

River

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"We've gotten started on the real simple inspections, but there will be a lot of inspections done this fall," Becker said. He added that, so far, he is surprised by how little damage was done to the riverbanks below the dam. The stability of the shoreline was helped by maintenance work that was done as the floodwaters cascaded through the area. "A great deal of it was pulling

the rock back up on the shore that had been washed down from the energy of the surging water," Becker said. The lull in release fluctuations during the next two weeks will also allow stakeholders along the river to assess if portions of the waterway can be re-opened to boat traffic. Those discussions are already being held amongst the states, the Corps and the U.S. Coast Guard, which makes the final determination on such matters. Of primary concern will be the condition of the river channel and public safety, according to John LaRondeau, a civil engi-

neer with the Corps. "There are a lot of folks who need to get involved in the final decision," he said. "All of us are waiting for 90,000 cfs and the pause. Then there is a lot of coordination between the Corps, the states and the Coast Guard. We're in discussions now, and we're working on it." It's possible that announcements could be made by next week, although there is no timetable in place, LaRondeau said. "Until we open it, please stay off (the river)," he stated. "It's a process, and it just takes some time."

Boats would not be allowed immediately below Gavins Point until the buoy line can be put back in place, according to Becker. "Our guys are repairing that right now, and probably when we're around 70,000 cfs, we'll be able to put it back out," he stated. Becker said it is a relief to see the releases receding. "The difficult time of the water coming up is behind us," he said. "Now is the difficult time for the people who have damaged or lost facilities, as it will be time to assess and rebuild. That's a really tough time, too."

Transportation Woes Go On From River Flooding

TARKIO, Mo. (AP) — Floodwater from the bloated Missouri River that has covered miles of roads around the state's northwest for nearly three months is still causing headaches for residents and towns suddenly dealing with increased traffic, and state transportation officials say it's unclear when any repair work will begin. Sixty-five miles of road remain submerged, including some of the few routes with bridges across the Missouri. And six miles of Interstate 29 just across the Missouri-Iowa border is still underwater, with another 14 miles submerged just north of Council Bluffs, Iowa, *The Kansas City Star* reported. In some areas of the state, the water has carved out holes 40 feet deep under highway pavement. The full amount of damage and

when repairs might start are still unknown. "It is too early for us to predict," said Beth Wright, state maintenance engineer for the Missouri Department of Transportation. "We are certainly hopeful we can start addressing damaged roads at least by the middle to end of September to the middle of October." That's not good news for drivers like Sherry Gayler, 61, of Rock Port, who used to have a 15 minute drive to her job at the Cooper Nuclear Station near Brownville, Neb. Her fastest route now is to drive 65 miles into Iowa, take a bridge into Plattsmouth, Neb., and then drive another 60 miles south to work — a 125-mile commute. "I leave at 5:30 a.m.," Gayler said. "It takes me 2 1/2 hours one way."

Prices

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But many ranchers are paying much more because the price doesn't include shipping costs. "Hay has gone up tremendously in price, and it's hard to get," said Jay O'Brien, who runs a ranch near Amarillo, Texas. Some farmers have turned to social networking to find hay. The Hay Connection, a Facebook site started by two Oklahoma brothers, matches buyers and sellers and had more than 7,500 fans by midday Sunday. Farmers in Iowa and Wisconsin banded together last week to donate several truckloads of hay to ranchers in Texas and Oklahoma,

but those donations are likely to offer only a temporary reprieve. Nebraska hay farmer Cory Banzhaf said he's shipped about 80 percent of his crop — roughly 2,000 tons — south to Kansas and Oklahoma this year because of the drought. Banzhaf said trucking the hay grown near Pleasanton, Neb., adds \$50 to \$70 to the cost of each ton, leaving ranchers with bills of between \$225 and \$270 a ton. "It's great if you're selling it, but horrible if you're buying it," said Banzhaf, who can sympathize because he also raises about 1,000 cattle. Continuing to buy hay at those prices could be a recipe for bankruptcy, so ranchers have been selling off calves and cows of calf-bearing age even though they know it will be costly to rebuild

their herds later. Davis said he had to truck in hay from Nebraska this year at a total cost of about \$240 a ton to supplement the emergency supply he had in his barn. Normally, he relies almost entirely on pastures to feed his cattle. The cost led to his decision to sell off more of his cattle this year, even though he estimates his herd is about 40 head smaller today than it was in 2008. "I don't know that anyone could significantly plan for a drought like we've had," Davis said. Texas Agrilife Extension Service drought specialist Travis Miller said many livestock auctions in the state are so busy right now that they've been turning cattle away. Ranchers have been selling off cattle at double or triple the normal rate.

"We've been culling and culling heavily," Miller said. Scott Dewald, executive vice president of the Oklahoma Cattlemen, said the southwest and northwest corners his state are in especially bad shape, forcing ranchers to bring in hay from as far away as South Dakota. Many ranchers also have lost access to water because ponds have dried up, adding to the need to reduce the size of herds or even sell all their cattle, he said. Fortunately, prices paid have largely remained strong because of high demand from foreign markets and other factors, enabling ranchers to make some money on the sales. "At least we didn't have the added insult of selling into a down market," Dewald said.

Hunting, Work or Casual

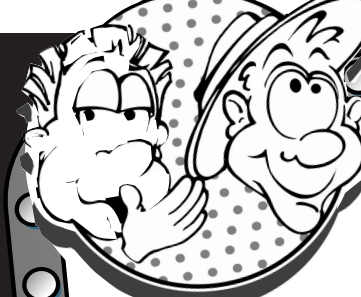





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Wednesday & Sunday

5-7pm — Cooks Choice

Thursday

6-7pm — Domestic Beers
\$1.50

5-7pm — Hamburger/
Pizza Burger & Fries \$5.00

Friday

Meatloaf or Menu
Serving 5:30-8:00

Saturday

Freddies Combo
Serving from Menu
5:30-8:00

Bingo Wed. at 7:00pm
Sunday at 6:30pm
Happy Hour M-F 4:30-7:30

Chislic Served Last
Wednesday of Each Month

German Heritage Festival

Twin Rivers
Old Iron Association
Old Time Harvest Festival
\$5 Admission, Children under 12 Free
At The Farm
West Edge of Delmont—Watch for Signs!
Concessions on Grounds
**** Schedule of Events ****
Friday, September 9th

Exhibitor BBQ 6-8 p.m.
Come early and enjoy Food & Refreshments!
Saturday, September 10th

8:00 a.m. Grounds Open
10:30 a.m. 125th Parade (Downtown)
1:00 p.m. Parade (At The Farm)
2:00 p.m. SD Sanctioned Kids Pedal Tractor Pull
3:00 p.m. Sandbox Quarter Scramble
3:00 p.m. Threshing & Demonstrations
4:30-6:30 p.m. Old-Time Fiddlers
4:30 p.m. Free Admission for rest of evening
5:00-7:00 p.m. BBQ Pork Supper
7:00 p.m. Tractor Games & Beard Judging

****Fireworks at Dusk****
Sunday, September 11th

8:00-10:30 a.m. Pancake Brunch
9:00 a.m. Non-Denominational Church Service
10:00 a.m. Demonstrations
1:00 p.m. Parade
2:00 p.m. Tractor Pull
2:00-4:00 p.m. Old-Time Music
2:00 p.m. Threshing
3:00 p.m. Demonstrations
3:00 p.m. Sandbox Quarter Scramble
4:00 p.m. 50/50 Cash Raffle Drawing

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