

## THE ROSEBUD'S MILLION ACRES THEME OF NORTHWESTERN STORY

The Northwestern railroad, figuratively speaking, has just written a comprehensive essay of the Rosebud and the million acres of Tripp county land soon to be thrown open to settlement, the whole being done into an artistic pamphlet with many views illustrative of South Dakota prosperity as now exemplified in the Rosebud country.

In this new pamphlet the Northwestern again emphasizes the statement that it is the government's present intention to hold the opening about October 1.

This is the thriving Rosebud lands as viewed from the eyes of the Northwestern, with the story of opportunities in the west and with a few points on the conditions under which 160 acres of government land in the reservation country can be secured.

The government opening of the eastern portion of the Rosebud reservation four years ago marked the development of a rich agricultural district, containing some of the best lands in southern South Dakota. These lands are just west of the Missouri river, at a point northwest of Omaha, Council Bluffs, Sioux City and Norfolk.

That portion of the lands which has been settled is known as Gregory county, and just west of Gregory is Tripp county, which contains over 700,000 acres of government homestead land, which will probably be thrown open to settlement about October 1, 1908.

These lands are similar in character to those of the adjoining county of Gregory, and they form what is probably one of the richest pieces of agricultural land, acre for acre, that the government now controls, and one of the last groups of agricultural land that will be thrown open to homestead settlement. They are located in the midst of the great Missouri valley corn belt, where adjacent lands are selling at from \$30 to \$75 per acre.

Cattle, hogs, grain and hay can be raised in great abundance on the lands which the government will dispose of.

The allotment of lands will be under the United States homestead laws, and a nominal sum will be charged per acre, payable in easy yearly installments, which will be spread over a period of five years.

These lands are not lacking in means of transportation. The direct line of the Chicago & Northwestern railway extends to the reservation border from Omaha, Council Bluffs, Sioux City, Norfolk, Des Moines, Minneapolis, St. Paul, Milwaukee, Peoria, Chicago and the east, through the most beautiful agricultural country in the west; and this feature of the trip alone makes it well worth the time and expense required to make the journey and register your name for the drawing which will place in the hands of those who are fortunate, a quarter section of rich prairie land. All land values in South Dakota are increasing and are proving a valuable investment. The state is the producer of the greatest per capita wealth of any state in the union, and the chance of a lifetime presents itself to him, who here seeks a home and competence, where idleness and poverty as known in the east are practically unheard of.

**The Lands.**  
The lands to be allotted contain about 5,000 farms of 160 acres each. On the south is the Niobrara river; and the Rosebud, its largest tributary, flows through the southern portion of the county. The northern half is well drained by the many tributaries of the White river. Both river systems flow into the Missouri, which forms the eastern border of the Rosebud country, and with their numerous branches make these lands one of the best watered regions in the west. Situated at an elevation of about 2,000 feet above the sea, the healthful, invigorating South Dakota climate, good drainage, abundance of clear water and running streams, fertile soil and easy means of reaching the world's markets, make this a veritable land of promise to the man seeking an opportunity to establish himself in comparative comfort.

**Agriculture.**  
The soil is in a very considerable area, black loam, running from eighteen inches to four feet in depth, with a subsoil of clay, which makes ideal agricultural land. This land is covered with a very heavy growth of nutritious grasses and has been the home of innumerable herds of range cattle for years.

More grain will be raised in South Dakota this year than ever before in the history of the state. The corn crop for South Dakota last year amounted to 51,614,729 bushels, and the crop of small grains amounted to the unprecedented sum of 110,000,000 bushels. The value of South Dakota's agricultural products for 1907 was \$160,232,344.79.

The corn crop of Gregory county for 1907 was over a million bushels. Wheat, oats, rye and barley also yield abundantly and seem to be well suited to the soil. Potatoes and all root crops yield abundantly.

**Stock Raising.**  
The buffalo and grama grasses, famous for their value to stock raisers, grow here abundantly. The water supply, climate and general conditions are all favorable to the live stock industry.

