

JACKPOINT

CONNECTING TO JACKPOINT VPN...
...IDENTITY SPOOFED
...ENCRYPTION KEYS GENERATED
...CONNECTED TO ONION ROUTERS

>>>LOGIN: XXXXXXXXXXXXXXXXXXXX
>>>ENTER PASSCODE: XXXXXXXXXXXXXXXXXXXX
...BIOMETRIC SCAN CONFIRMED
YOU'RE IN. USE IT WELL.

◉ "I HAD MANY ENEMIES AMONG THE SIOUX; I WOULD BE RUNNING CONSIDERABLE RISK IN MEETING THEM."
-BUFFALO BILL

JACKPOINT STATS

Interaction rate: +8%
Posts per hour: +4%
Today's content quality
(signal:noise): 1:1

LATEST NEWS

◉ Sometimes knowing where to run is as important as knowing when to. —Martin

PERSONAL ALERTS

◉ You have 2 new private messages.
◉ Your internal Q score is 66 (up 17 points)
◉ You have 7 new responses to your JackPoint posts.
◉ You have 5 new friend requests; 1 friend has dropped you.
◉ The Butte's air control radar will go offline in nine minutes. Prepare *Screaming Banshee* for lift [y/n]?

THE INNER CIRCLE

There are no Members online and in your area.

Current Time:
12 20 2076, 2143 hrs

WELCOME BACK TO JACKPOINT, OMAE:

Welcome back to JackPoint, chummer; your last connection was severed 11 hours, 9 minutes, 38 seconds ago

TODAY'S HEADS UP

◉ Something new for you all in a big world, and there are opportunities to work in all corners of it. We're preparing a series of briefings about some of the hottest spots that we haven't covered enough lately. We'll start with an overview of a nation, then profile some cities in that nation. Up first in what we're calling Shadows in Focus: the Sioux Nation. If you haven't checked in with the Sioux since the Ghost Dance, it's time to find out what's going on over there, what kind of work you might be able to get, and what might kill you. —Glitch

INCOMING

◉ The Matrix has become the home of a number of different "friends"
[Tag: [10 Als](#)]
◉ There are a lot of strange things in the shadows, let's show you some options. [Tag: [Run Faster](#)]

TOP NEWS ITEMS

◉ Construction funds to repair the Third Mainland Bridge in Lagos denied by city council; representatives said the damages are "too large to be addressed with such small sums." [Link](#)
◉ Fire rocks Singapore's shipping port, leaving only Maersk docks functional. [Link](#)

FACTS AT A GLANCE

THE SIOUX NATION

The CIA Factbook, 2075

Geography: Mostly flat to rolling high elevation plains; high mountain ranges in west.

Area: 1,834,280 sq km

Border Countries: Algonkian-Manitou Council, Pueblo Corporate Council, Salish-Shidhe Council, United Canadian and American States

Climate: Semi-arid; cold winters and hot summers

Maritime Claims: None

Natural Resources: Coal, copper, geothermal, gold, petroleum, rare earths, teslas, timber

Government: Constitution-based tribal council

Administrative Divisions: None; there are no first-order administrative divisions as defined by the UCAS government.

Capital: Cheyenne

Independence: 25 April 2018 (from United States)

Legal System: Mixed legal system of civil law based on US model and customary law.

Suffrage: 16 years of age; universal and compulsory

Population: 6,950,000 (January 2075 est.)

Metahuman Demographics: Human 63%; ork 17%; tall 9%; elf 5%; dwarf 5%; other 1%

Education: Less than twelve years 11%; high school equivalent 50%; college degree 30%; advanced degrees 9%

Education Expenditures: 6.2% of GDP (2074)

Estimated SINless: 15%

Languages: English (official), Siouxian dialects, Cherokee, Navajo, numerous but minor tribal dialects

Literacy: 97%

Major Urban Areas: Cheyenne (capital) 2.9 million; Billings 245,000; Rapid City 225,000; Fargo 195,000; Casper 80,000; Butte 61,000.

Urbanization: 80% of total population (2072)

Economy (rank ordering): Agroindustry, software and information services, food processing, machinery, microelectronics, petroleum and natural gas production, mining, lumber and wood processing

Corporate Affiliation: 35%; not a signatory to the Business Recognition Accords

Currency: Nuyen; mints physical currency under a special license from the Corporate Court.

Per Capita GDP: 31,000¥

Population Below Poverty Line: 15% (2073 est.)

