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Legislators Fail to Keep Pledges to the People

Independent Republican Tells of the Light Form of Graft Indulged in by Some of Our Legislators—The Observation Car in the Rear—This Is Good Reading

The eleventh session of the North Dakota Legislators has quit business and gone home—home to the bosom of their families, and the greetings of their constituents. I believe I am wholly within the truth when I say that no legislature in the state ever convened with duties more clearly defined or had the will of the people more definitely expressed as to certain needed and universally desired legislation than the legislature just closed, and yet in spite of this fact no legislature has so completely failed in its known obligation to the people as this one. I might add by way of explanation in this connection that the whole burden of the failure was with the senate, and not with the House. "These sore-headed, office seeking bunch of progressives" terms which a certain prominent statesman applied to them, at least had the virtue to remember their promises and keep their pledges to the people. That the senate was largely composed of old and experienced members only makes the failure of that body to meet its obligation more glaring and more humiliating.

An Anti-Pass law has long been desired by the people of this state and the campaign of 1908 crystallized that sentiment to one of universal demand. One could scarcely read the platform of individual candidates for either the House or the senate that did not make prominent the fact that if elected he would "do his darndest to secure an Anti-Pass measure, and his too innocent and loving constituency believed every word he said. This was not only true of Republicans, but the tones were even more sonorous and far reaching when the Democrats talked about "This great and no longer to be endured wrong." Governor John Burke, with stern campaign face and impassioned tones tore the Republican party to tatters when he reached the Anti-Pass station in his addresses delivered from the section corners of the state. John was evidently sincere, at least we hope so, but he certainly lost his "toehold" on his Democratic comrades in the senate. Can it be possible that Doc Purcell and George Duis, one a tentative candidate for the United States senate and the other a receptive candidate for the governor of the state, could have forgotten those hot-blast sayings and pleadings of honest John Burke? No! No! Perish the thought. If they would have only explained as Stevens did that would have been a source of great consolation to their friends—but they did not—they did not. The Republican Party and Gov. Burke's Message.

Let me quote here a portion of the Republican platform and also a few paragraphs from Governor John Burke's last message. Note the Senate's action in its vote on Corporate measures and this quotation from the Republican state platform on the subject:

"We believe that there should be no domination of our politics by predatory wealth or special interests, but the privileges conferred by the government should be equal under the law." And the leaders of the party still continue to ride on their free passes. Again let me quote "We declare that the most baneful influence in the political life of the Republican party of this state is that of public service corporations, and we demand the absolute elimination of the public service corporation from participation in the political affairs of the state." Just think of that and then the senate killing, practically every possible corporation measure that the House passed which had for its purpose the desire to carry out to the letter the spirit of the state Republican platform. For the good of the desiring and dodging Democratic Senators I quote here from the message of Governor John Burke: "You have been elected to this legislative assembly upon a platform which pledges Anti-Pass legislation. If the railroads are for the use of the public they are for the use of the whole public, and no person is entitled to any special privilege not

common to all. If the railroads give me passes and make you pay they give me a special privilege that is denied you. The railroads cannot afford to carry anyone for nothing, and if they do it is done either at the expense of the general traveling public or for return of favors. In either case it is a pernicious system."

The Historical Minot Convention.
The above platform was read by that brilliant statesman and philosopher from Stark county, Hon. Leslie Simpson. I am not so sure that he really wanted to read it, but the exigencies of the case at that never-to-be-forgotten Minot Convention forced the Stalwart faction to a point where they had to either "root hog or die." This convention everybody knows was one that was bought, sold, and delivered to McKenzie by the lavish use of free transportation passes to the officers of the line and thousand mile-books by the bushel to the rank and file. These books had the bosses trade mark down the center of each page, and that trade mark every where stands today as a badge of servitude both cowardly and humiliating. A servitude as abject as were the negroes on the plantations of Virginia in 1860, who whined and groveled under the lash of their masters. The Anti-Pass clause of the platform was placed therein by the progressive wing of the Republican party, and after one of the most bitter contests ever witnessed at a political gathering in this state.