**Climate.**  
The climate is salubrious and healthful. The summers are warm and the nights cool and refreshing. The autumns are noted for their bright, warm days, which last from October to December. During the winter the snowfall is light.

**Rainfall.**  
According to government reports of rainfall, covering a period of thirty years, the annual average has been about twenty-eight inches, the greater part of which falls during the crop-growing season.

**Schools and Churches.**  
The schools in South Dakota are thoroughly organized, owing to the wise provision of early legislation, by

means of which the school fund is largely supported by the returns from leases and the sale of land set aside for school purposes. Two and a half million acres of these school lands, the value of which increases yearly, are still to be sold; the school taxes are therefore very low and the school facilities are of an unusually high order.

**Church Interests.** are well cared for. There are churches in Tripp county and their number is increasing with the influx of population.

**Government Homesteads.**  
It is expected that the plan for settling lands to homesteaders will be similar to that followed at the time of the Gregory county (Bonesteel) opening; namely, parties desiring to homestead will be required to register in person at some point within the government district in which the lands are located. Dallas will probably be the point selected which will be nearest the lands. The president's proclamation will, in all probability, indicate a period of about thirty days during which registration may be made.

When this is done the names of those who have registered will be drawn on a given date from a wheel or other receptacle, and the first name drawn will have the first choice of location, the second name drawn will have the second choice of location, and so on down the line.

Previous to registration and assignment, people who desire may look over the territory and inform themselves as to the location and character of the land, in such manner that after the drawing they will know just where to locate.

**Opening About October 1.**

It is understood to be the intention of the government to have this opening take place about October 1, 1908; so that filers who, under the law, have six months after filing in which to make actual location or residence upon the land, may be able to make their settlement early next spring. Then, after actually living upon the land for eight months, they can prove up, on payment of the stipulated price per acre, which is to be \$6 per acre for the best land, and a lower price for land that is not so desirable. This sum is in addition to the regular land office fees of \$14 for entry fees, and about \$8 for taking out final papers on a quarter section. The price per acre will be paid to the government in five annual installments, the first of which is due on making entry.

For people who would not care to homestead, there are at least 25,000 acres of land known as "Inherited Indian" land, which has been purchased from the heirs of these Indians, and which can be sold and title given without necessity of the purchaser complying with the requirements of the department in connection with homesteading.

By way of explanation of this it may be said that every Indian, man, woman and child, is entitled to an allotment of 160 acres of land, and after these allotments are made, should the Indian die, the heirs are permitted to sell the land.

These are the only lands in Tripp county that can be bought until homesteaders have proved up on the land upon which they have filed. This may prove of interest to those who would not care to homestead, or who have no homestead rights, to go there to purchase land.

**New Towns.**  
The land department of the Chicago & Northwestern railway has opened several new towns on the line between Bonesteel and Dallas, and the territory tributary to them is showing a rapid increase in values. Thoroughly established railway communication, by which the heavy crops of grain, cattle and hogs find market cheaply and easily, is largely responsible for this desirable situation. Cattle from the ranges are loaded here in the afternoon, reaching the markets at South Omaha and Sioux City yards the next morning, with relatively quick service to Chicago.

Flattering business opportunities are offered to the merchant, mechanic, farmer, laborer and professional man, opportunities which will largely increase with the growth of the country and the opening of the Rosebud reservation lands.

Dallas, the terminus of the Chicago & Northwestern railway, Gregory and others, are all thriving western towns. Gregory, Dallas and Bonesteel are equipped with such modern improvements as electric lights, waterworks and excellent churches and schools.

South of the reservation lands, referred to, and bounded on the south by the Niobrara river, is Boyd county, Nebraska, through which the Northwestern line passes to Bonesteel and Dallas. This is through the heart of a remarkably fine farming and stock raising country, where many valuable improvements in the way of comfortable farm buildings and the large amount of livestock attests the fact that farming here is highly profitable. Boyd and Gregory counties have ninety-six miles of Missouri river frontage, 1,650 square miles being included in the two counties, ninety per cent, or more, of which is tillable.

