

T.N.T. to Be Used To Throw River Into Old Course

Elkhorn at Flood Stage Cuts Caper West of Omaha That Costs County Money.

The river that ran away from a bridge is going to be put back in its place. Even if it takes a ton or two of high explosive to turn the trick! Out beyond Elk City, in western Douglas county, a 300-foot steel span that cost county taxpayers \$27,000 rears its uprights in desolate isolation above an expanse of hardpan coated with sand. Weeds and willows and mongrel underbrush have found footing for flourishing growth and cover the channel bed where once the Elkhorn river flowed. Water, the steadfast friends of old John Barleycorn still contend, was made to rumble under bridges. But the Elkhorn refuses to abide by the rules. It has run away, vamoosed, deserted, and the Elk City steel span that once cast its shadows in the rippling current below is left stranded above dry land. To reunite the river and bridge is the problem that has been turned over to State Engineer George E. Johnson. Working under his direction in the project is County Surveyor Louis Adams.

To Use T. N. T. Progress already has been made with "coaxing measures," Adams explains. Now they're ready to use force. A ton and a half of T. N. T., cached at Valley, will be used to hasten the "reconciliation." The costliness of a woman's whims is sweet and pleasing economy in comparison with expense attached to the vagrant fancies of the wayward Elkhorn, Douglas county commissioners opine.

Gloomily they gaze upon this record of how the Elkhorn has raided the county treasury within the last two years: For temporary connecting span when river cut across east end of Elk City bridge in spring of 1919, \$1,600. For 500-foot emergency structure made necessary when river ran away from bridge and formed new channel 450 feet farther west during flood of April, 1920, \$18,000.

"Nearly \$20,000 that river has cost us in two years because it wants a new channel every spring," ruminates County Commissioner McDonald. "There's a lot of ways that money might have been spent. Don't know why the contrary river couldn't pick a place farther upstream to do its meandering. Seems to insist on squirming into new channels at the site of this Elk City bridge, where it can do the greatest possible damage."

Damage is Slight. County commissioners do not stand alone in complaints against the river's wanderings. The Elk City bridge is an important connecting link on the Military road, the most direct route between Omaha and Fremont.

Farmers on both sides of the bridge and both Omaha and Fremont motorists have suffered inconvenience and loss of time and money each time the Elkhorn's ramblings have forced temporary closing of the road. The first Elk City bridge south of the Lincoln Highway, six miles south of the Elk City bridge. To the north there is no crossing between the Elk City bridge and the Arlington bridge, five miles away.

The damage to the Elk City structure through the Elkhorn's wanderings in 1919 was comparatively slight and the road was re-opened for traffic within two months. The big sweep to the west the river took last spring caused more serious damage. It was necessary to keep the road closed from April until late in August, while engineers constructed the 500 feet of temporary bridging connecting the old bridge with the new western bank of the river.

Current Deflector. This temporary structure, built on heavy cedar pilings, is serving its purpose in keeping the road open, but it is not constructed to withstand onslaughts of breaking ice and spring floods.

County officials see the only solution in bringing the river back to the deserted steel bridge. Under supervision of Engineer Johnson and Surveyor Adams a current deflector recently has been completed across the river's new channel. The "deflector" consists of two rows of pilings, with heavy brush, swung on cables, filling the space between the pilings.

The deflector is slowly swinging the main current of the river eastward, back into its old channel under the bridge. The process would be hastened materially by heavy rains, bringing down-stream sufficient quantities of sediment to form a heavy bar upstream from the deflector, Surveyor Adams explains. Meanwhile, they're going to help the river find its way back by removing a series of snags and heavy piles of driftwood now impeding eastward progress of the current. That's where the high explosive will come into play. Surveyor Adams believes he now has enough T. N. T. on hand to "blow the river back into its old channel."