Communications: Advanced, multipurpose communication system; participant in Grid Overwatch Division security partnership

Matrix Users: 6.52 million (2074)

Notable Local Grids: Eagle City Grid (Cheyenne), SCENet (cellular system for rural communities)

Regional Telecommunication Code: NA/NAN/SN

Military: Sioux Defense Force (SDF): Sioux Army, Sioux Air Force, Sioux Special Forces ("Wildcats"); Scouts (paramilitary youth organization)

Service Age and Obligation: 18 years of age for compulsory military service; all genders are obligated to military service; conscript service obligation—12 months; active reserve service obligation—48 months; inactive reserve obligation to age 40.

Military Expenditures: 7.9% of GDP (2073)



AETHERPEDIA: TRIBAL DEMOGRAPHICS

As of the 2070 census, 65 percent of the registered (SINner) population are enrolled with one of the twenty recognized tribes, 15 percent declined to reply, 3 percent listed tribes that are not recognized or fictitious, and 2 percent are members of recognized NAN tribes that remained in the Sioux Nation after 2018 with special citizenship exemptions. The remaining 15 percent are classed as Official Residents.

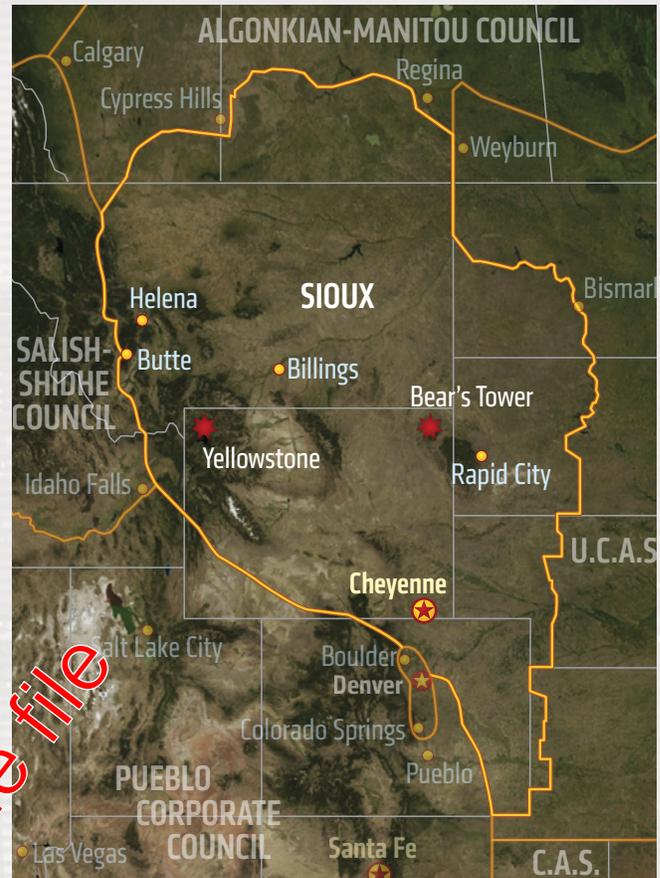
“Official Residents” is a legal status that includes the Anglo reservation population and skilled immigrants who have not yet (or never will) apply for full citizenship. With the legal revisions of 2067, Official Residents have full franchise but are barred from service in the Sioux Defense Force and employment by the Bureau of National Security.

THE LAND

POSTED BY: LANCHEK

At first glance, the lands of the Sioux Nation are seemingly endless hectares of farmland or restored prairie stretching off into the distance. Back in the days of the old US this was considered “flyover country,” with few people, and only a handful of locations of any significance. A glance at a map of population density for North America makes it hard to argue with that assessment, even in 2075. After all, it’s true that in the north of the country you travel for hours without seeing a single metahuman, and the population of the entire country would fit in a suburb of any UCAS metropollex. Even the capital metropollex of Cheyenne is home to less people than Seattle. But look a bit closer, chummer, and you’ll start to see that things are not what they appear to be.

One reason you don’t see people in the outback is because, frankly, they don’t need to be there. The farms are maintained by hundreds of small drones that dutifully remove pests and apply nutrients to the genetically engineered grains. Automated truck convoys and unmanned cargo zeppelins carry goods across the open expanses of the country. Satellite surveillance keeps a close eye on the waters, prairies, and forests. Tribal bands that reject technology and live according to the ancient lifestyles also travel across the Great Plains, following the ever-growing buffalo herds. You may come into contact with the tribal isolates—those who try to find a balance between technology and ancient ways but prefer to avoid the hustle, bustle, and dangers of modern urban life. You may even stumble across one of the Anglo reservations, where descendants of the Americans who stayed behind at the end of the Ghost Dance War live.