**Opportunities.**  
To the man, who, under the adverse conditions of high prices for land, high taxes and heavy interest rates, finds the burdens of farming in the east undesirable, to the man who desires that his children shall find an opportunity to establish themselves in the world, to the farmer who desires to secure fertile lands cheaply, or to the merchant who is seeking for a new opening in the west, preserving his capital for the development of the farm, the possibility of obtaining a new home is a question of untold importance.

**The Northwestern Double Track.**  
The rail section over the Chicago & Northwestern railway, the only double-track railway between Chicago and the Missouri river, is excellent. Five trains per day between Chicago and Omaha, making connections at the latter point with daily train service northwest through the rich val-

leys of the Elkhorn and Niobrara rivers, along the Missouri to Gregory, and thence west to the reservation border, provide for travelers "The Best of Everything."

**It Will Pay You to Investigate.**  
It is well worth while for anyone who desires to establish a new home, practically free of cost, situated in a region where farm lands are selling from \$30 to \$75 per acre and grazing land from \$6 to \$15, to seriously consider this unusual opportunity, probably one of the last which will present itself, now that government lands fitted for farming and stock raising purposes are becoming scarce.

**National Banks.**  
Are located at Dallas, Bonesteel, Gregory and other nearby towns. Dallas, Bonesteel and Gregory are destined, on account of their proximity to the lands to be opened for settlement, to be distributing points for an immense territory of fertile country, and their future is assured. To anyone looking for a place to establish themselves in business or in one of the professions, an unusual opportunity is here offered.

**How to Get a Home.**  
Under the present provisions of the United States homestead laws any man or unmarried woman, twenty-one years of age, who is a citizen of the United States or who has declared an intention of becoming such, may take a homestead. In addition to the above, any man or woman who has not yet reached the age of twenty-one years may, if the head of a family, take up a homestead; but any person who owns more than 160 acres, or who has heretofore exercised the homesteading right, is debarred from these privileges.

**What is a Homestead.**  
Any of the persons named above has the right to settle upon and acquire unappropriated public lands not to exceed 160 acres; and the land so taken is called a homestead.

**United States Land Offices.**  
Land districts have been established in certain states and territories, each district subject to the supervision of a United States land office. At each such office is a "register" and a "receiver," each of them public officials who superintend the homesteading or other disposal of public lands. For the Rosebud opening there will probably be U. S. land offices maintained at Dallas, Gregory, and other nearby railway points, the location of which will be made known later.

**How to Secure a Homestead.**  
The applicant is required to file an application on a form furnished by the United States land office, describing the land it is proposed to pre-empt. This is called filing the homestead entry. Certain fees, amounting to \$14 for 160 acres, \$13 for 120 acres, \$7 for 80 acres, and \$6 for 40 acres, must be paid at this time.

Having fulfilled the requirements of the law regarding residence for five years, the applicant presents evidence to that effect and pays certain fees, which, on 160 acres, amount to from \$8 to 12. This is called "proving up," or making final proof, and if the applicant has complied with all the requirements of the law the government gives him title to the land; this title being known as a government "patent."

**How to File Entry on the Land.**  
The applicant must appear personally at the local land office to make entry.

The homesteader is required to establish and maintain a residence on and cultivate and improve the land for a period of five continuous years. A residence elsewhere for more than six months at any one time is considered by the government as an abandonment of the entry, and the homesteader's rights are forfeited. The homesteader may, however, secure title to the land by living on it eight months and then paying the government fifty cents an acre. Any person making a homestead filing is allowed six months in which to begin making improvements.

**Soldiers and Sailors.**  
A soldier, sailor or marine of the civil war, Philippine war, or the Cuban war, may have the time of his service deducted from the five years' residence required; but he cannot acquire title to the land without living on it at least one year, no matter how long he may have served in the army or navy. A soldier, sailor or marine may file a declaratory statement by himself or agent, which will give him six months in which to make his filing and commence settlement. The expense of filing the declaratory statement is \$2.

**Homesteads not Salable.**  
Lands acquired under the provisions of the homestead laws can not be made liable for debts contracted prior to the final issue of the patent; nor can a homestead claim sold by the settler before he is entitled to his patent guarantee a title to the purchaser as against the government. When a piece of land is selected and entry is made it cannot be exchanged for another tract; and the settler who abandons his claim forfeits thereby all right to enter another homestead at some future time.

