



Digestive Health: Crohn's Disease, **Ulcerative Colitis** & Irritable Bowel Syndrome Part I

Believe it or not, your digestive system is essentially a long tube that starts at your mouth to extract nutrients and energy from the foods we eat. Your digestive organs — esophagus, stomach and intestines, etc., are simply modifications of that tube. This system is very efficient as long as it is functioning normally. Many children and adults, however, suffer from a malfunction of their

digestive system. In fact the three most common conditions affecting intestinal function that I see in my practice are; Irritable Bowel Syndrome (IBS), Ulcerative Colitis, and Crohn's Disease. Although not exactly the same, they all have a great deal in common and escalate in severity.

Crohn's Disease, the most serious, is a very chronic and long-term ulceration of the digestive tract. It usually extends though the wall of the intestine and involves all layers of your "digestive tube." Ulcerative Colitis, on the other hand, mainly involves only the internal layers called the "mucosa" and the "submucosa." IBS is even lesser on this scale. Patients affected by these conditions can suffer chronic diarrhea, rectal bleeding, abdominal cramping, severe pain, fever, fatigue, loss of appetite, loss of weight, malabsorption,

malnutrition, headaches, etc. It has been noted that Crohn's Disease and Ulcerative Colitis increase the risk of colon cancer by as much as 20 times. This can also be said for IBS to a certain degree. If left untreated, bowel function slowly deteriorates and can be lifethreatening. Definitely conditions that should be avoided at all cost!

The most common medical treatment for these conditions is anti-inflammatory and antispasmotic medication, surgery, diet, counseling, etc. While sometimes necessary, this type of approach does not really deal with the cause of these problems, mostly the symptoms.

As a chiropractor who deals mostly with children, I see these conditions in a different light. One needs to remember that we are dealing with human beings, not simply their

intestines. Our approach recognizes that difference.

Many people, for instance, are surprised to learn that the body is a self-healing and a selfregulating organism. In other words, it is designed to heal itself and regulate its own functions. You probably have not given this much thought, but you are on "auto-pilot." For an example; the cells in your digestive tract deteriorate continuously, and are replaced by brand new cells doing the same function. This is normal and is controlled by your internal "autopilot" — your own nervous system. See you in two weeks for PART II

If you need additional information, please call me personally at 605-665-8228 and visit my website: www.plathwellness.com

Plath Chiropractic & Wellness

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Missouri River Management Plan For 2012 Released

BY JOSH FUNK Associated Press

OMAHA, Neb. — The Army Corps of Engineers says it is trying to improve the way it manages the Missouri River's reservoirs after last year's historic flooding, but the 2012 plan released Friday doesn't include much additional flood-storage space.

The corps has been criticized by people living all along the river because of the way it managed last year's flood that caused \$630 million damage to flood-control structures and covered hundreds of thousands of acres of farmland along the 2,341-milelong river for months.

The corps said it tried to address some concerns by promising to improve communication and react swiftly to signs of high runoff, but officials say there wasn't time to clear much more space than normal in the reservoirs.

"The selected drawdown strategy was designed to evacuate stored flood water as quickly as possible to allow people to get back into their homes, farms and businesses to begin the process of recovery, and to allow inspection and repair of infrastructure including the dams and levees to ensure they are ready for the 2012 season," the corps said in the plan.

Officials are studying whether ne corps needs to increase the 16.3 million acre-feet of space that's normally cleared out each spring for flood control purposes. That study won't be completed until March, so it won't affect this year's plan, and even if the corps decides that more

flood control space is needed, officials will have to examine how that would affect all the other purposes of the river that require more water: irrigation, navigation, hydroelectric power generation, water supply, water quality, recreation, and fish and wildlife enhancement.

Officials say the levees, dams and channels along the river remain vulnerable going into 2012 because many more repairs are needed, but they are working to complete critical repairs before spring.

In northwest Missouri where some of the worst flooding was last year, Holt County clerk Kathy Kunkel said she's disappointed the corps won't clear out more space in the reservoirs. Kunkel said she doesn't expect all the 32 levee breaches in her county to be repaired before spring, so the area may flood after any significant rain.

'We've got to go back to what this system was designed for, and that's flood control," Kunkel said.

The corps said there is only a 10 percent chance that the amount of water flowing into the Missouri River from melting snow and rainfall this year will exceed the amount the plan can handle.