The Midnight Conspiracy.
The White Anti-Pass Bill was a progressive measure prepared by a progressive and passed by the House by a progressive organization. The bill was admittedly a fair, just and satisfactory one, and sent to the senate with every belief that it would pass, but they were playing a "shell game" in that body and when you thought you had it you didn't. In the senate it was sent to the committee on railroads, and there it was kept snugly tucked away not again to see the light of day if its enemies on that committee and out of it could sing the Lullaby sleep song to the end of the session. Think of Senators Purcell, Pierce, Duis and LaMoure doing a "Go to Sleep My Baby" act. They couldn't, and didn't. Discard at the first note. Baby woke up, more yelled, then there was consternation and hurrying to and fro, lots of whispering in the corridors. Senator Plaine of Cavalier county got busy and the stuff was off. This incident took place night onto midnight on the fifty-ninth day of the session in the year 1909 A. D. I quote here the Journal of the Senate. Cut it out; it will be good reading during the good old summer time in the year 1910 A. D.

"Mr. Plaine moved that the rules be suspended and the chairman of the Railroad committee return House Bill number 76 (Anti-Pass Bill) and that it be made a special order.

Roll call demanded:
The question being on motion to recall:
The roll was called and there were Ayes 14; Nays 26; Absent and not voting 3.
Those who voted in the affirmative were: Messrs: Bessen, Koffal, Ramsett, Strom, Cashal, McArthur, Steele of Stutsman, Syverton, Gilbert, Plaine, Steele of Ward, Wallen, Kennedy, Rice, Davis, Overson, Turner.
Those who voted in the negative were: Messrs: Albrecht, Crane, Erwin, LaMoure, McLean, Palmer, Simpson, Movious, Kelley, Duis, Wablicher, Talcott, Louitz, Gunderson, Anderson, Walton, Purcell, Baker, Whelox, Stevens, Neil, Welsch, Trimble, Pierce, Martin, Johnson.
Absent and not voting, Messrs: Grauvold, Halladay, Sharpe.
Stevens explained his vote. So the motion was lost. Senator Steele and Wallen kept faith and delivered the goods, but Martin Anderson was on the wrong side when the lights went out.

That was a cold blooded act, told in a cold blooded way. You will note that one Senator explained his vote and when a legislator does this there is always two reasons. First, he is doing something that he would rather not do. Second, he is ashamed of the thing he is going to do. It will be interesting to hear the Senator explain to his constituency at Northwood his Bismarck explanation.

The Railroad Pass Universally Discredited.
A hundred thousand voters were deeply interested in this mid-night vote. They had been led to believe through the platform of the party and the public utterances of individual candidates that this pledge would be kept. How well it was kept and who kept it and who did not the above vote will show. Perhaps Mr. Stevens can again explain his vote. Also Duis, Purcell, LaMoure and Talcott, and others would jump at the opportunity to do likewise to a grateful and confiding constituency.

The National Government has banished the pass and for a good and sufficient reason. Twenty five states of the Union have today Anti-Pass laws. They have them because they have learned that the pass is the acknowledged political weapon of the boss in machine controlled states. It enters perniciously into every campaign whether it be city, county, or state. It packed the state convention at Minot, and filled the lobbies of her hotels and streets with a shouting mob of irresponsible but active Ward healers; it crowded every train entering the city; it cut a wide swathe in the campaign for the United States senatorship in 1908, and will cut a wider one in 1910. It has demoralized every legislature that has ever convened in this state. At every session it has caused members to be sick at the hotels; called home by sudden sickness in their families, and many others to hike to the basement of the capitol building and with a haste which, to the initiated, was as ludicrous as it was pathetic. This happens always when some important railroad legislation is up for third reading and final passage, and noses have been counted and pledges have been given.

The Observation Car.
So universal in this state and in other states has become the distrust of the people as regards the use of a free pass that the members of the legislature or anyone else who is a political recipient of a free ride, and from railroads in this state, for duties performed, that when he sees the conductor, enter the smoker he hastily excuses himself like a guilty thing and hustles for the Observation car in the rear, and there calmly awaits the coming of the conductor. He knows, and knows well, that the neighbor or the friend with whom he talks in the day coach or the smoker resents the idea of having to pay while he rides free so he dodges the friends embarrassed as to escape his own. Everyone who rides on the cars these days notes this pitiable scene enacted over and over again.