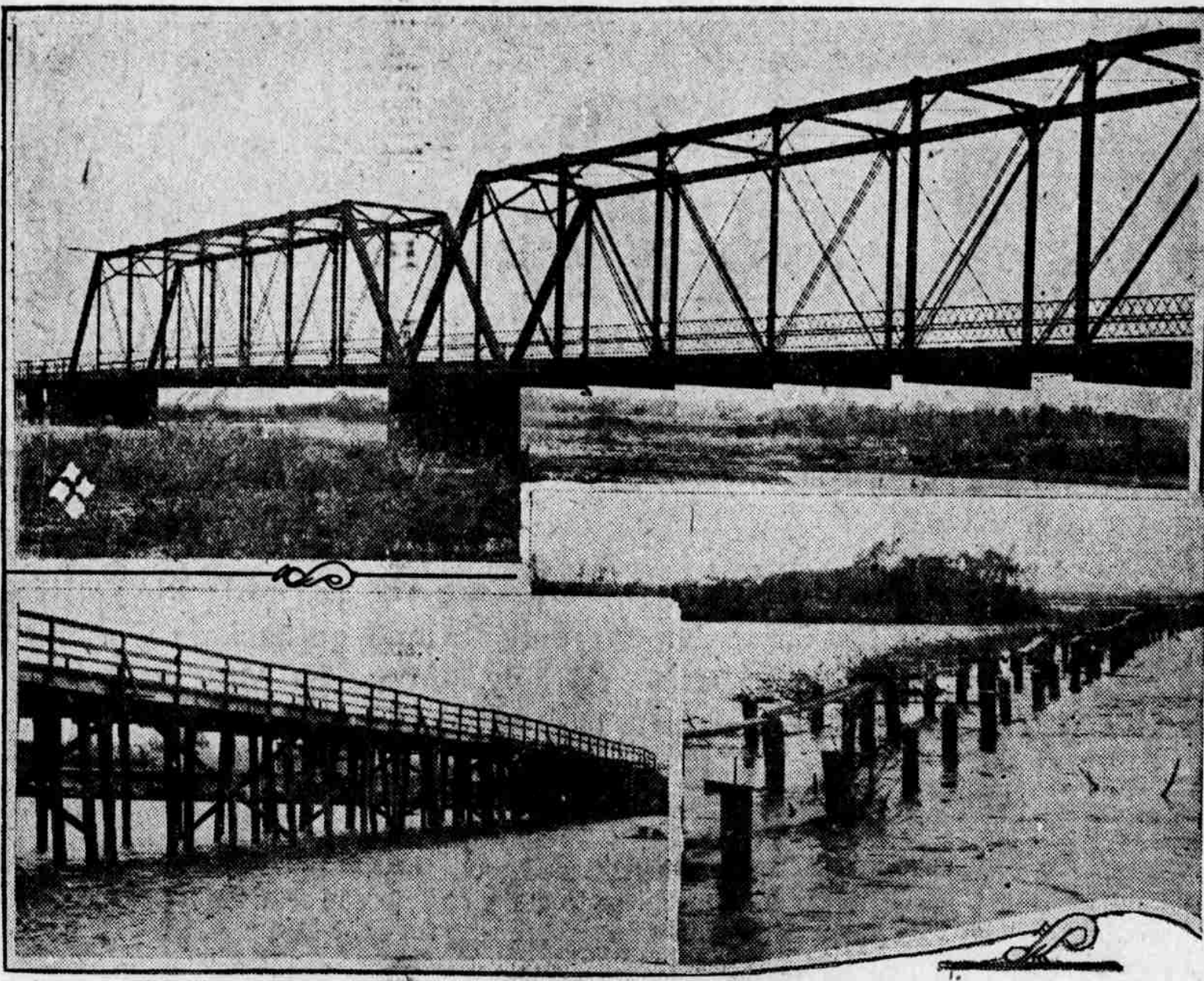
The blasting operations will be started within the next two weeks. The current deflector and blasting will cost approximately \$5,000.

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River Moves; Bridge Spans Dry Road



Above—Elk City steel bridge deserted by runaway Elkhorn river and left stranded above dry land. Below (Left)—Temporary structure 500 feet long, built to bridge Elkhorn's new channel. (Right) Current deflector aiding in forcing river back into old channel.

