

# THE DEVILS LAKE WORLD AND INTER-OCEAN

PUBLISHED EVERY THURSDAY MORNING.

E. M. CRARY, Publisher.

Subscription, One Year in Advance.....\$1.50

Advertising Rates Made Known Upon Application

Entered at the Postoffice at Devils Lake, N. D., as second class matter.

## SIX DOLLARS AHEAD.

Six dollars a head is the price at which it is proposed to save the state. For that sum the contributor is to receive for a year an eastern magazine which sells for a dollar and a half, a year's subscription to a newspaper which is not named, and which may or may not now be in existence, and membership in a new political party which is being organized for the purpose of controlling legislation at Bismarck a year from next winter and, presumably, of electing persons to the various offices to be filled.

There is now in progress throughout the state a campaign of this sort. Its organizers and managers kept have pretty well under cover, but there is new evidence that some of the men prominently connected with the movement are men who have aspired to state or local positions, without success. The plan of operation is for one of the agents of the concern to enlist the services of some person, presumably a farmer, of local prominence, and with his assistance a canvass of the township or larger district is made. Six dollars is the price of admission. Subscriptions to the magazine and newspaper are to start next December. Silver or paper money is accepted. Checks which can be immediately cashed are also in demand. If the victim has no money on his person and none in the bank, as a last resort checks dated in the fall will be accepted. One solicitor is reported to have secured 45 subscriptions in one day, which would bring in \$270. The magazine which is being peddled has a retail price of \$1.50. Various magazines of its class make an introductory price of anywhere from 50 cents to \$1.00. If the maximum be allowed, and another dollar be added for the somewhat mysterious weekly paper, the actual cost of material to the agent will be \$2.00. That will leave him \$4.00 out of the \$6.00 with which to pay his own salary, commission, traveling expenses, price of good-will, and various other incidentals which, is to be expected, will be given attention before a deposit is made in the treasury of the new party. The laborer is worthy of his hire, and the higher he gets the more worthy he must be.

Fashions change. Thirty years ago a good many thousand farmers paid from \$10 to \$20 a bushel for hullless oats. How many remember about that? Then there was a rage for county and township rights for washing machines, potato diggers and apple corers. How the thought of those things bring back the dear old days! Gold mines were fashionable for a time, and it is estimated by a man who says that he is an authority on the subject that if all the certificates of stock in worthless mines that have been sold by glib-tongued agents were placed end to end, they would reach from New York to San Francisco, and stick out some distance into the Pacific ocean.

New times, new manners! Instead of hullless oats the washing machines, and gold mines, we have the dollar-and-a-half magazine and the dollar newspaper for six dollars, with membership in a brand new political party thrown in for good measure.

Shakespeare's Puck remarked: "What fools these mortals be!" Phineas T. Barnum, in language less classical, but equally forceful, observed that the American people liked to be humbugged.—Grand Forks Herald.

Even the most resourceful mathematician finds it extremely difficult, if not impossible, to use any comparative statistics in such a way as to bring credit to the present administration. Some, however, make desperate efforts to put the figures together in such a way as to relieve Democracy of its burden of discredit. In an attempt of this kind, one Democratic newspaper refers to the fact that railway earnings for April, 1915, were \$33,821,308 as compared with \$32,222,791 for the same month of 1914, an increase of a million and a half.

Even that is comparing one Democratic month with another and therefore, proves nothing, the apparent good showing is entirely reversed when the Democratic editor finds himself forced to admit that the gain in net earnings "is not due to an increase in gross but to a decrease in operating expenses". That decrease in operating expenses must mean either reduced wages, reduced purchases or reduced employment. In any event, it means less money for the workers on railroads or in railroad shops. Nor is that all, for the same editor goes on to admit that although gross earnings "were down only \$2,000,000 for the month (April) they were down \$79,000,000 during the preceding nine months, or an average of nearly \$9,000,000 a month.

While most people will be glad to know that the railroads, aided by increased rates and by renewed industrial activity due to the war, are not as badly off as they were, it is difficult to comprehend what satisfaction a Democrat can get out of presentation of statistics showing the depths to which railroad business had sunk within recent months.

North Dakota may well consider herself fortunate in these war days in that financial conditions in our state are constantly improving. Bankstatements show steady and substantial gains in bank deposits in this state. Much of the increase may be traced to the fact that the people are coming to this state to buy land and are sending their money to North Dakota to be invested in lands.

The conditions of banks in North Dakota compares favorably with the condition of banks in other states of the union, in fact, conditions in North Dakota are superior to those in many states, as the present war has been felt in financial circles in a great many states, especially in the south.