Examine your land carefully before taking it. It is sometimes supposed that a soldier may sell or assign his filing or entry. He cannot do so. But should a soldier of the war of the rebellion make a homestead entry of less than a quarter section, he may later enter an additional quantity of land sufficient to make a total of 160 acres; and this additional entry he may sell or assign.

The homesteader who files on less than 160 acres waives his claim for a larger quantity, and cannot make up the difference by additional entries.

**Caution.**  
Do not attempt to buy out a homesteader without keeping in view the fact that he can give you no title as against the United States. If you purchase a relinquishment of his claim it must run to the United States.

**Entries and filings for the purpose of holding the land for speculation are illegal and fraudulent; and the sale of relinquishment is also illegal.**

If your "Help" is almost a "Hindrance," a want ad. will "Come to the Rescue."

Finding something, the "average person" looks to the "Lost and Found" ads to trace the owner.

## NORTHWESTERN PLANS MAGNIFICENT TERMINAL

### THE \$20,000,000 CHICAGO STATION A WORK OF BEAUTY.

The Chicago & Northwestern railway has announced that the architectural plans for the new Madison street terminal are completed and drawings about ready for exhibition to the public.

The drawings indicate that the Chicago terminal will be one of the finest architectural features of the city—a splendid structure of classic design, the essential feature of which is a great colonnade entrance or portico of lofty proportions, monumental in type, that towers to a height of one hundred and twenty feet above Madison street. Before this imposing front is a broad pavement or esplanade from which will rise the granite columns that guard the inner vestibule. The esplanade will be lighted by monumental brass lamp standards, from which clusters of electric lights will blaze at night; and four big clock dials, each twelve feet in diameter, will look down from the granite walls.

There are six other public entrances to the building, and the stairways are so ample that if placed side by side they would form steps one hundred feet broad.

### 250,000 Capacity.

Growing traffic requirements have made this big \$20,000,000 improvement an early necessity. The present Wells street station, with capacity of handling fifty thousand passengers per day, will soon be overtaxed, and the new terminal, with facilities for taking care of a quarter of a million of people every twenty-four hours, needed to take its place. For many years President Hughitt has been weighing the needs of the case, and with broad forethought, has planned to give the traveling public a fitting place for arrival and departure, and, at the same time, to provide Chicago one of the finest architectural monuments of which the city can boast—a beautiful building, designed along classic lines, and built under instructions to make the very best building in every particular that modern architectural enterprise can build.

The Northwestern officials believe they will have the new terminal ready for occupancy by January, 1910.

### An Elevated Terminal.

The plans call for an elevated terminal, reached by two elevated approaches of four tracks each, and a train shed 840 feet long and 320 feet wide that will contain sixteen tracks, each with a capacity of fifteen cars.

The approaches alone to this structure embrace some 30 acres of ground, 15 acres for the north and an equal amount for the west approach. This is entirely separate, and in addition to the main lines.

Between Kinzie street and Madison street and Clinton and Canal streets some thirteen acres will be occupied by the tracks and station. It is difficult to comprehend the magnitude of the building; for instance, the area of the basement is over two acres; the street floor of the station building is 1 1/2 acres; the train sheds six acres.

There will be practically ten acres of floor space devoted to public use. The new terminal will occupy practically four city blocks, bounded by Madison street on the south, Kinzie street on the north, Clinton street on the west and Canal street on the east, passing over Washington and Randolph streets by means of brilliantly lighted subways.

For a clearing understanding of the architecture of the new terminal it must be born in mind that there are, first, the street level; second the train shed level, or main floor; and above this a third floor, containing several features such as rest rooms and emergency rooms for the care of invalids.

