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The Sterling Candidacy

Elsewhere on this page is the formal announcement of the candidacy of Thomas Sterling for the U. S. Senate to succeed Senator Gamble. He has resigned his position as dean of the law school of the state university at Vermillion, which he has filled with distinction the past ten years. With the primaries yet a year off it is evident that he intends to make a thorough campaign.

Mr. Sterling's platform is concise and definite. There is no attempt to evade issues or speak in platitudes. It is a dignified expression, free of demagogism, and is what would naturally be expected from a man of Mr. Sterling's ability, training and integrity. Yet it is thoroughly progressive, in accord with the principles advocated by Roosevelt, LaFollette and Woodrow Wilson.

He is opposed to legislation for special interests and domination of congress by men favorable to those interests.

He favors proper revision of the tariff in accordance with the platform of the last national convention, holding that the Payne tariff law did not do this. He approves of the non-partisan tariff commission and revision of one or more schedules at a time in accordance with the results of the commission's researches.

He advocates physical valuation of railroads and other common carriers, "as basis for both the fixing of reasonable and for the purpose of just assessment and taxation."

He favors "thorough federal control and regulation of all trusts and corporations engaged in interstate business." And he holds that in prosecutions for violations of such laws, "the principle of the criminal liability of corporate officials should be fully recognized and enforced."

He is in favor of direct election of United States senators; and of a graduated state as well as national income tax.

He endorses the primary initiative and referendum, and the recall except as applied to the judiciary.

He advocates reform in judicial procedure, both state and national, to expedite matters, and to lessen costs on appeals in federal courts. And he holds that "the right of states to regulate their own affairs should be respected. Federal courts should not assume jurisdiction to enjoin state officials in cases involving intra-state rates and the regulation of common carriers within the state unless it is clearly manifest that rights under the Federal Constitution have been violated by state statute or by proceedings thereunder."

This platform, backed by Mr. Sterling's strong personality and clean record, should make him a very acceptable candidate for senator to the progressive republicans of South Dakota. Many cannot support Senator Gamble for renomination. He has a strong following in the south east part of the state, due more to personal friendship than to approval of his political course. But a large majority of the progressive leaders of the state, as well as of the rank and file, do not approve of his record in the senate during the past four years. While they do not question his integrity; they do his judgement. His course in the tariff legislation, Lorimer investigation and other matters has been distinctly opposed to the prevailing sentiment of this state. His renomination is out of the question, and his friends should so advise him if he cannot see it. Many progressives who, like the editor of the Telegram, have a strong feeling of personal friendship, born of many years association with him, cannot support him politically in the contest now pending, because of his limitations and record the past four years. With Mr. Sterling standing on so unequivocal a platform, it is inevitable that most of the progressive vote should go to him.

The Telegram can commend the candidacy of Thomas Sterling for Senator in the primaries of 1912.—Deadwood Telegram.

LOW RATES EAST.

Special low rates via the Chicago & North Western to Detroit, Boston, Philadelphia, Rochester, Buffalo, Cleveland, Cincinnati, Atlantic City, New York City, Portland, Me., and other seaside and mountain resorts.

Direct connection at Chicago with all lines. For information, apply to any ticket agent of the North West termLine.

Misses Beta Thain and Marcia Scanlan left last Saturday morning for Madison Wisconsin where they will attend school there this summer.



Passenger Terminal, Chicago, Chicago & North Western Ry.

The new passenger terminal of the Northwestern Line at Chicago represents the latest step in perfection of travel comfort.

While utility has necessarily been the first consideration, the architect and builder have wrought a monumental structure of classic design and great architectural beauty. Typical of Chicago and the vast territory to the west and northwest to which this terminal is the main gateway. Planned on broad and generous lines, a quarter of a million passengers and fifteen hundred trains can be handled daily without crowding or delay.

The new terminal is most conveniently located—just three blocks from the loop district, the business center of Chicago, with which it is connected by four main streets, Madison, Washington, Randolph and Lake.

The main entrance, from the broad, brilliantly lighted esplanade on West Madison Street, is through a magnificent portico supported on a colonnade of six massive granite columns opening into a lofty vestibule. From either end of the vestibule easy stairways ascend directly to the main waiting room on the train floor above. On the street level, within the vestibule, is the main lobby extending the entire width of the building from Canal Street to Clinton Street, with entrances on each.

Conspicuously placed, near the center of the lobby and facing the ticket windows, is an information bureau, where uniformed attendants with true Northwestern courtesy answer every question.

There are thirty-three windows that can be utilized in selling tickets, so that it is hardly possible for a traveler ever to experience delay in securing his railroad, parlor and sleeping car tickets, even when travel is most congested. Just across the lobby from the ticket office is the baggage room which is commodious and fully equipped for the prompt handling of baggage.

