

Rollover Crash Kills 1, Injures Another

ARNOLD, Neb. (AP) — Authorities are investigating a rollover crash that killed one person and injured another in central Nebraska.

The Custer County Sheriff's office tells KCNI radio station that the accident happened on Highway 92 about two miles west of Arnold around 3:30 a.m. Sunday.

One of the two occupants of the vehicle was thrown from it as it rolled. That person was killed.

The other occupant of the vehicle was injured in the crash and taken to Callaway Hospital for treatment. But that person is expected to survive.

The identities of the crash victims were not immediately released.

Hospital Owner Plans New Facility

OMAHA, Neb. (AP) — Alegent Creighton Health is planning to replace Creighton University's hospital with a new \$35 million medical facility in northeast Omaha.

The company announced the 90,000-square-foot project on Sunday. Construction is scheduled to begin next spring, and the facility should be ready in late 2016.

The new facility at 24th and Cumming Streets will offer outpatient and emergency services, but Alegent Creighton is planning to move most of Creighton University's in-patient services to its Bergan Mercy Medical Center near 75th Street and Mercy Road in 2017.

Omaha City Councilman Ben Gray says he's glad the company will maintain an emergency department in the area.

Plan To Link Trail To Rushmore Set

KEYSTONE (AP) — A plan to connect a hiking and biking trail to Mount Rushmore National Memorial is facing a tall challenge.

South Dakota Game, Fish and Parks is working to extend George S. Mickelson Trail to Mount Rushmore, but the 566-foot vertical ascent from the trail's current end to the memorial is presenting a problem to the department.

Assistant director Al Nedved tells the *Rapid City Journal* that the department wants to make sure the trail extension won't be too steep for the average person to walk on.

The state has appropriated \$500,000 to help kickoff the project, but construction won't begin before 2016.

Nedved says an option is to build an elevated boardwalk that would run parallel to U.S. Highway 244 just past the memorial boundary.

Software Launch Frustrates Sioux Falls

SIOUX FALLS (AP) — The delay in implementing a \$1.2 million software that promised to link city databases in Sioux Falls is frustrating employees and costing additional tax dollars.

The *Argus Leader* reports the software was supposed to go live in September 2013, and now officials are aiming at a Sept. 22 launch.

The software is expected to connect data from various departments, including code violations and zoning of a property, and give residents access to some basic information online.

Progress appears to have been hampered by friction between the city and Tyler Technologies.

Tyler in March agreed to replace its project manager. A city report shows grievances against Tyler's project manager included issues with communication and lack of understanding of the system.

Tyler says the timelines "are responsive" to the project's needs.

New CEO Of Idled Aberdeen Beef Plant Optimistic

ABERDEEN (AP) — The man in charge of resurrecting a scandal-marred beef plant that has sat idle since 2012 is optimistic about the Aberdeen facility's future.

Doug Cooper, CEO of the renamed New Angus plant, said he is working on a five-year plan for the facility with a goal of eventually employing nearly 600 people and handling up to 1,000 head of cattle per day, the *Aberdeen American News* reported Sunday.

Formerly called Northern Beef Packers, the plant filed for bankruptcy last summer because it lacked money to buy cattle for slaughter. The company declared \$138.8 million in liabilities and \$79.3 million in assets. It was sold in December to White Oak Global Advisors, a California-based investment firm.

"I can tell you this — we have a world-class facility," Cooper told the newspaper. "We have people in the building now who are checking everything out, making sure things are in place mechanically and on the electrical side and in other areas. ...

"I don't want to be in the Wall Street Journal — I just want to establish a sustainable business."

The plant has been at the center of an investigation into financial misconduct at the Governor's Office of Economic Development. That probe stemmed from allegations that former commissioner Richard Benda double-billed the state for three flights and redirected \$550,000 in economic development money for his own use that were intended for the beef plant. Benda committed suicide last fall.

Northern Beef Packers began locally, and in 2006, Aberdeen livestock businessman Dennis Hellwig became its largest investor in response to then-Gov. Mike Rounds' South Dakota Certi-

fied Beef initiative. Rounds hoped to get the state's ranchers premium prices by allowing consumers to track animals from birth, through a feedlot and to a meatpacking plant.

But when local financing tightened, the plant opted to look for investors through a federal investment-for-green-cards immigration program. Hellwig was bought out, and Northern Beef became 41 percent owned by businessman Oshik Song. Almost 70 Korean investors also gave at least \$500,000 under the EB-5 program that encourages foreign investment in exchange for qualifications to secure permanent residency.

The plant eventually was constructed, but never reached full production. State figures show about \$4.4 million in taxpayers' money supported the failed plant.

Nebraska

Immigration Could Surface In Governor Race

BY GRANT SCHULTE
Associated Press

LINCOLN, Neb. — Nebraska lawmakers will have a new debate next year over immigration, an issue that could influence the 2014 governor's race in a state with a small but fast-growing Hispanic population.

Republican Pete Ricketts and Democrat Chuck Hassebrook remain sharply divided over whether Nebraska should continue to deny driver's licenses for young immigrants who qualify for the Obama administration's deferred-action policy.

The federal policy, which went into effect in 2012, grants a temporary reprieve to young immigrants who were brought into the country illegally as children. It only applies to youths with a clean criminal record who are in school, have received a high-school diploma, or served in the U.S. military.

Sen. Jeremy Nordquist said he will introduce a bill next year that would reverse Nebraska's policy, poten-

tially placing it before the next governor. About 2,300 youths in the state have qualified.