On the street level, the essential feature of the whole floor is the great lobby, or concourse, where all the business of preparing for travel is conducted. The lofty vestibule or portico which forms the Madison street entrance, opens directly into this public concourse, which has an area of 100 feet by 250 feet. Surrounding it are ticket offices, cab offices, news stands, baggage checking rooms, telegraph offices, telephone booths, an automobile office, taxicab office, and a well stocked shop or store in which may be purchased practically everything that a traveler is likely to be in need of, from a hand bag or package of shoe polish to the usual fruits, candies and material for luncheons. The management proposes to develop the store into a feature of the like of which has never been seen in Chicago and it will be completely stocked with all travel conveniences. There will be a lunch room on this floor—quite a large one—occupying a room 500 feet by 100 feet, where luncheon can be had quickly, conveniently and at reasonable prices.

The ticket offices immediately adjoin the entrance to this great lobby on the street level floor. They will be commodious and fitted with a number of features that will enable ticket sellers to handle large crowds of people in the shortest space of time. There will be plenty of windows, and a carefully chosen corps of experienced attendants.

The information bureau which is a notable feature of the Northwestern's passenger service, will be upstairs upon the train level floor, in the great waiting room.

Ample means of communication by wire is provided in elaborately equipped telegraph offices, where telegrams and ocean cable messages may be filed, and telephone booths are placed in various parts of the building convenient for the use of both city and long distance wires.

**A Suburban Concourse.**  
A splendid suburban concourse is provided in the center of the station on the street level floor, extending through from Canal to Clinton streets through which suburban passengers inbound and outbound can conveniently reach the northern part of town via Randolph or Washington street.

These whose destination is further south can use the Madison street entrance.

The end stands and automobile stands are under cover. In fact, everybody can arrive and leave the terminal under cover, either by cab, automobile or street car.

Another part of the great space that is to be utilized is devoted to the care of immigrants. Here, in a clean and well lighted apartment with tiled floors and enameled tiled walls, is a waiting room, which, with its accessories, surpasses anything that has heretofore been provided for that class of travel. There are bath rooms, toilet rooms, and dining room where for a small sum the immigrant can get excellent service, lunchroom, kitchen, laundry tubs, and every conceivable means of adding to their comfort and cleanliness of the immigrant who is so fortunate as to hold a ticket reading over the Northwestern line.

President Hughitt has insisted that all subways and all apartments in the lower story of the station shall be bright, clean and cheerful; and the architect has given all these lower parts of the building a treatment of cream colored enameled tile and a brilliant lighting equipment.

### The Washington Street Subway.

The structure crosses Washington street over a subway, which of itself is a work of architectural perfection. The white enameled tile with which the subway is lined, and the brilliant arrangement made for its electric lighting, make it one of the most attractive features of the structure. This subway at Washington street has been provided with great portals of granite, the arches of which are treated in the monumental style of architecture.

The street will be widened at this point to 120 feet instead of the street width of 80 feet. This provides for the future widening of the street and the arched walls of the subway will form as fine a passageway as one would find in a fine hotel or beautiful home.

### On the Main Floor.

On the second floor, which is the train shed level, is a splendid marble lined waiting room, 100 feet long, 200 feet wide and 80 feet high with a vast barrel ventilated ceiling. The walls are treated with a series of columns or colonnades corresponding somewhat with the main entrance.

The lighting arrangements of this room will be of a most brilliant character. On this floor will be, in addition to the waiting room, one of the finest dining rooms in the country, a splendid room, around the walls of which will be a series of panels that can be utilized for magnificent mural decorations portraying the history of the west and the northwest with which the development of the Northwestern line has been so intimately connected for the past sixty years. It is proposed to make the service in this dining room equal to that of the best metropolitan hotels and clubs.

On this main floor is also a ladies' waiting room, a beautiful apartment, reached by separate elevator service. Connected with it are retiring rooms, baths and toilet arrangements all of which will be in charge of a corps of maid attendants.

### Hospital Arrangement.

Perhaps some of the most novel features of the entire plan for the new terminal, and of most interest to the traveling public, are those which are found on the third floor of the building. Here away from the noises of the street and crowds, the architects have planned, with much skill and forethought, a series of rooms wherein invalids or ladies with children or infants, or others seeking privacy, may go directly by private elevator to rooms where they may rest while waiting for connecting trains, surrounded with conveniences for which one must usually go to a hotel or to one's own home. Here are baths, tea rooms, and emergency rooms where hospital service is rendered and nurses are in attendance. A competent matron in charge. On the other side of the building on this same floor are baths, barber shops and a lounging room for men.

