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THE PROGRESS OF THE WAR.

Along the lines in northern France there has been considerable fighting, particularly in front of the French. The Germans gained and lost some territory and the week end finds both sides in about the same positions as before. In the Ypres section however, the Germans made a gain of territory after a strong artillery preparation and the British though counter attacking have not been able to regain the lost ground.

The Russians however, are bearing back the Austrian armies and are within thirty miles of Lemberg, which will be their present objective. The Russians claim to have taken over thirty-six thousand prisoners, nearly a hundred heavy cannon and a large number of smaller pieces and vast stores of munitions, during their two weeks advance.

Political matter in Russia are still rather mixed and several of the cabinet ministers have resigned. Some rioting is noted in the despatches. Finland has practically proclaimed its independence which will again confuse Russian affairs. On the other hand the splendid victories of the Russian armies will doubtless do much to inspire confidence and the support of the people for the present government.

In Germany there is also political revolution. Chancellor Von Holweg has resigned and other ministers have also been replaced. The Reichstag is practically on a strike against the kaiser until the government shall say just what peace terms shall be. The strike takes the form of refusing to vote money for war purposes.

While the agitation in Germany points to possible peace preparation, the war critics and the despatches are all very careful to explain that Germany is still unanimous for victorious war. The explanations are so emphatic that one hesitates to believe them fully.

THE DRAFT

In our own country the preparations for the 'draft' are going forward and in many states the registered men have already been catalogued by serial numbers given by the board at Washington as soon as lists have been received. Some few of the larger states have as yet not completed their records of registered men and until these reach Washington the formal draft numbers will not be drawn, though it was expected that the drawing might be done to-day, Friday. As we understand it these numbers will be drawn by chance at Washington. Each man in each district bearing the drawn number will be considered as drafted and will report for physical examination at the designated place in his own state.

This board will also pass upon possible reasons for exemption from service which the drafted man may offer (or his wife may offer on her own behalf)

The conditions of exemption have not as yet been made public. It is also stated, that if the man drafted is exempted either for physical or other reason, that the man who comes next in the order of numbering will have to take the place of the exempted man.

Any man who fails to report after being drafted will be considered and dealt with as a deserter from the regular army. We understand that each drafted man will get notice by mail and probably the others will also get notice.

In some cases the daily papers are publishing the numbered lists, but that is too great a task for the weekly papers, and therefore the numbering will have to be found by application to the boards.

The number to be drafted at this time about 700,000, represents about one in ten of these will be exempt for physical or other reason.

AEROPLANES IN PEACE AND WAR.

One of the immediate results of the European war is the remarkable development of the aeroplane. When the war began while the navigation of the air had been demonstrated as a success, its practical use was still a question. Without war conditions it would have been many years before the planes could have been proven of practical use in commerce.

Necessarily, it took considerable experiment and experience to successfully build and handle air-craft. There was an element of danger in learning to fly that was not attractive to the ordinary man. Aeronauts at the beginning were of the class of men who were willing to take their lives in hand for the sake of money and the excitements of risk. Flying before the war was still but little advanced beyond a mere circus performance and the exhibitions were attended by crowds, who marvelled that the flyer did not fall, or wondered why he so foolishly risked his life when he did fall as often happened.

Even at the beginning of the war, the use of the flying machines was experimental. Most of us thought that such machines were cut out for offensive purposes as a new weapon of destruction. It seemed so simple a matter to take a lot of explosives high in the air, far above possible danger from guns on the ground, and then drop death and destruction on people and property below with comparative safety to the destroyer. It was this idea that built the great Zeppelins. But the course of actual experience has proven the Zeppelin to be a failure, at least compared with its more swift though smaller cousin, the plane.

Doubtless, large dirigible, self-supporting, flying machines will be developed. Undoubtedly so when as expected, that after the war that flying boats will be used as passenger and possibly freight carriers, but as yet they are too clumsy, too subject to winds and too hard to handle on the ground.

