to have a long horizon," Bonella added, noting this will be a three-or-four-year project.

The group will work with Community Partners for Affordable Housing

(CPAH) on issues like parking, traffic, pedestrian safety, and the distance between buildings and the property line. Bonella hopes the advisory council will bring community suggestions to CPAH and regularly report issues and progress at neighborhood association meetings.

Since the Department of Defense (DOD) decided to decommission the Sgt. Jerome Sears United States Army Reserve Center at 2730 S.W. Multnomah Blvd., several possibilities for the property were suggested. While the Multnomah neighborhood's first choice was an emergency response center, the Portland City Council decided on

(Continued on Page 4)



Randy Bonella and Susan Herrera at the Multnomah neighborhood meeting, August 12. (Post photo by Polina Olsen)

Volunteers needed for police bureau's citizen academy

The Portland Police Bureau is seeking citizens interested in attending the 2008 Citizen Police Academy scheduled to begin on September 30, 2008.

Upon completion, participants will have a better understanding of the Police Bureau and the role of law enforcement in the community. This academy provides both the instructors and participants with a valuable opportunity to interact and discuss wide variety of issues affecting community relations.

The curriculum includes firearms training, patrol vehicle operations, scenario-based training, and police technology. Participants will also attend classes to learn more about policies and procedures, the internal affairs pro-

cess, criminal investigations, drug/vice investigations and criminal law.

Other classes include presentations from specialty units such as the Special Emergency Reaction Team and the Explosive Disposal Unit.

Interested participants should have a history of community involvement and either work or live in the City of Portland. Eligible participants must also complete and pass a criminal background check.

The Academy will begin September 30, 2008, and conclude December 16, 2008. The academy includes ten week-day classes (Tuesday evenings) and one or two weekend classes (Saturday) for a total of 38 hours.

(Continued on Page 4)

Stephens Creek enhancement project closes Greenway Trail

Construction began August 8 on a City of Portland project to restore salmon habitat at the confluence of Stephens Creek and the Willamette River in southwest Portland. The construction has closed access to the Willamette Greenway Trail between the Macadam Bay Moorage and Butterfly Park until mid-November.

Bicyclists and pedestrians who use the trail are being directed to the east sidewalk of Southwest Macadam Avenue. Commuting trail users are encouraged to use the Springwater Corridor Trail on the east bank of the Willamette as an alternative route.

According to Linc Mann, spokesman for the Bureau of Environmental Services, the project will remove a decommissioned sewer pipe, return the Stephens Creek stream channel to its natural form, restore native vegetation, and install large wood to improve refuge habitat for endangered salmon. The work is expected to be complete sometime in November.

The Portland Parks & Recreation City Nature division owns the 3.5-acre project site, which is part of a 35-acre complex of publicly-owned natural area parks known as the South Portland

Riverbank.

The project is funded by the Bureau of Environmental Services, Port of Portland, the Nature Conservancy through Portland General Electric, and the Lower Columbia River Estuary Partnership through the Bonneville Power Administration. More project information is available at www.portlandonline.com/bes.

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Article I, Section 1
All legislative powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives.

The Constitution of the United States was drawn up by a convention of 55 members, representing 12 of the 13 states. It met in the city of Philadelphia and was presided over by George Washington. The convention was called to meet May 14, 1787 but a quorum was not secured until May 25th. Its work was completed September 17th.

Congress at its first session adopted, on September 25, 1789, ten amendments to the Constitution, popularly known as the Bill of Rights. They were ratified in 1791. The eleventh amendment, construing the judicial power of the U.S. was ratified in 1798. The twelfth amendment setting forth in detail the method for electing the president and vice-president, became effective in 1804.