- Ah yes, the reservations. Open-air prisons that exist only because the Sioux are sticklers for the provisions of the Treaty of Denver. Provisions they have pointedly left out of the Third Treaty drafts.
- SxSioux
- The traditionalist and Anglo groups living in the Sioux wildlands are surprisingly friendly with each other, if just because they both face discrimination at the hands of the national police and other agents of the government. The traditionalists are exceptional, if rather slow, smugglers of Anglo black-market goods that don’t offend their strict religious and ethical standards, and the Anglos provide backup firepower or broker shadowrunner support when bows-and-arrows won’t suffice against the Awakened threats hiding in the outback.
- Cyclone
- The tribal bands that turn their back on Amerind cultural innovations made after the introduction of the horse are considered a bit *odd* by most Sioux. Their friendly relations with the Anglos and close connections with other back-to-nature tribes in the SSC and PCC make the mainstream tribal leaders rather nervous about their true loyalties.
- Smugsly



ACCESS

The Sioux are justifiably proud of their transportation infrastructure, which they inherited from the old United States and have expanded ever since. You can imagine their exasperation with outsiders who have the notion that there are no paved roads and everyone gets to work on horseback. In fact, the Sioux Nation has thousands of kilometers of well-groomed roads, modern airports, and a rail system that is the envy of the Native American Nations.

- The roads even get plowed in the winter! Quite a rarity in the rest of the NAN.
- Turbo Bunny
- The excellent road network means that the Sioux Army can travel anywhere there is trouble quickly and efficiently. And they can do double-duty as airfields during a war. You can sometimes see the hardened shelters sitting near road segments designated for that purpose. They're normally empty, but go-gangers and even the nomadic bands sometimes take them over as temporary housing.
- Cheyenne Sam

VISITATION RIGHTS

Applying for a travel visa is easy! Simply provide your SIN to the Sioux embassy and you'll be cleared in no time. Unless you're from Aztlan, CAS, UCAS, or a megacorporate citizen, in which case you may experience significant delays in processing due to additional security checks. Visitors are encouraged to review the Legal Primer that is sent along with visa clearances and submit the backing lists to the Sioux Defense Force Travel Office to avoid any unfortunate misunderstandings and delays. All visitors need to be aware that tobacco and some telesma are prohibited within the Sioux Nation.

- For runners, the level of scrutiny you can expect upon entry to the Sioux Nation depends on *where* you enter the country more than what they see in your background check. The airports are the most routinely intrusive, with random physical searches and even mind probes of suspicious individuals. At the opposite end of the spectrum, the border crossings with the UCAS and Denver FRFZ are so busy that you may get waved across with only a basic chemsniffer and license check, as long as your broadcast SIN (with appropriate visa attachment) and vehicle tags are clean.
- Running with Clouds
- The Sioux Defense Force counter border incursions with a shoot-first-and-inspect-the-wreckage-later policy. But their resources are not limitless; maintain a healthy respect for your opponent, be aware of the terrain, and keep a finger on top of your countermeasures release, and you'll be fine.
- Slice

- Employees of non-NAN security agencies and foreign active-duty military personnel from *any* country, even on leave, are not issued visas except by personal invitation of an Elder or Chief.
- Henry Wildshadow
- Smugglers should avoid the border checkpoints themselves, unless they are confident that their paperwork will check out. *All* Sioux checkpoints operate under elevated security conditions, with military personnel and war shamans assigned even at the borders with nominally friendly countries. If you check out the Coyotes resource we mirrored from JackPoint, Sioux crossings are classed as Hard: don't get geeked for underestimating these guys.
- Walks through Tall Grass

AIR

The Sioux Nation's largest international airport is located in Casper, not in Cheyenne as many would expect. The Casper airport is a full-service aerospace port that serves as a transportation hub for the entire northwest and offers semi-ballistic and suborbital routes to most major cities around the world. The Cheyenne facility is currently undergoing a massive expansion at the expense of Warren Air Force Base that will more than double its current size and expand the country's links to Imperial Japan and Europe.

Billings, Fargo, Helena, and Rapid City host smaller airports that offer high-speed commercial airliner service throughout North America, as well as regional cargo and passenger zeppelin services. The Sioux lack space-launch facilities, despite hosting the STC's Native American Space Agency offices.