Where You Can Always Find the N. Dak. Politician.

It is a matter of common knowledge now in the state that if you

want to find a leading North Dakota politician "enroute" you must penetrate to the sacred precincts of the sleeper or observation car. There you generally find him reclining in all his glory with a free pass, free sleeper berth, and free telegraph blank. These three things always distinguish the trusted and efficient officer as against that of the common crowd. The politician kills time gazing out through polished plate glass windows from his plush upholstered seat on a swift flying and ever changing panorama. Now and then a farmer constituency bending under the burden of the day crosses his vision, and he pities him. Yes, Sir, pities him from the bottom of his great, big, corporation heart; carries his free pass from corporation forces and talks eloquently about how to save the state. Up ahead in the smoker many of his constituency who paid cold cash on "Yim Hill's" transcontinental and who voted him into power are wedged in between negroes and dagoes, breathing tuberculosis germs and fumes of drug-store whiskey. Oh! It is a beautiful thing, this free pass business.

No man, be he a legislator, judge or governor but feels the inconsistency of this whole business. It is not any argument to say that the recipient gave no favors nor intended none, the fact remains the same, and everybody knows it, that a free pass issued to a special class is wrong. Wrong in principle and hurtful to the best interests of the state. Both the people and the possessor know it and hence the hasty flight to the rear end of the train, where comment is not made nor feelings hurt because as a rule everybody has them there. They simply go there as the Dutchman says, "because birds of a feather flock mit demselves." The railroad would, I presume, be as glad to get away from the necessity of issuing the pass as are the people to have it removed; they give it solely and absolutely for what it will accomplish in protecting what they conceive to be their special interests. The White Anti-Pass Bill should have passed and every member of the senate knows it, and if he doesn't then I can only say his explanations will keep him busy if he is a candidate for any place in the gift of the people in the year 1910, and he should be kept busy.

Railroads Safe in the Hands of the People.

There never was a time when the people of this state did not recognize, and fully, the value and importance of the railroads operating within the state. That the railroads can without hesitation place that great interest safely within the intelligent keeping of the people of this state and receive a square deal everybody knows. There is no need whatever, and never was, for "tickle me and I will tickle you" free pass sop. To dish this dope out to the legislature has but one construction, namely: Consideration, real or implied. If not then why only to leading politicians and members of the legislature? Why not to farmers and business men? To this latter class the railroads are under infinitely greater obligations and from a

purely business standpoint. The reason is obvious. They do not simply and solely because the individual legislator by reason of his office can commit sin—both of omission and if need be of commission, and he does, for and in the name of a free pass.

It is admittedly true that a free pass on all the railroads of the state is a very nice and exceedingly convenient thing to have, especially if you are a prospective candidate for office. The state is big and traveling costly, hence it follows: "where much is received much should be given." Every member of the legislature who flashes his free transportation on the cars of this state and good for one year though not guilty of dodging any legislative duties or responsibility must know that so far as his pass is concerned it has the universal and just condemnation and contempt of the people of this state. It is a standing evidence of promises broken and pledges unfulfilled. It deserves and should have banishment from the rich furnishings and special privileges of the palatial observation car to that of the strenuous passage on the Jim Crow Special.

Signed,
Independent Republican.

Some means should be provided by the legislature of North Dakota to provide greater publicity for the session laws. It requires several months for the printing and binding of the official edition, and yet all men are charged with a knowledge of the laws whether they be published or not. This is an especially absurd legal requirement in the case of laws carrying emergency clauses, which become effective as soon as signed by the governor. In most of the states all new laws are published in the newspapers, and in this way the public can ascertain the nature and provisions of the laws they are bound to obey. North Dakota should follow the example of New York, Minnesota, Wisconsin and other progressive states in this matter.—Grafton Record.

It may not be very generally known, but it is a fact, that North Dakota is the fourth state in the union regarding the number of species of wild birds found throughout the year within its borders. Nebraska being first, Colorado second, and Texas third. North Dakota lies in the great zone of bird migration, and has a wide stretch of territory from east to west and a considerable variety in climate from north to south.

The Great Northern road bed is being widened two feet from Minot to Williston. Many train loads of dirt pass Ross daily to accomplish the work of a much needed improvement. The company has had a long passing track four miles east of Stanley to facilitate the movements of its long train crew saving trains. Several more tracks will be laid between other stations as soon as the material is available.—Ross Valley News.