The question of slavery, as determined by a war between the States, led to three amendments: the thirteenth, in 1866, outlawed slavery; the fourteenth in 1868, established a citizenship status; and in 1870, the fifteenth extended the privilege of suffrage to all citizens. —*New Standard Encyclopedia, Volume III, Chicago Standard Education Society, 1941.*

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NEWS BRIEFS

By Lee Perlman
The Southwest Portland Post

South Waterfront park now called "Pennoyer"

The new 1.7 acre park in the South Waterfront should be called Pennoyer

Park, a citizen advisory committee to the Portland Bureau of Parks and Recreation has decided. Other names considered for the 1.7 acre park bounded by Southwest Moody and Bond avenues and Curry and Pennoyer streets were "Ironsidies" and "Tram." It is against Park Bureau policy to name any park for a living person, which eliminated several possibilities.

Free concert series draws thousands

The five free live concerts that the Portland Bureau of Parks and the South Portland Neighborhood Association co-sponsored in Willamette Park this summer drew a combined 2,700 people, according to South Portland chair Ken Love. The concerts on four successive Wednesdays were given by Michael Manning and the Carolina Pump Station, the Buckles, the Touchables and Freak Mountain Ramblers. A fifth concert by Koral Jam on August 5 coincided with National Night Out. The series at Willamette Park is in its second year.

Spirit of Portland Award nominations due

The Portland Office of Neighborhood Involvement is accepting nominations for this year's Spirit of Portland awards. Selected by a volunteer jury, the awards are given to individuals, groups, small and larger businesses and public employees who have improved the livability of the city. The deadline for nominations is October 24. Nomination forms are available at the Southwest Neighborhood Office, 7688 S.W. Capitol Highway, or from ONI, 823-3997 or www.portlandonline.com/oni.

For more information on the citizen's advisory committee contact Randy Bonella at rmbonella@comcast.net.

Volunteers Needed

(Continued from Page 3)
Students must attend at least nine of the twelve classes offered to qualify for graduation, so please check your schedule before applying for this academy. This academy is limited to 25 students.

If you are interested in attending this academy or would like more information, please contact Kristi Brant at 503-823-0545 or by email at kbrant@portlandpolice.org. Individuals interested in applying online can do so at www.portlandpolice.com.

Sears Armory site

(Continued from Page 3)
CPAH's proposal for affordable housing.

"We have to hear back from both HUD (US Department of Housing and Urban Development) and the DOD before this is actually finalized," Bonella explained. "It's not a done deal."

Still, it's time to prepare. Bonella plans a special neighborhood meeting to setup an advisory council within the next few weeks. He hopes for a diverse group that could include people with architecture, planning and legal backgrounds. "There's so much impact to us - it literally is central to our neighborhood," he said. "This is our neighborhood association's opportunity."

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Collins View neighbors argue that recent school closures violate City-Schools Policy

By Lee Perlman
The Southwest Portland Post

At a recent hearing before the Portland Planning Commission on the Portland Plan, the proposed updating of the Portland Comprehensive Plan and city regulations and policies in general, virtually all the testimony centered on a single topic: the City-Schools Policy.

This little-known document was drafted in 1979 by former Portland planning director Lloyd Keefe. It was generally an attempt to create more cooperation between city government and the Portland School District, independent jurisdictions who have not always had the most cooperative

relationships.

One provision of the policy spelled out procedures for public involvement that the district would have to go through before closing one of its public schools. Those who spoke, including longtime Collins View neighborhood activists Dave and Dixie Johnston, charged that the district has consistently violated these regulations during recent school closures, including the closure of Smith School.

"These aren't things that you hope the district would do," Dixie Johnston later told *The Post*. "These are regulations that they have to follow." Nonetheless, she said, they and others have received brush-offs when they bring the matter up with district officials.

At a subsequent Planning Commission meeting, planner Steve Dotterer questioned whether the provisions were legally enforceable. "There's no record that the District ever adopted this," he said. "There's not a terribly strong tie to the Comprehensive Plan. It's a fairly unclear and old set of policies."

Doug Capps, who says he helped create the policy as a member of former Mayor Neil Goldschmidt's staff and now works for the School District, had a similar assessment later for *The Post*. "It's probably not in the planning and zoning codes," he said. "In any event it's 30 years old, and no one remembers it except some community activists who want to use it to their advantage."