This suite is also reached by separate elevator service, and here are private rooms where the suburban dweller or the traveler from a distance may remove the stains of travel, change to evening clothes and proceed to his various social appointments. It is anticipated that this will be greatly appreciated by the large suburban clientele of the road.

### Sanitation, Light and Heat.

The terminal will be provided with its own lighting, heating and ventilating plant, in which modern and complete machinery will be installed. Toilet facilities have received, like various other conveniences, a great deal of thought, and not only are the usual toilet rooms being provided for on a most expensive scale, but special rooms are also planned, where uniformed servants are always in attendance and where a small fee is required. In fact the toilet facilities

of all the terminals in the United States have been looked over in detail, and their capacity multiplied upon. There will be men's attendants, women's maids, men's baths, women's baths, and every imaginable feature that will add to the comfort of Northwestern patrons.

The entire structure is absolutely fire-proof. All floors will be of marble or of marble tile, the interior finish of waiting rooms and lobbies will be of marble and the exterior of the building will be of a light gray granite.

### The Train Shed.

One of the most important features, from an architect's point of view, is the treatment of the train shed. This structure will be 840 feet long, extending over three city squares, but it will not have the usual long black expanse of sooty roof that offends the eye.

On the contrary, the facade running north and south along Canal street and Clinton street will be a finished and artistic curtain wall of brick and granite, forty-eight feet high, and including in its length the fine portal of the Washington street subway. The train shed roof will not be visible. The sixteen long tracks which will occupy the shed will be covered by what is known as the "Bush roof," in which the graceful curve of the roof over each pair of tracks is broken by a concrete slot or duct, running the length of each track and so placed that the locomotive funnel will discharge through it into the open air. The roof will be of concrete, covered with water proofing material. Skylights will be of wire glass and sufficient in extent to light every part of the train shed. In this, as in track elevation and various other transportation improvements, the Northwestern has taken the lead and acted in its well known capacity as the pioneer line.

Nothing of the kind has ever before been tried in Chicago, and it is said to be a marked improvement in the construction of railway terminals.

The train shed concourse has also received in the architect's plans a treatment far superior to that usually seen. Instead of being an open space, fenced off from the train shed proper by wire or open work, it is as a matter of fact, simply a great waiting room, completely enclosed in glass and metal, with a glass and metal roof, making an airy, bright, clean room, 318 feet by 60 feet. At either end of the concourse great stairways communicate directly with the street, and cab stands are reached without going through the station. There is also a stairway to the street floor of the station proper. These broad stairways between the street level and the train shed level of the terminal are of such extent that placed side by side they would form a stairway over 100 feet broad.

### The Architectural Effect.

Regarding the exterior of the new terminal, too much cannot be said in commendation. Messrs. Frost and Granger, the architects of the LaSalle street station, have had charge of the design and have visited and studied the world's principal railroad terminals, at London, Liverpool, Paris, Vienna and Edinburgh, in search for suggestions that would help make this new terminal at Chicago the best that money would build, not only as to general architectural effect, but particularly with a view to making it most nearly perfect for the practical use to which it is to be devoted, viz., a portal of entrance through which the patrons of the Northwestern may most expeditiously and comfortably transact the business of entering or leaving Chicago. And, in this connection, it should be borne in mind the entire structure is devoted to this one business. It is not an office building nor a railroad headquarters; but it is, on the contrary, to be devoted wholly to the uses of the public.

It will, with one exception, be the largest railway terminal in the United States, and will involve and estimated expenditure of \$20,000,000. Many plans have been investigated, studied, exhausted and discarded, but when completed, this may be said to be an improvement upon anything ever built by any railway.

More than 300 trains a day now use the Wells street station for arrival and departure, and in order that the natural increase in this number may be provided for, the train capacity of the new terminal will be five or six times that of the present station.