But the war has also proven that unless used in vast numbers, which so far have not been made or manned, the aeroplane while capable of much local annoyance and destruction, as a decisive war weapon it cuts but little figure. Though the military authorities are now considering what the effect of great numbers of such flyers might be in military tactics, and the United States government is just now considering the expenditure of more than a half billion dollars in the making and manning of flying craft. This, for an invention that only proved a success a half dozen years before the war, is something very remarkable in itself and shows how rapidly war has brought this means of movement to the front.

So far, however, the positive success of the flying machine has been practically in one direction but that of great importance, the flyer has become the "eyes of the army." What this means is not altogether understood unless one also takes into consideration that in the present war cannon have been the bones, the framework, of all the armies. Given a superiority of heavy guns and the army so supplied has a great and usually the overwhelming advantage. Germany's first successes were based almost entirely on the superiority of artillery.

The world read with astonishment how the modern fortifications of Belgium were battered down to dust, and that finally, only trench warfare could be used in defence with any sort of success, and now we know that even trenches can be utterly destroyed if the guns get the range and the ammunition holds out. It is "getting the range" where the flyer proves his usefulness. As he flies over the enemy lines he sees and maps and photographs trenches, hidden guns

masses of men, and reports the positions to the gunners by signal or on his return. When the big guns fire the shots at the indicated places he is there to see if the shots are too high or too low and so signals until the shells accomplish the desired destruction.

This observation is all the more useful because the big guns are necessarily at long distances from their marks. From three to six miles away is the more common distance and at such distances even in a very level country it is difficult to get exact range because the objects are not clearly seen or may not be seen at all. Nine-tenths of the big gun fire is aimed at a calculation rather than at a seen object. But the flyers see.

But the work of thus spying out the defences and weaknesses of the enemy is not confined to one side. As a result, battles in the air are now an every day occurrence in Europe. Each side wants to know what is going on beyond the lines of the other and about the only way to prevent it is to send flyers against flyers. This sort of fighting in the clouds has been gradually increasing and very rapidly during the last few months, until we hear of as many as thirty machines on a side in which perhaps half the crews are sent hurtling to the earth.

Such fighting must be the last possibility in human ingenuity. It must combine the best of brain, and bravery with the last word of mechanical construction. It is a most wonderful combination of man and machinery. If either fail in the fighting—then the inevitable fall. It is evident that not every man would become a successful flyer.

All this is to be taken into consideration as to the future of flying machines. As we have said the war has developed the flying very rapidly but even as yet, as a commercial machine, there will be much to learn.

It will always take great skill to handle a flying machine.

The chances of safety in case of an accident will always be few.

The lifting powers of such machinery will be limited.

These will not prevent the flying machine from being used and being useful, but that such use will be general, say like ships, boats, or automobiles, that is a question of future development. Perhaps inventions will make them comparatively safe, and perhaps strong enough to carry heavy loads, but as yet they could not be considered safe or strong.

But the fact that the U. S. government will train perhaps fifty thousand men to fly will in itself do much for the future development of the flying machines, for peace as well as for war.

TOWNLEY AND THE I. W. W.

While the farmers of the valley have not had much experience with the I. W. W.'s, yet they have read and are reading the newspapers and know who these people are and their objects. We say objects though they themselves have never claimed that they had any special objectives except those of the burglar and highway robber and whose methods they employ to carry out their immediate objectives.

Once they were but wandering bodies of comparatively irresponsible individuals who were careful to confine their depredations to robbing henroosts and stealing garden truck, supplemented by "hand-outs" begged from and given by ordinary citizens from various motives. Now these "hoboes" have "organized" and go about the country seeking to make trouble wherever they can find an opportunity. They are confessedly at war with the world. They despise the name of citizen. They have no use for the word "law" and ignore "right" and "wrong" as superfluous terms.

