

ST. CHARLES IS GROWING

NEW TOWN ON THE ROSEBUD SHOWS GREAT PROSPERITY.

PRESENT END OF THE RAILROAD

A Hundred Men are Engaged in Getting the New Track Ready for Regular Train Service—Grade Beyond that Point Progressing Slowly.

St. Charles, S. D., Nov. 2.—Special to The News: St. Charles is the busiest town in the northwest. It is the end of the Rosebud extension of the Chicago & Northwestern railroad, and about one hundred men are at work here in putting everything in readiness for regular train service.

At present St. Charles has one general store, one hardware store, one saloon, three lumber yards, two elevators are building, and one bank and two restaurants, and everyone seems to be doing a good business.

There is a demand here for better hotel accommodations and a livery and feed barn, as they will soon be shipping grain and hogs from here and will need better accommodations than are now in sight.

From present indications there will be considerable building here all winter. The townsite company are selling lots every day. The new St. Charles State bank building promises to be one of the neatest buildings of its kind in this section of the state.

Warnerville.

Milt. Webb went to Plover Saturday to visit his mother and returned Monday.

John McGrath has purchased the John Conley farm and will take possession March 1.

Miss Myrtle Rice went to Grapple Creek, Colo., Monday to care for her aunt who is seriously ill.

A branch of the anti-horse theft association was organized here last Tuesday. Frank Tannehill was elected secretary.

Mrs. A. H. Cropper and son returned Saturday from a month's visit with relatives at Michigan City, Ind.

W. P. Rowlett, Fred Terry, Harry Tannehill and Marsh Pettitt have been selected by the clerk of the district court to serve on the election board next Tuesday.

Battle Creek.

J. M. Sullivan of Beemer was here this week looking after his farm interest south of town. The place is occupied by Mont Johnson.

Wm. Spillner was here the latter part of the week from West Point. He possesses a farm here three miles east, which is superintended by Chas. Schroeder.

Bruce Johnson, who has been in Idaho for some time, returned Friday. He thinks a man can make a small fortune here this fall husking corn.

Dan Wingate and family arrived here last week with two carloads of personal property from Grayson county, Va. He sold his property there and will locate here.

Otto Mueller was here Friday from Norfolk working for the railroad.

Wm. Whitia and little son of Anoka were visiting here Sunday at the home of his mother, Mrs. Agnes Whitia.

The Primitive Baptists held service at the creek west of the race track Sunday afternoon and there were four ladies and three gentlemen baptized in the Battle creek stream at this meeting.

J. S. Barnes was here Monday on business from Warnerville.

Hon. F. J. Hale, accompanied by his wife and son, Major, were here this week on business from Atkinson.

Lambert Kerbel went to Spencer Monday for a visit with his brother, L. P. Kerbel and family.

P. S. Carragher was here Monday from Newman Grove.

Herman Kurpgevit is building a new barn 24x28 feet on his farm north of town.

Henry Linstadt was here Monday from Madison.

A son was born to Mr. and Mrs. Carl Kurpgevit Sunday.

Fred Dederma was here Wednesday from Norfolk.

Tom Riegle of Fairview bought a 160-acre farm six miles south of J. A. Moore, for the consideration of \$8,650. The place is now rented to Lawrence and Thomas Duffpey.

Ed. Osborn carries his left arm in a sling on account of a bad sore on his hand.

Postmaster F. H. L. Willis returned Monday from a three weeks' visit at his old home in Pennsylvania and other eastern states. Mr. Willis reports a very enjoyable time and a pleasant trip.

Sam Lauver of Maple Grove was a business visitor here Wednesday.

E. F. Hans went Wednesday to Humphrey.

Thursday was the day for Bryan to show his bright face here, and there were some people enthusiastic, but a small crowd.

Halloween went on here quietly. Three extra police were on duty, and still some of the boys were hanging

up signs on top of the American flag pole.

PHYSICIANS MEET.

West Point Was Visited by Seventeen Members of Profession.

Cumling, Dodge and Bart county physicians met in fall session at West Point Wednesday. Seventeen members of the profession attended and a successful meeting resulted.

Address of welcome, G. W. Crofts, D. D.

"Summer Diarrhoea of Children," F. C. Clark, Craig. Discussed by W. L. Crosby, Beemer.

"Toxic Amylpoia," J. J. Metzinger, Fremont. Discussion general.

"What is the Proper Place in Therapeutics for the Coal Tar Preparations," M. L. Hilbreth, Lyons. Discussed by A. P. Overgaard, Fremont.

Paper, H. S. Summers, West Point. Discussion general.

"Surgery—What Should be Attempted by the Country Doctor," H. W. Francis, Bancroft. Discussed by E. J. C. Sward, Oakland.

These subjects will be discussed if time permits: "Fees," "Insurance Examinations," "Poor Pays and Collections," "Ready-Made Remedies," and "Spirits or Smoke."