- SiouxAir was behind the push to finally expand the Cheyenne airport into something more modern and befitting a capital city. In fact, an entire wing of the new airport will be for their exclusive use. But a little warning for those trying to get eyes on the building plans—the Office of Military Affairs owns the company lock, stock, and barrel. And any facility they build is going to have all sorts of interesting secrets worth killing for.
- DangerSensei
- International passenger service is limited until the Cheyenne expansion comes on line. For the moment, you can only get direct semi-ballistic flights outside of North America from Casper to Brasília (Amazonia), Honolulu (Hawai'i), Tokyo (Imperial Japan), and Sydney (Australia).
- Rigger X

Small airports and heliports are found in or near most large towns, and the government mandates minimal levels of amenities such as autopilot navigation beacons and the ability to process and store aviation-grade biofuels on-site. Cheap fuel and the distances between inhabited areas have created a huge market for civil aviation. Roughly a quarter of the Sioux citizenry have some sort of pilot's license, and



the Sioux Nation has two hundred licensed short-hop carriers—more than all other Native American Nations combined. Companies such as Eagle Feather Transit, Plains Sky-cab, Sky-High Cargo Services, and Table Top Travel provide everything from courier services to fresh fruit delivery.

- Most Sioux pilots are licensed to operate in the Salish-Shidhe Council (and vice-versa), so there's a lot of back-and-forth traffic by private parties that are not closely monitored. It's a little dodgier dealing with the AMC and PCC due to paranoia about smuggling and tense political relationships.
- Miles Mayhem
- Sky-High? More like Sky-Fall with their recent accident record. Either their pilots suddenly forgot how to fly, or one of the other carriers is looking to push them out of the lucrative Missoula-Cheyenne business.
- Smugsly
- It could just be a string of bad luck. The Sioux civil air-traffic-control system is antiquated, which exacerbates the problem of so many aircraft being operated by rudimentary autosoftware and barely qualified pilots. The system may be useful in a cyberwar with the UCAS, but mid-air collisions and other accidents between private aircraft are shockingly routine. Either they need to bulk up pilot certification requirements (which the independent carriers will fight tooth and nail) or finally implement a modern AirLink system.
- Henry Wildshadow
- Bare-knuckle manual control in sketchily controlled airspace builds character.
- Rigger X

HIGHWAY

The Sioux Nation possesses one of the best-maintained road networks in North America and is at the cutting-edge of environmentally conscious road surfacing and maintenance technologies. Fuel and electricity is cheap in the Sioux Nation, and many residents are affluent enough to own a vehicle so they can commute to work in the cities from outlier towns, or take road trips. Those that cannot afford their own vehicle can take advantage of free inter-city shuttles and light rail if they live in the communities around Casper and Cheyenne.

The major east-west routes are Route 80 to the south, which connects Omaha (UCAS), Cheyenne, and Salt Lake City (PCC), and Route 94 in the north, which ties together Bismarck (UCAS), Billings, Butte, and Missoula (SSC). North-south we have Route 15 that runs from Calgary (AMC) to Butte, then continues down to Idaho Falls (SSC), and the Highway 87 link that goes from Cheyenne straight into Denver (FRFZ).

- Manual driving is a popular hobby, but the most crowded urban areas have traffic controlled by GridGuide. GridLink services are only available in Cheyenne and Casper.
- Rigger X
- Criminals on a tight budget should know that regularly scheduled and affordable commercial bus service to and from all Sioux cities and neighboring countries is available from Falcon Express, Screaming Eagle Overland, Sioux National Transit, and Whippet Bus Lines. Whippet even offers a "first class" premium service that shuttles those with time on their hands through the scenic route between Seattle and Cheyenne.
- DangerSensei

RAIL

Four rail lines travel through the Sioux Nation, but it's the Big Loop Railroad near the northern border that's most important. This is the main maglev arterial that crosses the entirety of the former United States and is the unsung workhorse that moves a healthy percentage of all cross-country freight at discount prices. The railroad's neutrality is guaranteed as part of a rather obscure section of the Denver Treaty, and the tracks are technically not Sioux land; the Sovereign Tribal Council is the operating agency. This isn't much of an advantage to smugglers, but it means that Sioux authorities are forbidden from interfering or inspecting trains passing through the country without explicit authorization from the STC.

- No passengers allowed. If you want to hitch a ride you need to first catch a train, and they're traveling at 160+ kph. Despite what you see in the trids, casually running alongside those suckers and jumping aboard is not something most people, or any people, can do. And if you somehow manage to get on board? You have to hack the control system swarming with spiders from a half-dozen nations so that the weight and balance sensors don't trigger the armed "bull" drones that roust stowaways by perforating them with hypervelocity slugs.
- Lawnfellow Mobo

TERRAIN

Most of the Sioux Nation is characterized by flat and gently rolling terrain in the Great Plains, with the Black Hills being a notable exception. There is greater topographic complexity as you move from east to west, until you reach the foothills of the Rocky Mountains. The flat areas of the country are characterized by shortgrass prairie and extensive dryland farming.