J. L. Skriveth and family will leave next week for Seattle, Wash., where they will spend at least a few months. We understand that it would not take a great deal of coaxing to induce them to remain in Minot permanently, and we should certainly like to see the right kind of an inducement thrown out, for they are regarded as among our best citizens.

Jack Fortune has the next thing to an automobile. He has a horse that refuses to start unless he is given the benefit of a few shocks from an electric battery. Whenever the horse balks a few injections of electric fluid causes the brute to move and then he goes some.—Glenburn Advance.

C. E. Colcord came down from Glenburn today, and closed a deal for the Lochel quarter of land joining his own. He is making arrangements to farm quite extensively this year.

FOR SALE—The 480 acre Jones farm, one of the best along the river, is for sale. Terms to suit purchaser. Ten miles from Minot, two miles from Sawyer and three miles from Logan. Inquire at the office of James Johnson, Minot, N. D.

Change With Caution

Almost invariably the men who are doing well in life are the ones who have followed some one thing pretty closely and have grown up in it until they are to an extent masters of their business. Even a dray man, if he sticks to his job, is at all intelligent and his town is large enough, is bound to succeed pretty well. How much better a man can do and more independent to getting the most for both his life and his pocketbook out of a piece of land. Here every tree he plants, every acre he carries and every building he puts up adds to his little kingdom's wealth and to his life's success. But it does make our heart ache to see so many quit the farm to try something easier, and also quitting other things they are masters of with the vain hope that they can pick up farming in no time and succeed. What disappointment there is in store for such people.

Horace Greely once said that a man should never change his occupation after he was 35 years old unless he was a horse thief, and we really think if we had stolen twice that long and made a success of it we should be greatly tempted to keep at it. The longer we live the plainer we see the mistake of forever changing.—Dakota Farmer.

Advertising Brought Success

Holden, Mo., Progress: J. E. Cahill, postmaster, and one of the leading merchants of Chilhowee, give this little scrap of his history. "I came to Chilhowee seven years ago, a young man, unknown and with only a few hundred dollars in my pocket. This sum didn't buy much of a stock of merchandise but I invested it all and then began to hustle for business. I had been a student of advertising and had observed particularly the growth and methods of the mail order houses, I determined to fight fire with fire and began to use printers' ink all the time. I used good sized space in the paper, prepared it carefully and changed it every week. At least once a month I supplemented this with circulars, thus getting my appeal for trade constantly before the eyes of every available trader in my territory. Did it pay? Well, last year the stock invoiced more than twice as many thousand dollars as I had hundreds in the original investment. The trade territory of the store is constantly growing larger. And I say undeservedly that advertising did it. The mail order houses don't bother me, largely because I do not give them a chance.

Many Notaries.

The number of notary public in the state is increasing rapidly. There are now over one thousand notaries in the state, and during Secretary Blaisdell's administration he has issued commissions to over 1500 applicants. Some of the applications in which their blanks overlooked the fact that the law requires that their application contain an impression of their seal and that the law also requires that the seals measure at least one and five eighths inches in diameter, another matter that is often overlooked by applicants.

The influence of works of fiction upon the moral and intellectual character of children is not always sufficiently recognized by parents. If there were greater care would be shown to the class of books allowed in the home. It is not necessary that every book should have a high moral purpose, but if the moral safety of children is to be regarded every book with a bad moral taint or suggestiveness will be excluded. In this age of abundant literature, good, bad and indifferent, it is no difficult matter to provide our homes with reading that is both wholesome and entertaining, and of high literary quality.

Aberdeen, S. D., is making elaborate preparations for a "Homecoming" for the old settlers of the Territory of Dakota and celebration of the 20th anniversary of the admission of North Dakota and South Dakota into the Union, June 16, 17 and 18, 1908.

New Spring Jewelry

New tasty styles in belt pins	75c to \$4.00
New catchy designs in scarf pins	50c to \$50.00
New creations in brooches	75c to \$75.00
New patterns in Ladies' cuff links	50c, 75c and up

All the up-to-date jewelry to suit all tastes

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The Exclusive Jeweler