Evening Session.

Public address, "The Relation of the Doctor to the Laity," R. C. McDonald, Fremont.

"Our Common Origin," J. S. Foote, Omaha.

CAR SHORTAGE RELIEVED

FARMERS, DELAYED IN THRESHING, STOP GRAIN FLOW.

ROLLING STOCK IS RUSHING

Congestion of Cars is Reported at San Francisco, But All Roads are Hurrying Them Back as Fast as Possible. West Care Stay Here.

Railroad companies are making heroic efforts to get cars to shippers in the territory contingent to Norfolk and the new rate of refusing to allow cars from the western lines to go to the seaboard, has already assisted in relieving the situation. Another point has been gained by the railroad companies because of the recent rains. Farmers cannot haul grain to market because the roads are heavy, and that which is in the stacks is wet, and cannot be threshed.

But there is a call for cars from all over the northwest and it will increase in a few days. In North Dakota and out west box cars are not available for grain transportation. The big railroad companies which have been adding to their rolling stock during the past few years, find their supply of cars entirely inadequate, owing to the unusual pressure of traffic.

Congestion at 'Frisco. Every possible remedy has been applied by the railroad companies to relieve the situation. It has been learned that there is a congestion of cars at San Francisco, and all railroads are working together to get the cars back from the Pacific coast. Since the fire it is said that 3,500 box cars have accumulated near San Francisco, and that the receipts are still about 400 cars per day.

It is reported that cars ordered from the builders a year ago are just now being delivered to the different companies. The Great Northern, Illinois Central and Northwestern are getting cars from the builders which should have been delivered thirty days ago.

Increase in Small Grain. Remarkable increases in the production of small grain are now said to be more than ever responsible for the trouble the companies are having. Nebraska and South Dakota offer examples of the increased production. Wheat, oats, corn and alfalfa await the coming of the freight cars. The figures compiled by the railroad companies of Nebraska crops give some idea of the traffic which the railroads will have to handle.

The total acreage in Nebraska devoted to these four crops in 1903 was 10,539,400, and in 1906 11,764,000, showing an increase of 1,215,000, or between 12 and 13 per cent. Increase in the area of Nebraska lands put under the plow in three years' operation.

A Certain Cure for Croup—Used for Ten Years Without a Failure.

Mr. W. C. Bott, a Star City, Ind., hardware merchant, is enthusiastic in his praise of Chamberlain's Cough Remedy. His children have all been subject to croup and he has used this remedy for the past ten years, and though they much feared the croup, his wife and he always felt safe upon retiring when a bottle of Chamberlain's Cough Remedy was in the house. His oldest child was subject to severe attacks of croup, but this remedy never failed to effect a speedy cure. He has recommended it to friends and neighbors and all who have used it say that it is unequalled for croup and whooping cough. For sale by Leonard the druggist.

If you were one of the 100 shrewdest want advertisers in this city you would probably have an ambition to be among the first ten. It will take you but a few months to crowd into the "first hundred"—after that the "climbing" is harder.

"He that works without tools is twice tired;" and he that "looks around to find things, and does not find the want ads., is twice weary—and increasingly poor.

TOWN OF DALLAS TO MOVE

JACKSON BROTHERS SURE OF SUCCESS THIS TIME.

BOOM TOWN FOR NEW OPENING

When Tripp County is Thrown Open to Settlement, Dallas Will be What Bonesteel Was to the Rosebud Opening—Railroad to Go There.

Gregory, S. D., Nov. 3.—Special to The News: The Gregory National bank that was to open its doors for business this week has bought the Bank of Gregory, owned by Johnson and Gardner and will take possession next Monday. The stockholders of the Gregory National are men of good business ability and well fixed financially.

Complete arrangements have been made for the town on the Tripp county line west of here. The surveyors went out yesterday to survey the site and the town of Dallas will move there. The new town will be six miles west of Gregory and being on the extreme border of the land now open it will be the best town at the opening of Tripp county. It is understood that the railroad will at once build on to this town. The Jackson brothers are the promoters of this new enterprise. They were the promoters of Dallas and when the road missed them they were not disheartened but pushed on and this time they are at the terminus of the road and are sure of success.

Last night at Gregory there was a big republican rally. Philo Hall addressed the audience. This wound up the campaign in the new part of the county. It is generally conceded that the republican ticket in general will be elected. There were some who put an independent ticket in the field but they will have little force.

COST OF SPLIT LOG DRAG

Experience of Iowa Farmers of Interest to Nebraskans.