Ironically, the occasion for the commission discussion was a joint effort by the district and Planning Bureau to make existing land use regulations for schools more lenient. Most of Portland's schools sit on land zoned for residential use, with the schools operating as conditional uses.

Any significant change in use requires a public process to amend the permit. Planner Eric Engstrom said that neighbors have complained that the activities of groups who have leased built or vacant school property, or are using it by permission, constitute code violations.

"There should be more flexibility than the zoning code currently allows," Capps said. "You wouldn't want to let an early childhood center be turned into an alternative high school without a public review."

Capps added that the district is not planning to close more schools or make other drastic changes. "The Portland Plan assumes 300,000 more people will move here, and presumably some of them will have kids," he said. "Is it sensible to be downsizing?"

Some members of the Planning Commission were uneasy with the discussion. Andre Baugh said, "I feel uncomfortable having heard the testimony last time, and anticipating hearing those complaints again."

Commission member Catherine Ciarlo agreed, imagining some of the earlier testifiers saying, "They not only ignored the violations we told them about, but they changed the code."

Yet another commission member, Howard Shapiro, said the public will view any proposed code changes in this area "with suspicion based on past history." Capps assured the commission there would be public notification of any proposed changes. "We won't try to slip something past," he said.



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EarthTalk™

From the Editors of E/The Environmental Magazine

Dear EarthTalk: How does congestion toll pricing, used in some cities around the world, cut down on vehicle traffic and promote green-friendly public transit?
-- Bill Higley,
via e-mail

Despite increasing green awareness and steadily rising gasoline prices, Americans and other denizens of the developed world—not to mention millions of new Chinese and Indian drivers hitting the road every week—are loath to give up the freedom and privacy of their personal automobiles.

But snarled traffic, longer commute times and rising pollution levels have given city transportation planners new ammunition in their efforts to encourage the use of clean, energy-efficient public transit. One of the newest tools in their arsenal is so-called congestion pricing (also called variable toll pricing), whereby cars and trucks are hit with higher tolls if they access central urban areas at traditionally congested times.

Singapore was the world's first major city to employ congestion pricing in 1975 when it began charging drivers \$3 to bring their vehicles into the city's central business district. The system

has since expanded citywide, with toll rates at several locations changing over the course of a day.

Funds generated by the program have allowed Singapore to expand and improve public transit and keep traffic at an optimal flow. Some of the tangible benefits of the program, according to Environmental Defense, include a 45 percent traffic reduction, a 10 miles-per-hour increase in average driving speed, 25 percent fewer accidents, 176,000 fewer pounds of carbon dioxide (CO₂) emitted, and a 20 percent increase in public transit usage.

London implemented a similar plan in 2003 that was so successful it was extended to some outlying parts of the city in 2007. Today, drivers pay \$13 to bring their vehicles into certain sections of London during peak traffic hours.

According to the Victoria Transport Policy Institute, London's plan has significantly reduced traffic, improved bus service and generated substantial revenues. Environmental Defense says the plan reduced congestion by 30 percent, increased traffic speed by 37 percent, removed 12 percent of pollutants from the air and cut fuel consumption and CO₂ emissions by 20 percent.

A 2006 congestion pricing experiment

in Stockholm produced similar results, shrinking commute times significantly, reducing pollution noticeably and increasing public transit use during a seven-month test. The day after the trial ended, traffic jams reappeared, so Stockholm voters passed a referendum to reinstate the plan. Today the city has one of the most extensive congestion pricing systems in the world.

Perhaps the next major city to implement congestion pricing will be New York, if Mayor Michael Bloomberg gets his way. In July 2007, the state legislature rejected Bloomberg's first such proposal—which would have used funds collected to pay for expansions and improvements to the regional public transit system—but ever-increasing congestion and pollution might force lawmakers' hand in the future.