"It just makes sense for them to be able to participate fully in our economy, and it's much more difficult for them to do so without the ability to drive," Nordquist said. "Right now, they have 49 other options — they can take their educations and go to any other state in the country."

Nordquist — whose south Omaha district includes a large Hispanic population — said many youths will simply drive without licenses if they aren't given access.

Nebraska remains the only U.S. state that denies licenses to youths who qualified for the federal initiative, which grants them a temporary reprieve from deportation as well as work permits. A similar law in Arizona was blocked in July by a federal appeals court.

Nearly 10 percent of Nebraska's population was identified as Hispanic or Latino last year, according to

U.S. census estimates. Hispanics and Latinos are expected to account for nearly one-fourth of the state population by 2050, according to the University of Nebraska at Omaha's Center for Public Affairs Research.

Nebraska's policy also faces a legal challenge from the American Civil Liberties Union, which filed a lawsuit in June 2013 on behalf of four Omaha residents.

ACLU attorneys argue that the policy — announced by Gov. Dave Heineman in 2012 — wasn't run through a public hearing and comment period as required, and violates constitutional due-process rights. Attorneys also argue the policy violates a federal law that requires states to recognize deferred-action status when granting licenses.

The governor has argued that the policy complies with a 2009 state law that bans public benefits for those not lawfully in the United States — and that the president's deferral program doesn't make the immigrants legal citizens. The case is sched-

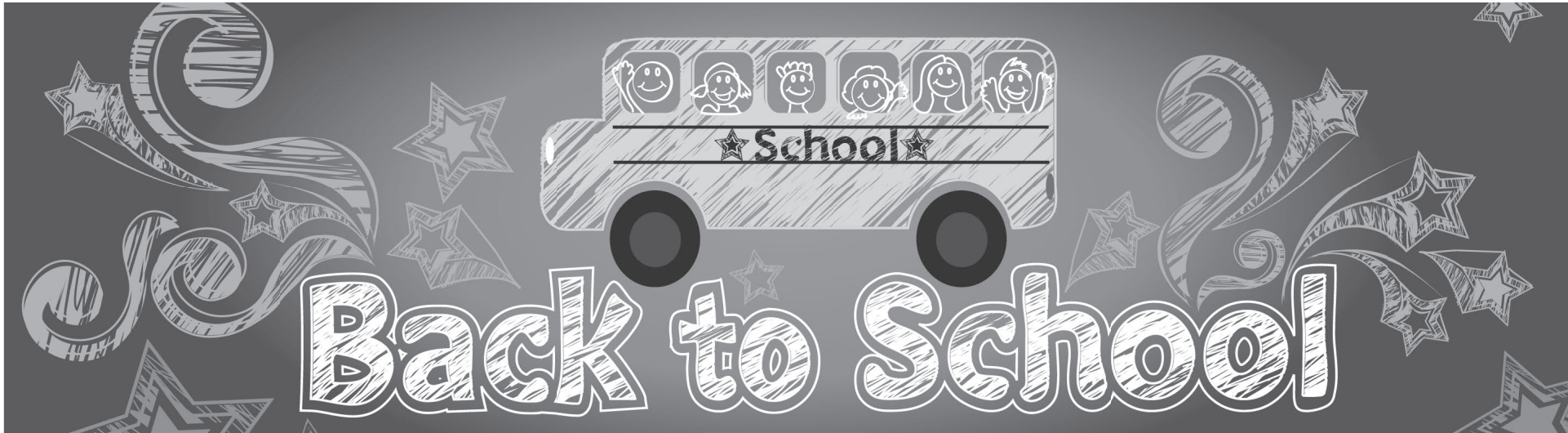
uled for trial on Sept. 30 in Lancaster County District Court.

Ricketts, an Omaha businessman, said he would continue Nebraska's policy of denying licenses to the deferred-action youths, arguing that those who arrived in the country illegally shouldn't receive privileges intended for legal residents.

"I don't believe it's fair or right," Ricketts said. "I don't believe they ought to be driving, because they're breaking the law."

Hassebrook, a former University of Nebraska regent, said the state's denial of driver's licenses effectively punishes the youths for a parent's decision to bring them to the country illegally. Nebraska has already paid for their education in public schools, he said, and rejecting their request for driver's licenses could lead them to take their skills elsewhere while the state faces a labor shortage.

"It goes against all precepts of American law, to hold people accountable for the actions of others," Hassebrook said. "It's wrong to punish these kids."



Send Your Kids Back To School Safely

School bus safety tips to impart to youngsters

Danger zone

The danger zone is a 10-foot radius around the outside of the bus. Bus drivers and other motorists find kids in the danger zone are more difficult to see, and children can get struck by either the bus or oncoming cars that fail to stop when the bus is picking kids up or dropping them off.

Knowing the safety rules

- * Get to the bus stop 5 to 10 minutes prior to the assigned pickup time. Rushing last-minute can lead to injury, especially if you're chasing down the bus.
- * Remain on the sidewalk or grass at the bus stop. Do not step off the curb into the street until the bus has arrived and is completely stopped.
- * When boarding the bus, go directly to a seat and sit down. Buckle up if there are seatbelts on the bus.
- * Be careful when getting off the bus. Hold on while going down the stairs.
- * Only get off at your designated stop unless you have permission to get off elsewhere.
- * When exiting the bus, walk at least 10 steps past the front of the bus and cross in front where the driver can see you. Do not cross behind the bus.
- * Wait for the driver to give you a signal that it is safe to cross. Be sure to check that all cars on the road have come to a complete stop.
- * Get to the sidewalk or off the street as quickly as possible.

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