In the summer of 1904 the people of Sac City Iowa, experimenting on twenty-six miles of road, using the split-log drag, says a "good roads" circular issued by the passenger department of the Union Pacific. Farmers were allotted sections of road to be dragged after every rain, and paid for it out of a fund contributed by the citizens of Sac City. These roads were so much improved during this single summer that horsemen abandoned the race track, said to be one of the very best in the state, and speeded their horses in preference on the roads improved by the use of the drag. The farmers were paid in proportion to the time expended and the average cost of improving and maintaining these roads was \$2.40 per mile. In our judgment, it is quite possible to have the country roads in any part of the state of Iowa or adjoining states, where the rainfall is over twenty-five inches, improved and maintained and put in better condition than country roads have ever been known to be at an expense not to exceed \$3.00 per mile per year. Concerning the work of the drag in Sac county Mr. H. H. Fitch writes:

"In the winter of 1903-4, when Mr. King visited our county, he explained to the farmers who attended our institute the simple and effective method of making good, solid dirt roads by using the drag. A great many of our farmers made drags in the spring and went to work with them according to Mr. King's directions. The result has been most satisfactory. In some cases the road supervisor failed to comprehend the need of using the drag when the road was still moist and permitted it to become so dry that the drag failed to do its work well. But this was to be expected. We now have roads near Sac City over which the continuous hauling of heavy loads after heavy rains fails to sink the wagons into the road bed of common clay more than the depth of the wagon tire. Regular use of the drag has put a roof on these roads impervious to water. Jackson and Cedar townships have three of these drags and we have four in the town of Sac City. Where these are used the roads remain in good condition indefinitely. Even when we have a continued spell of nasty, damp weather, they do not get soft to any great depth. Every person who has had an opportunity to observe the roads where the split-log drag has been used must be convinced that it will do the business and give us good and serviceable roads without money and without price, save the small amount of labor required."

The amount levied for township road purposes in the civil township of six miles square in the state of Iowa is from \$1,000 to \$2,000, probably averaging \$1,500 per year. The amount levied in the entire state for the year 1904 for township road fund was \$1,749,395.23; county road fund, \$559,409.42; for county bridge tax, \$1,947,423.53; total road taxes, \$4,256,228.18. Allowing a road on every section line, the mileage would be about seventy-two miles. The average voting population of each township in Iowa is about 290. If half the voters pay the poll tax of \$3.00 per annum, the poll tax alone, if properly expended for the proper use of the split-log drag, will more than cover the expense of surfacing the roads in the state of Iowa. The amount to be expended in other states will, of course, depend upon the poll tax levied. The mileage and rural population in these states would be approximately the same. Therefore

we think it is a safe proposition to state that the poll tax of \$3.00 per poll would cover the subsequent grading and maintenance of all roads where the preliminary ditching and grading has been done and the vegetable matter worn out of the soil by road use for the last twenty to fifty years, thus putting it in such condition that the drag can be used to the greatest advantage. If this is correct, then the whole amount of the taxes levied on real estate and personal property could be devoted to bridging, to improvement of the grades by cutting down and filling, and to permanent cement culverts. When this work is once done, bridges and culverts being permanent, the road tax would be reduced at least one-half.

SOLID STEEL CAR.

Photograph of Fine New Car Belonging to Southern Pacific. Issued.

A fine photograph of the Southern Pacific's new steel car, No. 1806, is being issued by the Union Pacific.

Southern Pacific No. 1806 is of all-steel construction and was built at the Sacramento shops of the Southern Pacific company. The under frame and upper structure are built of steel shapes, while the inside finish with the exception of ceiling, is of beautiful mahogany panels which have been carefully selected with the object of producing an attractive interior.

The usual upper deck has been abandoned and an elliptical-shaped roof is used in connection with Cottier ventilators. The car is sixty feet long over end sills; 9 feet 8 inches wide over side sills; The height inside from floor to ceiling at the sides is 7 feet 4 1/2 inches, and at the center, 9 feet 2 1/2 inches. It has a capacity for seating seventy passengers.

The four-wheel trucks have wheels 36 3/4 inches in diameter and the axles have journals 6x9 inches. Total weight of the car is 107,400 pounds. This is about 15,000 pounds heavier than the standard sixty-foot wooden coach as built today. This extra weight taken into consideration with the steel construction is indicative of the extra strength and safety afforded the traveling public in these cars.

The car is equipped with axle lighting system and also with Pintch gas lighting. There are 46 incandescent lamps of 8 and 12 c. p. and ten 4-lamp gas lamps. The car is heated by steam and equipped with Frumveller heater. The floor of the car is especially strong, being made up of successive layers of steel, wood and asbestos.

"What three know will soon be known to thirty," and the "want ad. bargain" you may locate in today's paper will be found by others, too—so you should "get busy."

Illinois Central EXCURSION RATES

Excursion tickets will be sold by the Illinois Central, to the points, and at rates, as follows:

TOURIST RATES.