### Railroad Notes.

**Bonesteel News:** The officials of the Northwestern were in Bonesteel and completed the contract with the city for the supply of that company with water from the municipal water plant. The company will make extensive water extensions from the well or supply tank to all parts of the company's buildings on the right-of-way. This is one of the strongest indications that the company will continue Bonesteel as a permanent division point.

**Sioux City Journal:** The Chicago and Northwestern Railway company has issued an order not to allow any of its cars off its own system. This order is issued preparatory to the beginning of the movement of the new grain crop. Since August 1 the Pennsylvania road has put 10,000 previously idle cars into active service, it now has considerably more cars in active service than at any time since the period of depression began. It still has from 75,000 to 80,000 cars lying idle, but in a short time it expects to have most of them in active service.

**Madison Chronicle:** The Union Pacific gasoline weed burner was through on this branch the latter part of last week. While it singes the weeds, probably killing the most

of them, we would scarcely call it an unqualified success, unless it run over a track more than once, as it leaves two or three inches of the weeds and grass standing, though badly singed. This will be perfectly dry in a few days after being burned over and would need to be burned over again in some way or uprooted, to prevent danger of fire. It burns only a few feet each side of the track.

Traveling on a special train the members of the South Dakota railroad commission, accompanied by their chief engineer and assistants, have been engaged in making a physical valuation of the Northwestern system of the lines west of the Missouri river. It is estimated that to complete the physical examination of all the 4,000 miles of railroad in the state it will require about two years.



ROYCROFT PHILOSOPHY.

(By Elbert Hubbard.)

Loyalty. If you work for a man, in heavens name work for him. If he pays you wages that supply your bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But as long as you are a part of the institution do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and be blown away, and probably you will never know why.

### A CRACKSMAN'S CAMPAIGN.

#### Start Systematic Campaign Against Small Towns in South Dakota.

Sioux City, S. D., Aug. 15.—Special to The News: It has become known that several expert cracksmen have arrived in the state, preparatory to carrying on a systematic campaign against the smaller banks, postoffices and business houses of the smaller towns and unless precautions are taken at once such robberies will be more frequent throughout the state this fall than during former years.

South Dakota in the past, during the fall months, has been a favorite field of action for the yegmen, and the great crop raised in the state this season and the abundance of money in banks and other institutions of the various towns, will this fall be an extra incentive for the cracksmen to operate in South Dakota.

For weeks a steady tide of harvest hands has been pouring into the state and now there are thousands of strangers in the state, being distributed in every community. This makes it easy for the expert cracksmen to conceal their identity and attract little attention, for strangers are so numerous that no attention is paid to them, they all being classed as harvest hands.

By mixing with the harvest hands and pretending to be harvest hands themselves the cracksmen have every opportunity during visits to the towns to "size up" the various banks, ascertain the likelihood of making a good "haul" and securing the "lay" of the bank and postoffice buildings with reference to other buildings in the immediate vicinity.

As a precaution against robberies of local institutions the authorities of some of the towns already have engaged night watchmen, who will compel every stranger found on the street after midnight to give an account of themselves. Every one of the smaller towns of the state, to be on the safe side, should engage night watchmen and retain their services until winter sets in and compels the cracksmen to seek warmer climes.

It is expected that many of the banks in smaller towns also will engage private watchmen and thus frustrate any plans cracksmen may have to rob the institutions.

### Truck Gardening in South Dakota.

Sioux Falls, S. D., Aug. 14.—Special to The News: A profit of \$35.40 from half an acre of land, or equal to \$70.80 per acre, has been realized by J. R. Harris, a homesteader residing in Lyman county, from the sale of vegetables raised this season on the tract. From one acre he also sold \$26.50 worth of potatoes, this being only a part of the crop raised on the tract. The value of the products of a single season thus more than paid for his land. None of his land is under irrigation, he depending purely upon the natural rainfall.

### Charles Mix County Fair.

Platte, S. D., Aug. 15.—The Charles Mix county fair will be held here from September 2 to 4 inclusive. The directors of the fair assert that it will be one of the best fairs ever held in this