Adjoining the baggage room and also directly opposite the ticket office is the main parcel check room in which is located the department of lost and found articles; beyond this the cab office and carriage entrance where a score of carriages, taxicabs and automobiles may leave or take on their passengers all under cover and unhampered by waiting vehicles for which a separate covered court is provided just across Washington Street.

On the Clinton Street side of the lobby is a traveler's supply and drug store with a widely diversified stock. In this section of the lobby is also located the lunch room where excellent food at moderate prices is quickly served. A complete telephone service with an attendant will be found adjoining the lunch room. Approaching the grand stairway, the telegraph office is to the right and the Station Master's office to the left.

Tickets, baggage and other essentials all having had attention without leaving the street lobby, one ascends to the main waiting room and the

train concourse by the grand staircase directly facing the Madison Street entrance, or by elevators and stairs to the east or west side of the lobby. Direct access to the waiting room may be had by five stairways and five elevators. The main waiting room is the chief architectural feature of the building. The high barrel vault roof finished with tile and terra cotta, fluted with arches emblematic of the railway service, harmonizes perfectly with the light pink Tennessee marble pilasters and the delicate green of the Greek Cippolino marble columns. In this great room the illumination is reflected; incandescent lights of 75,000 candle power are used, yet none of the lamps are visible. At the east or Canal Street section of the waiting room is the news and cigar stand and another parcel check room. Off the foyer are the barber shop, smoking room and the public and pay toilet rooms for men which are handsomely finished in the most modern and sanitary style.

For the convenience of incoming travelers a second information bureau is located in the main waiting room at the head of the grand stairway. At the western end is a beautifully furnished ladies' waiting room, toilet room and telephone booths with separate elevator service from the lobby and to the women's suite on the third floor. Here too is the main dining room where appointments and service are equalled by very few hotels.

Reached by elevators and by stairways from both lobby and waiting room are two suites of rooms on the third floor which are in advance of anything heretofore offered for the convenience of the traveling public. The women's suite is in charge of a matron and comprises a retiring room with soft rugs, subdued decorations, several writing desks and plenty of comfortable easy sofas and chairs and lavatory. Adjoining is a tea room where furnishings and service are dainty enough to satisfy the most exacting taste. On the other side of the retiring room are lavatory, toilet and bath rooms with maid service and rooms in charge of a trained nurse.

The men's suite comprises a lounge, a barber shop and several commodious dressing rooms with bath, where the suburban dweller or traveler from a distance may remove the stains of travel and change to evening clothes and proceed to his social appointments.

The main waiting room and the grand staircase open directly on the train concourse, which is sixty feet wide and extends across the entire width of the building, with stairways leading directly to Clinton Street and to the carriage entrance on the Canal Street side. Instead of the usual iron grating between the concourse and the train shed, there is a wire glass partition from floor to roof through which open sixteen doors to the sixteen tracks of the train shed, which alone covers six acres. The train shed is covered with a concrete roof of a new type so constructed that the locomotive funnels discharge through slots directly into the open air, keeping the air of the train shed entirely free from smoke and gas.

The baggage is handled to and from the baggage rooms, which are on the street level, with electric trucks and

high electric elevators located at both ends of the train shed. All confusion and annoyance of trucking baggage the length of the train is done away with. There are special chutes for handling mail to and from the post-office station, which is directly beneath the train shed. Provision is made for the heavy suburban traffic by a stairway leading down from each platform about midway the length of the train shed, to the suburban concourse, which is on the street level below and opens directly upon Washington Street which runs under the station. Suburban residents may go quickly to and from their trains without passing through the main station unless they desire to do so.

The emigrant waiting room is one of the features of the station and is also reached directly from the train shed. This room is on the street level with an outside entrance on Canal Street, and is commodious and sanitary, with a separate lunch room where emigrants can purchase wholesome food at economical prices. The men's toilet rooms are equipped with tub and shower baths, and the women's room is provided with baths, laundry tubs and a laundry dryer.

No matter how many people may pass through this great terminal in a day, it can never seem crowded. The numerous entrances and exits, independent of each other, and opening to the streets, provide free and direct movement of traffic to and from the train shed and waiting room without crowding and confusion. Telephones are at hand everywhere. Booths for local and long-distance calls may be found in the street level lobby, in the main waiting room, in the women's room and in the third floor suites. One need never ask the time, for thirteen electric clocks, all wound and regulated from one master clock, are disposed about the building in conspicuous places. Even the seats in the main waiting room are numbered and the landings of the stairways are lighted in a novel manner.

The sanitation is as perfect as modern science and generous expenditure can make it. Even the public toilet rooms are arranged on a most extensive scale and several rooms are provided where uniformed servants are in attendance and where a small fee is required. All drinking fountains are the new bubbling-up type and cooled water is supplied to them through a circulating system. In winter the building is heated and ventilated by fresh air drawn from above the roof, passed over steam coils, and then filtered, through a sheet of falling water. In summer the air is cooled by the same system.