Giant Air Rocket Will Be Ready for Test Soon

Worcester, Mass., Oct. 23.—An actual test of Professor Robert Goddard's rocket, which, it is claimed, can travel vertically 70 miles in the air, will be made here shortly. The time and place have not yet been definitely decided upon. The rocket, it is said, is practically ready to be tried out. It weighs 30

Many Are Injured When Bulls Are Released in Village

Madrid, Oct. 23.—Scores of villagers at Capet le Real, near Malaga, were injured and thousands of dollars' worth of property destroyed when a group of the villagers mutilated against the town major and unlocked the corrals containing several bulls. The bulls, which had been held

for the fights at the local fair, ran rampant through the town, sending women and children fleeing in all directions, knocking villagers down and goring several. A large amount of property was damaged before the bulls finally made off for the mountains. Failure of the town major to provide a larger number of bulls for the local festival fights is said to have prompted the villagers' action.

Bowlegs Will Be Fashion In Europe In Next Few Years

Thousands of German and Austrian Children Afflicted With Rickets During War.

By FRANK E. MASON, International News Service Staff Correspondent.

Berlin, Oct. 16.—Fifteen years hence bowlegs will be the fashion in central Europe. Ricketty children by the thousand are growing up with bowed legs. A tour of the workmen's quarters of any German or Austrian city causes one to wonder how the bowlegged women of the coming generation will design their styles to show their arched limbs to the best advantage, or hide them should arches that year be out of fashion.

Rickets, a disease resulting from undernourishment, manifests itself by a softening and weakening of the children's bones. It was apparently unknown in Germany before the war, and when it was first met it was dubbed "the English disease." Why it was first called "English disease" nobody seems to know, any more than there is any rhyme or reason about the name of Spanish flu.

After the medical world clearly understood that softened bones which quickly curved under the child's weight were caused by lack of food resulting from the British blockade of Germany, they continued in a vein of sarcasm to name ricketty English disease.

Rickets shows itself principally among the children born during the war. The number of ricketty children in Germany and Austria is difficult to estimate. There are districts where you must look with care if you hope to find a normal child under 5 years of age. The American Quakers are doing an im-

mense work to remedy the conditions, but their help comes too late in thousands of cases. The Quakers say their funds enable them to assist only one-half the children who need help.

Class Distinction. "See those bowlegs?" said a bitter brooding father to me. "Twenty or 30 years from now we, the workers, will all have bowlegs. It will be the sign that we weren't the pampered children of profiteers during the war. It will be the sign of class distinction. When the revolutionary terror comes it will be death to all the young people with straight legs."

Europe's Most Beautiful Princess Enters Convent

Modera, Italy, Oct. 23.—"Now that I may no longer rule my people, my days are dark and my power has turned to ashes in my mouth." With this public declaration Marie Adelaide, grand duchess and former ruler of Luxembourg, who abdicated after the armistice, has entered the convent of St. Theresa here. The former ruler of the "buffer state" between France and Germany has taken the full vows. She will never set foot outside the convent in which she has elected to end her days.

Born in 1892, the eldest daughter of the Grand Duke William of Luxembourg and the Grand Duchess Marie Anne of Braganza, and cousin of the queen of Belgium, the Grand Duchess Marie Adelaide was crowned on her majority in 1912. She is 28 years old and called the most beautiful princess in Europe.

Chair Caning Is Revived In New England Towns. Columbus, O., Oct. 23.—The suits of the war in New England has been a tremendous revival in the practice of "caning," as making cane seats for chairs is termed. Prices of chairs have risen so tremendously that the general public has stopped buying and repairing has been the general order. In several parts of Massachusetts and Maine are remnants of the once powerful tribes of Indians who now thrive by doing work in cane, and during the past year they have reaped a harvest. In York, Me., one Indian family boasts the first automobile owned by any member of the tribe and this has been secured through the efforts of the family in the caning line.

Indian, 138, Dies of Burns; Pipe Sets Clothes Afire

Bakersfield, Cal., Oct. 23.—Philip LeFahnd, a Digger Indian, who claimed he was 138 years old, is dead, but not of old age. Sparks from his pipe ignited his clothing and caused burns to which he succumbed at his tribal home far up in the Sierra Nevada mountains. Funeral services were held Thursday.

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