- Cribbing from Danchkeker's Primer on the Native American Nations (2073 Edition, Revised)? For shame!
- Slice



- Can one crib his own work?
- Lanchek

For smugglers, this makes Sioux territory a nightmare to travel through, unless you can hug the Rocky Mountains north-south. That's not an option on the Big Sky/Long Weekend smuggling route, which in most cases skirts the country entirely, in order to avoid the rather aggressive Sioux Air Force. Luckily, most of their attention is focused to the east and south. In recent years, it's common to run thunderbirds no further than Billings, with trucks carrying the cargo back and forth over the Plains to and from Bismarck. This is slightly slower and less exciting, but the increase in trade with the UCAS has swamped the customs agents on the east. If your truck is sealed against chemsniffers it's unlikely you will face a full inspection, whereas a LAV appearing on radar is going to have the Army breaking out surface-to-air missiles post haste.

- The big cartels stick to the established routes, but the Rockies provide a lot of cover. Independent smugglers have made fortunes both on the Salt Lake City to Calgary runs, and the semi-legitimate "triangle trade" between the Shoshone in Idaho Falls, the Anglos in Butte, and the Blackfoot in Kalispell.
- Lawnfellow Mobo
- There's a new route opening up from Boise to Calgary that takes advantage of the Rockies on the last leg. Only problem? Tamanous, Ghost Cartels, and the Lakota Mafia are all trying to monopolize it.
- Rigger X

CLIMATE AND WEATHER

Most of the Sioux Nation is classified as having a cold semi-arid climate, which puts it in the same illustrious category as most of Spain and Iran. This means that you'll be in for *hot* summers and *cold* winters, with only limited precipitation all year and high winds. The long-term trends are pointing towards more moderate summer temperatures and colder but wetter, winters, and the region has already experienced a significant shift in climate since the early 21st century, with temperature dropping as low as -25 °C (not accounting for wind chill) in the winter months, and the summer high temperatures averaging about 25 °C. There's considerable regional diversity, as you would expect, but the temperatures don't range into huge extremes from that 50 degree band, despite several distinct microclimates and increasingly turbulent trends in the weather.

- For non-climatologists: *Weather* is the day-to-day atmospheric conditions at a specific place and time. *Climate* is average conditions over large areas and longer spans of time.
- Woppler

- The west of the country, including Cheyenne, often has extended warm spells during the winter months, created by warm chinook winds blowing down off the slopes of the Rockies. These warming events are often coincident with severe mana storm activity and flash floods.
- Metropolis

As far as most Sioux are concerned, there are only two seasons: summer and winter. Weather patterns during the hot and cold seasons are relatively predictable, but over the last thirty years (or fifty, according to some meteorologists) the variability within those two seasons has become increasingly pronounced—with some areas experiencing temperature shifts of several degrees within a few days, and unsettled atmospheric conditions that have exacerbated the occurrence of snap freezes and flooding in the winter, or hailstorms and tornadoes in the summer. The culprit appears to be an anomalous north-south wind current that pulls subarctic air from the Trans-Polar Aleut up and over the Algonkian-Manitou Council, and then dumps down right in the northwest corner of the Sioux Nation. This "Arctic-Plains Conveyor," as the science wonks call it, doesn't make *any* meteorological sense. Worse, in addition to carrying an unexpected amount of moisture, the conveyor appears to be closely linked to the ever-increasing scale and power of the mana storms and mundane thunderstorms seen in the Glacier Park region.

- Which means that storm clouds you see on the horizon could be perfectly innocuous, or they could be a runaway mana storm crackling with energy. Both are dangerous and unpredictable in their own way.
- Woppler

The weather instability has affected the entire region, making a mockery of weather forecasts and significantly damaging the region's agricultural potential. For shadowrunners traveling in the north, carry both winter coats and tank tops, and keep an ear out for the weather alerts. Sioux meteorologists may not be able to predict the temperature, but their sensors and models do a good job of picking up tornadoes or storms that appear and determining where they will do the most damage.

- Freak weather and unpredictable manadynamics are both reasons that the Sioux have been pushing hydroponics facilities and prairie restoration. The new facilities are protected from storm damage, and it's hoped that natural grasslands will help heal whatever damage is causing the unstable mana levels.
- Woppler
- Decades of restoration work and the weather gets worse every year. I hope prairie restoration is not their *only* plan.
- Slice