For the electric lighting system in the station building, train shed and various street subways on the approaches, the operation of elevators, ventilating fans, refrigerating system, signaling and interlocking systems, and the heating plant complete, providing in each case a surplus for future growth, nearly 3,000 H.P. is required. The bell, engines and generator are housed in the power plant at the extreme northern end of the station. It is equipped with modern appliances and represents in itself an investment of nearly one million dollars.

thought than Jack Johnson? He is a man who has fought his way to the top of his class. It isn't very high class, to be sure, but it took self denial, training and a certain amount of character to qualify for it. Can as much be said for the general run of peers? If so, why are the English people trying so hard to rid themselves of them?

L. C. Trowbridge returned this week from his trip west. His trip included visits at San Francisco, Long Beach, Los Angeles and other points. He has been absent about six months.

A. E. Potter left Thursday evening for Dalton, Nebraska where he will spend a few days on a visit with his wife.

Dave Haxby left Thursday morning for Owanka. He will spend a few days with Harold David on his ranch near there.

Does this mean anything to YOU?

HERE is economy to be realized in the purchasing of dependable printing. There's a distinctive superiority, that "something" about the printing turned out in the Union job rooms that cannot help but appeal to you who will not be satisfied with anything but the best class of printing. Our equipment enables us to handle your orders quickly, and the work will be satisfactory. We will be glad to give you estimates on work you're contemplating having done. Call in and see us or phone us and we will call for your work.

THE UNION PRINTING CO.

Some of the Extraordinary Advantages Offered by the State Normal School at Spearfish, S. D. for the Year 1911-1912

Pupils of all ages and all degrees of advancement are admitted and classified either in the Training School or in the Normal Department according to the credits they bring from other schools, or by examination if they have no credits. No pupil is required to take over again what he has done reasonably well in other schools.

Beginning with the new school year all forms and grades of certificates known to the laws of South Dakota will be issued to students of this school.

Students completing a course of two years above the eighth grade will receive second grade certificates; those completing a course of four years above the eighth grade will receive first grade certificates; those completing a course of six years above the eighth grade will receive life certificates, if they have taught forty months, or if they have not taught so long, or have not taught at all, five year certificates or provisional certificates exchangeable for life certificates as soon as they have taught the required time. No one can, however, by law be granted any grade of certificate unless he is eighteen years of age. All the classes of certificates named are good throughout the state.

High school graduates get first-grade certificates in one year, and get the diploma of the state and life certificates in two years. This includes invaluable course in teaching un-

der expert supervision in the admirable training department of the institution, far the best one in South Dakota.

The faculty of the school has been increased to thirty-one members for the new year.

This summer several thousand dollars will be invested in additional equipment. The industrial, natural science, commercial, professional, physical training, health, music, elocution, and art departments, already fine, will be materially strengthened.

About \$2,000 worth of books will be immediately added to the library, already one of the best for its purpose in America.

The one hundred forty rooms of the institution are unsurpassed in convenience and attractiveness.

Young ladies can still secure delightful rooms in the Young Woman's Hall for from \$12 to \$25 per year for each occupant. Meals are only \$2.75 per week. All text books are furnished by the school.

Write a postal for a copy of the new catalog giving full particulars, and make all applications for further information, for rooms in the Hall, etc. to STATE NORMAL SCHOOL, Spearfish, South Dakota. 2-4

Dr. and Mrs. Cochran left Thursday after a two weeks visit with friends in and around Rapid City. They will visit at Iroquois and Chicago before returning to their home at Peck, Michigan.

C. F. George, accompanied by his wife who came down from Belle Fourche Monday, left Monday evening for O'Neill, Neb. Mr. George has been working in the print shops in Rapid City the past month.

Weekly Weather Report

Temperature and precipitation data from the records of local office, U. S. Weather Bureau, Lakota building, Rapid City, S. D., for the week ending Thursday, June 29, 1911:

Highest temperature during week, 95 on the 24th.

Lowest temperature during week, 44 on the 27th.

Average daily temperature during week, 70.

Normal daily temperature for the week, 67.

Average daily departure, 3 above normal.

Since June 1, the daily average has been 7 above normal.

Since Jan. 1, it has been 4.9 above normal.

Total precipitation (in inches) during week, 10.1n.

Normal precipitation for week, .74 in.

Departure, in precipitation for the week .64 below normal.

Accumulated deficiency since Jun. 1st 2.75 in.

Accumulated deficiency since Jan. 1st, 7.02 inch.

GEO. V. SAGER, Observer.

Minneapolis Journal: A grouchy contemporary opines that there are people in this country who could get along for almost a week without hearing of Jack Johnson's doings in London. The statement is good but not sufficiently conclusive. There are a lot of other things going on in London that we could do without hearing about, and a lot of other people in London who are infesting the cable with less cause for their prominence than Jack Johnson. How many princes and dukes are there fitting about that old town who have less cause to interrupt one's flow of