If this winter's relatively mild weather continues, that would reduce flood concerns along the Missouri River but wouldn't necessarily prompt changes in the corps' management plan. South Dakota state climatologist Dennis Todey said conditions throughout the Missouri River basin appear much drier this year than at the same time last year, but that the peak snow season remains ahead.

He Regrets Giving Up His Baby

BY TOM AND RAY MAGLIOZZI www.cartalk.com

Dear Tom and Ray:

What went wrong with my baby? Years ago, I owned my favorite car ever: a 1994 Oldsmobile Cutlass Supreme in Triple White (white paint, white top and white leather). That car was amazing. The best road-trip car I've ever seen, it would run at 2,000 rpm at 75 mph. Beautiful. Anyway, about six years ago, the car developed a strange problem. When it wasn't warmed up, it would never shift out of first gear. As soon as the car warmed up, everything ran just fine. On a cold morning, I would have to run the car for 30 minutes before I could leave the house. I had to trade in the car, because I thought I couldn't afford to fix it. Then, one month after trading it in, I discovered that the car dealer I traded it to had fixed it and started using it as his personal car. Six years on, I just saw him driving around in it the other day. It is still his personal car, and it got me wondering: What in the world was wrong with that car, and was it something I could have fixed easily? – James

TOM: Yes, you could have fixed this easily, James. All it would have taken was money.

RAY: And maybe not that much money.



Tom and Ray Magliozzi

Shame on you for not getting it checked out at the time. It could have been something as simple as a solenoid that was sticking or some dirt in the valve body. Maybe a transmission flush might have fixed it.

TOM: Or, it could have been complete transmission failure. But it would have been nice to know before you traded in your baby.

RAY: Now all you can do is guess. To make you feel better, James, let's assume that the transmission itself was dying, and that it

would have cost you \$2,000 to buy and instal a new one. If that were the case, you might have decided to let the car go, right?

TOM: Keep in mind, too, that the dealer can fix stuff a lot cheaper than you can. He's got a mechanic on staff he can make use of. So it may have been a different financial calculation for him than it would have been for

RAY: But there's nothing you can do now, James, except move to another city. Seeing this guy happily tool around in your beloved car every week clearly is not doing you any good.

Why do unmitigated cheapskates like Tom continue to buy nothing but old clunkers? Find out by ordering Tom and Ray's guide "How to Buy a Great Used Car: Secrets Only Your Mechanic Knows." Send \$4.75 (check or money order) to Used Car, P.O. Box 536475, Orlando, FL 32853-6475.

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Corps

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age of 17,000 cfs — at Gavins Point Dam near Yankton, she said.

Plans call for summer releases of about 50,000 cfs at Gavins Point, she added. In addition, the spring pulses in March and May are canceled.

While the Corps will maintain its 16.3 million acre feet (maf) of flood control storage in the system, officials are studying the possibility of providing more storage, she said.

A report will be filed in March, and any proposed changes would take into account the impact on the other authorized purposes for the mainstem dams, she said.

In an effort to increase the potential amount of flood control storage before the start of the runoff season, the Corps evacuated additional water out of the system in early January.

Based on current weather conditions, the Corps could begin the runoff season March 1 with an additional 300,000 acre feet of flood control storage. The change would provide the Corps with 16.6 maf of flood storage, unless weather conditions fluctuate.

The Corps has no intention of changing its master manual for operating the dams, and the additional storage capacity wouldn't require a change in the manual, Farhat said.

South Dakota state climatologist Dennis Todey, who was on Friday's conference call, said the Missouri River basin has seen a very dry fall with little or no snowpack. However, the peak snowfall times are still to come, he said.

The basin will shift in January

to a La Nina system, he said. Temperatures will turn colder than average in late January for most of the upper part of the basin. In the Plains area, there is equal chance for above and below precipitation. Last year's flooding created

dramatic changes in the river channel, and the Corps has seen significant degradation, said the Corps' John Remus.

There are a number of places where the channel formed across the flood plain, and you see the water would leave the channel at lower flow," he said. "We will evaluate those (sites) this winter to see what can be done, or if anything needs to be done. Some areas need repair work. Some water may leave the channel but not get into the flood plain."

While the basin has seen drier conditions, it's too early to talk about water conservation measures, Farhat said. However, the Corps is prepared to take such measures if necessary, she said.

'We feel like the path that we're on is good for the condi-tions we're seeing," she said.



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