Tickets on sale commencing November 1, 1906, and daily during the winter, with long limit, to Hot Springs, Ark., Vicksburg, Miss., Gulfport, Miss., Hammond, La., New Orleans, La., Havana, Cuba, Colon, Panama and many other points in Mississippi, Louisiana, Florida, Cuba, Porto Rico, Texas, Mexico, Arizona, Colorado and California. Write for rates and free folders or booklets about any of these points. ONE AND ONE-THIRD FARE ON CERTIFICATE PLAN.

Cedar Rapids, Ia., Iowa State Dairy association, Nov. 7-9.

Albert Lea, Minn., Celebration fiftieth anniversary of Danu-Norwegian Baptist churches, Nov. 15-18.

OPEN RATE OF ONE AND ONE-THIRD FARE.

Home-visitors' excursion to certain points in Indiana, Ohio and other eastern states on sale Oct. 19 limited to thirty days.

Council Bluffs, Ia., reunion army of the Tennessee, Nov. 8 and 9.

ONE FARE PLUS \$2.00.

Homeseekers' Excursion Rates to certain points in Iowa, Minnesota, Wisconsin, North and South Dakota, Alberta, Manitoba and Saskatchewan, on sale each Tuesday until and including December, 1906.

Homeseekers' Excursion Rates South, Southeast and Southwest on sale first and third Tuesdays of each month until and including November 1906.

LESS THAN ONE FARE

One way, second class colonists' rates, to certain points in Montana, Utah, Idaho, British Columbia, Alberta, Washington, Oregon, Arizona and California. Tickets on sale daily until Oct. 31.

One-way, second class colonists rates west and southwest, to certain points in the states of Nebraska, Colorado, Wyoming, Kansas, Missouri, Arkansas, Louisiana, Oklahoma, Indian Territory and New Mexico, on sale first and third Tuesdays November to March inclusive.

Vicksburg, Miss., dedication of Iowa monuments in National Military park, Nov. 14-15. Write for free illustrated circular giving program, rates and train service.

Chattanooga, Tenn., dedication of Iowa monuments in National Military park Nov. 19-20.

Shiloh, Battlefield, dedication of Iowa monuments Nov. 23.

For particulars as to date of sale, rates, etc., apply to any Illinois Central ticket agent, or address the undersigned.

H. J. PHELPS, Division Passenger Agent, Dubuque, Iowa.

**HOMESEEKERS' RATES**

via  
**ILLINOIS CENTRAL R. R.**

Points in Minnesota, North Dakota and the Canadian Northwest. Tickets on sale every Tuesday at one fare plus \$2.00 for the round trip, good returning twenty-one days from date of sale.  
Trains leave Omaha at 8:00 a. m. and 8:30 p. m.  
Rates and full particulars at City Ticket Office, 1402 Farnam St., Omaha, or write

**SAMUEL NORTH,**  
District Passenger Agent,  
OMAHA, NEBR.

Ask for a Ticket East on "The Milwaukee" and that it read from Omaha to Chicago via the Chicago, Milwaukee & St. Paul Railway

Leave Union Station, Omaha 7:55 a. m., 5:45 p. m. or 8:35 p. m. Arrive Union Station, Chicago, 9:30 p. m., 8:35 a. m. or 9:25 a. m.  
Through train service to Chicago from all points on the main line of the Union Pacific Railroad.

**F. A. NASH,**  
General Western Agent,  
1524 Farnam St. Omaha, Neb.

**THE MISSOURI PACIFIC RAILWAY** AND Iron Mountain Route

Offer The Following Very Low Rates  
To Certain points in the WEST AND SOUTHWEST  
EVERY FIRST AND THIRD TUESDAY DURING 1906

Special Homeseekers' Tickets at Less Than ONE FARE FOR THE ROUND TRIP  
Final Limit of Tickets 21 Days, With Stopover Privileges

On the Same Dates SPECIAL ONE-WAY COLONIST TICKETS WILL BE ON SALE TO CERTAIN POINTS IN THE WEST AND SOUTHWEST

AT ALMOST HALF THE REGULAR ONE-WAY RATE  
These Tickets will be limited to continuous passage, no stopovers to be allowed; all tickets to marked "second-class, not good in standard sleeping cars."

Go see the wonderful prosperity of the Country offering the greatest opportunities on earth.

For further information, maps, folders, etc., address  
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**Feeling Nature's Pulse**

Throw aside the cares of every day life and hide yourself amid the eternal hills of the

**ROCKY MOUNTAINS**

The Midland route "hits the bull's eye of the world's scenery." Special rates all summer. Best line to Salt Lake and Pacific coast points. Elegant dining cars, service a la carte. Through Pullman observation cars.

Send 15c in stamps and get a handsome 9 1/2 x 12 1/2 color reproduction of Charles H. Harmon's famous painting of the Seven Castles. "Fine enough for a wedding present." All Midland agents or

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