The bank deposits of one city alone in North Dakota, (Grand Forks) have increased over a half million dollars in the past year, going from \$3,104,548.38 in June 1914 to \$3,504,485.09 in June 1915, and other cities in proportion.

Many new laws passed by the last legislature went into effect July 1, but how many people know what these laws are? If the average citizen wants to keep up with the procession he will have to purchase a copy of the session laws every two years and spend a week or two studying them. Some method should be adopted whereby people might become familiar with new laws without the expense and trouble of buying a book and reading it through. A provision should be made for the publication of these laws in at least one newspaper in each county, and a nominal sum paid for the work. In the long run it would be much cheaper and better to the taxpayers.

The constitutional Convention in New York has wisely voted down a proposition for a single-chambered legislature. Ours is a government of checks and balances and if one wishes to know what is possible in legislation under a single-chamber system when pressed by a dictatorial executive, one has only to consider the half-baked measure thrust through the last House in Congress by Wilson's mandate, only to be amended and put in shape in the Upper Branch.

## SITUATION

(Continued from page one.)

tradition of international law, all distinctions between merchantmen and war vessels have been obliterated by the order to British merchantmen to arm themselves and ram submarines, and neutrals who use merchantmen as transport thereby have been exposed in a varying degree to all the dangers of war.

"If the commander of the German submarine which destroyed the Lusitania had caused the crew and passengers to take to the boats before firing a torpedo, this would have meant the sure destruction of his own vessel. After the experiences in sinking much smaller and less seaworthy vessels, it was to be expected that a mighty ship like the Lusitania would remain above water long enough after the torpedoing to permit passengers to enter the ship's boats. Circumstances of a very peculiar kind, especially the presence on board of large quantities of highly explosives (word omitted, possibly 'dissipated') this expectation. In addition, it may be pointed out that if the Lusitania had been spared, thousands of cases of munitions would have been sent to Germany's enemies and thereby thousands of German mothers and children robbed of bread winners.

"In the spirit of friendship where with the German nation has been imbued toward the union and its inhabitants since the earliest days of its existence, the imperial government will always be ready to do all it can during the present war also to prevent the jeopardizing of lives of American citizens. The imperial government, therefore repeats the assurance that American ships will not be hindered in the prosecution of legitimate shipping and the lives of American citizens in neutral vessels shall not be placed in jeopardy.

"In order to exclude any unforeseen danger to American passenger steamers, made possible in view of the conduct of maritime war by Germany's adversaries, German submarines will be instructed to permit the free and safe passage of such passenger steamers when made recognizable by special markings and notified a reasonable time in advance. The imperial government, however, confidently hopes that the American government will assume to guarantee that these vessels have no contraband on board, details of arrangements for the unhampered passage of these vessels to be agreed upon by the naval authorities of both sides.

"In order to furnish adequate facilities for travel across the Atlantic for American citizens, the German government submits for consideration a proposal to increase the number of available steamers under the American flag, the exact number to be agreed upon under the same conditions as the above mentioned American steamers. The imperial government believes that it can assume that in this manner adequate facilities for travel across the Atlantic ocean can be afforded American citizens. There would, therefore, appear to be no compelling necessity for American citizens to travel to Europe in time of war on ships carrying an enemy flag. In particular, the imperial government is unable to admit that American citizens can protect an enemy ship through the mere fact of their presence on board.

"Germany merely followed England's example when she declared part of the high sea and area of war. Consequently, accidents suffered by neutrals on enemy ships in this area of war cannot be judged differently from accidents to which neutrals are at all times exposed at the seat of war on land when they betake themselves into dangerous localities in spite of previous warnings. If, however, it should not be possible for the American government to acquire an adequate number of neutral passenger steamers, the imperial government is prepared to interpose no objections to the placing under the American flag by the American government of four enemy passenger steamers for passenger traffic between North America and England. Assurance of 'free and safe' passage for American passenger steamers would extend to apply under the identical pro-conditions to these formerly hostile passenger steamers.

"The president of the United States has declared his readiness, in a way deserving of thanks, to communicate and suggest proposals to the government of Great Britain with particular reference to the alteration of maritime war. The imperial government will always be glad to make use of the good offices of the president and hopes that his efforts in the present case, as well as in the direction of the lofty ideal of the freedom of the seas, will lead to an understanding.

"The undersigned requests the ambassador to bring the above to the knowledge of the American government and avail himself of the opportunity to renew to his excellency the assurance of his most distinguished consideration.

(Signed) "Von Jagow"

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