"A congestion pricing plan is the most cost-effective way to jump-start transit improvements and reduce traffic congestion," says Wiley Norvell of Transportation Alternatives, one of a handful of groups working with Bloomberg to craft a version of the plan that will fly with state lawmakers. With two-thirds of New Yorkers opposed, it looks like an uphill battle for now, but advocates say passing such rules is inevitable.

Contacts: Environmental Defense, www.environmentaldefense.org; Transportation Alternatives, www.transalt.org.

Dear EarthTalk: I've read that plastic bottles are not always safe to reuse over and over as harmful chemicals can leach out into the contents. I'm wondering if the same issues plague Tupperware and other similar plastic food storage containers.

-- Sylvie, Dawson City, Yukon, Canada

The recent hubbub over plastic containers leaching chemicals into food and drinks has cast a pall over all kinds of plastics that come into contact with what we ingest, whether deserved or not. Some conscientious consumers are forsaking all plastics entirely out of health concerns.

But while it is true that exposure to certain chemicals found in some plastics has been linked to various human health problems (especially certain types of cancer and reproductive disorders), only a small percentage of plastics contain them.

According to *The Green Guide*, a website and magazine devoted to greener living and owned by the National Geographic Society, the safest plastics for repeated use in storing food are made from high-density polyethylene (HDPE, or plastic #2), low-density polyethylene (LDPE, or plastic #4) and polypropylene (PP, or plastic #5).

Most Tupperware products are made of LDPE or PP, and as such are con-

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EarthTalk™

(Continued from Page 6)

sidered safe for repeated use storing food items and cycling through the dishwasher. Most food storage products from Glad, Hefty, Ziploc and Saran also pass *The Green Guide's* muster for health safety.

But consumers should be aware of more than just a few "safe" brands, as most companies make several product lines featuring different types of plastics. While the vast majority of Tupperware products are considered safe, for example, some of its food storage containers use polycarbonate (plastic #7), which has been shown to leach the harmful hormone-disrupting chemical Bisphenol A (BPA) into food items after repeated uses.

Consumers concerned about such risks might want to avoid the following polycarbonate-based Tupperware products: the Rock 'N Serve microwave line,

the Meals-in-Minutes Microsteamer, the "Elegant" Serving Line, the TupperCare baby bottle, the Pizza Keep 'N Heat container, and the Table Collection (the last three are no longer made but might still be kicking around your kitchen).

Beyond BPA, other chemicals can be found in various food storage containers. Containers made out of polyethylene terephthalate (PET or PETE, or plastic #1)—such as most soda bottles—are OK to use once, but can leach carcinogenic, hormone-disrupting phthalates when used over and over again.

Also, many deli items come wrapped in plastic made from polyvinyl chloride (PVC, or plastic #3), which can leach cancer-causing dioxins. Swapping foods out of such wraps once the groceries are at home is advisable.

Containers made of polystyrene (PS, or plastic #6, also known as Styrofoam) can also be dangerous, as its base component, styrene, has been associated

with skin, eye and respiratory irritation, depression, fatigue, compromised kidney function, and central nervous system damage. Take-out restaurant orders often come in polystyrene containers, which also should be emptied into safer containers once you get them home.

If your head is spinning and you can't bear to examine the bottom of yet another plastic food storage container for its recycling number, go with glass. Pyrex, for instance, does not contain chemicals that can leach into food. Of course, such items can break into glass shards if dropped. But most consumers would gladly trade the risk of chemical contamination for the risk of breakage any day.

Contacts: *The Green Guide*, www.thegreenguide.com; Tupperware, www.tupperware.com.



The vast majority of Tupperware products are considered safe, but food storage containers to avoid use polycarbonate (plastic #7). (Photo by Jerroen, courtesy Flickr)

GOT AN ENVIRONMENTAL QUESTION? Send it to: EarthTalk, c/o E/The Environmental Magazine, P.O. Box 5098, Westport, CT 06881; submit it at: www.emagazine.com/earthtalk/thisweek/, or e-mail: earthtalk@emagazine.com. Read past columns at: www.emagazine.com/earthtalk/archives.php.

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