These people are equally against ordinary labor unions and employers. They find their most favorable opportunities among the foreign element employed in the mines, and as yet at least have not made much progress among the skilled mechanics of the labor unions.

But now the farmers of this valley and this state are menaced in many ways by this organization of professed criminals. They are attempting to fix wages for harvest work arbitrarily at figures of their own making. If our farmers refuse to be dictated to in this manner—then the penalty is to be—destruction of crops and machinery.

That in brief is the situation from the view point of the I. W. W.

Mr. Townley of the Nonpartisan League has attempted to make a compromise agreement with the leaders of the gang, of whom he publicly acknowledged, contained many criminals who should be behind the bars, in which agreement he was to obligate the farmer employer to pay at least \$4 for a ten hour day and double pay for overtime and the day wage to increase per rate for wheat and

ling for more than \$1.50 per bushel.

This agreement Mr. Townley has later declared off because at some public meetings held at Devils Lake and Minot the farmers would not agree to the conditions.

Mr. Townley may have had the best of motives in attempting to make such arrangements, but he made several very serious errors.

He should have asked his own organization as to what terms they would be willing to grant these people if any, and not assumed the personal responsibility of thus arbitrating for some fifty thousand farmers and millions of dollars on his own say so.

He dealt with the I. W. W. as a responsible organization of honest men. Perhaps with his personal ideas of socialism, all he could see was an organized force of men whose platforms and aims were hardly distinguishable in language from the great organization of farmers he has built up in this state. He has taught the farmers that the men who handled farm products after leaving the farm were members of a "big biz" organization who were stealing millions of dollars from the producers. The I. W. W. doctrine is practically the same, only as the farmers are a class above them, an employing class, the I. W. W. adds the farmer to his category of natural enemies.

Mr. Townley also erred in treating with these men at all. First, because being utterly irresponsible, contracts and agreements to them are but "scraps of paper." Second, because they do not actually represent but a small part of the laborers who have habitually for a number of years visited the valley for the purpose of working through harvest and threshing. The larger number of these annual visitors are not I. W. W.'s, and have no use for that organization. Many indeed of these nomadic laborers have remained with us and made good citizens. What the effect of this bargaining with a set of criminals will have on these decent men whose help we need so badly and whose presence is so welcome, we do not yet know. But they will certainly believe that we are likely to have trouble with the I. W. W. class and they will feel like staying away.

If the police of any large city should deliberately bargain with burglars, high waymen and murderers to case their depredations for a stated sum for stated hours, the world would stand aghast at such a trade. But as Mr. Townley acknowledges, he has bargained and agreed with just such a class of men, who have organized to use "ruthlessness" in burning wheat fields, smashing machinery, and endangering lives of peaceful citizens—for robbery—in the form of an arbitrary wage scale, which no farmer could pay even at the present high prices of wheat.

The farmers of North Dakota we believe are too brave, and too intelligent, to agree to pay any sum whatever, for the purpose of buying immunity from the demands and threats of a band of acknowledged criminals and hold-ups.

"Not a cent for tribute but millions for defence" was the slogan of the first American revolution, and we believe that any man who thinks that spirit is dead among the farmers of North Dakota make a very great mistake.

FAIR DEAL FOR FARMERS.

Washington, July 18 (Special correspondence)—A measure that will command the attention of the farmers of the West has been introduced in the Senate by Hon. Charles Curtis of Kansas. It directs the Secretary of Agriculture to appoint at each railroad terminal or city in the United States a grain and hay inspector who shall inspect, grade, and tag all arrivals of grain and hay. A copy of the inspection shall be placed inside of the car, and another copy mailed to the consignor. The Secretary is directed to establish grades for grain and hay, and to make all the necessary rules for administering the act. The expenses of the work are to be paid by fees collected by the inspectors, which are set forth in detail in the bill. Senator Curtis has designed his bill to meet the discontent among farmers because of the lack of proper standards for the grading of grain and he will endeavor to secure action upon it as soon as the press of war legislation will permit.

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