

**Golden Valley Chronicle**

Entered at the postoffice at Beach, Golden Valley County, South Dakota, as second class mail matter.

THE CHRONICLE PRINTING CO.  
C. T. Bolstad, Editor



**TOLERATION AND CO-OPERATION NEEDED.**

In a speech at Long Branch Saturday President Wilson, discussing the recent labor trouble said:

"I have recently been through an experience which distressed me. I tried to accommodate a difference between some of the employees of the American railways and the executives of the American railways and the distressing thing I discovered was that on the one hand there was unlimited suspicion and distrust of the other side, and that that suspicion and distrust was returned by the other side in full measure.

"The executives did not believe in the sincerity of the men, and the men did not believe in the sincerity and fairness of the executives, and while arbitration was being discussed I had this sad thought: 'Arbitration is a word associated with the dealings of hostile interests. It is an alternative of war. There ought to be no such thing as the contemplation of hostility as between men whose interests are the same and who should co-operate together.'

Hasn't the president put his finger with unerring judgement on the very crux of America's most vexing problems? In almost any problem, instead of finding a way to get together there is invariably a tendency to take sides, which makes the matter worse. This thing of taking sides, which might almost be termed a national vice. And the pity of it is, the men who should be big enough and brainy enough to be willing to make concessions, the men who should be leaders in finding a way to level the arbitrary barriers that everywhere are erected, are the very men who become the most bitterly partisan.

There was a striking example of this in a recent editorial in The Railway Age Gazette, on which The Forum commented a few days ago. The editor maintained that the labor situation in the United States is in a perilous condition, that the government is in the hands of "mobocracy," and this editor discussing the threat of government ownership said the railways would even welcome government ownership, rather than submit to the dictates of the laboring men.

Yet this very editorial was simply fuel to the fast mounting flames.

North Dakota has recently witnessed the folly of this stupid habit of "taking sides."

The farmers of the state demand a more equitable share in the state government. They propose to carry into effect certain measures which they deem to be reforms.

This government was and is big with tremendous possibilities. North Dakota has the opportunity to work out some splendid reforms in government by means of this movement. There has seldom been such civic awakening in any state. But instead of taking advantage of this aroused public sentiment, instead of attempting to direct this energy into safe and sane channels, the state immediately divided into two hostile camps. Because some of the politicians didn't like the leaders of the new movement the

whole thing was called mobocracy and the movement was branded a "mob led by demagogues."

Isn't it time that some of the men in this country who make pretensions as thinkers began to think? Isn't it time that there is less hatred, misunderstanding and misjudgment and more of the spirit of toleration and co-operation.

And there is no place in the nation where there is greater opportunity for the practice of these virtues than right here in North Dakota.

**THE WILD AND WOOLLY WEST**

It matters not much whether the eastern writer be dealing with the adventure or the romance of fiction or the facts, sometimes romantic enough, also, of the journey of a political candidate across the continent, if the scenes of any of his episodes, imaginary or real, are laid in North Dakota, notwithstanding the fact that he is writing in the present tense, he will, in nine cases out of ten feel that he is not doing his subject justice if he does not draw on the old time novel for his descriptions and present to his readers pictures of the wild and woolly west, most of which never existed outside of the fevered imagination of the writers of thirty years ago, and which has today no counterpart in real life.

We are, therefore, given to understand by these writers that North Dakota is inhabited chiefly by cowboys, whose time is divided between galloping after runaway steers and shooting up the towns adjacent to their ranges. The easterner is intensely provincial person on the continent. Hence to these who are given to this sort of description, personal experience would be of no value. They could not be convinced that North Dakota is actually civilized. They might see farm houses with electric lights and bath rooms, and farmers by the thousands driving their own automobiles along well-kept highways—but they wouldn't believe it. North Dakota is to them the land of the wild and woolly cowboy, and so it will remain. Because the evidence of modern civilization and progress do not fit into the picture which has been formed in their minds, they would be ignored.

**WM. WIRT MILL'S NEW YORK LETTER.**

New York, Sept. 23, 1916. Direct primaries have had a real test in New York State and have earned the vehement condemnation of the losers, while winning no good word from the victors. The system is costly, both for the state and for the candidates. But it does give the party members opportunity to express their will and no political party will dare to bring back the convention system in the face of Tuesday's results.

The morning after the primaries, when Robert Bacon was thought to have won the Republican nomination for United States Senate, the comparison with the old convention system seemed to warrant the conclusion that direct primaries had dethroned the Boss only to enthrone Money. But when the fuller count showed the nomination of Congressman Calder, it was seen that money had stumbled in climbing up to the throne of political power.

The most important decision of the primaries was the triumph of Governor Whitman over the Tammany candidate, Justice Seabury, in the progressive and Independence League primaries. This leaves the Judge to the exclusive possession of the Tiger, while Governor Whitman, with

the support of three parties, is reasonably certain to be re-elected.

A more far-reaching effect of the progressive endorsement of Governor Whitman is the continuance of the progressives as a party. In throttling the element that would have handed over the party to Tammany, the progressive snatched their organization from the brink of oblivion and paved the way for polling the necessary votes to preserve their status as a party. The vitality of the party was shown in the polling of nearly half the enrolled vote.

As to the presidency, the primaries throw no light on the prospects of the contenders in that race.

More immediately and more deeply concerning the bulk of the people of the city is the threatened opening of the public schools in the face of the continued prevalence of infantile paralysis and against the opinion of that State Health department and of the Federal Public Health Service. The Board of Education has been misled into this error by Health Commissioner Emerson, whose facility for doing the wrong thing has become proverbial.

Still the strike on traction lines wears on, with occasional violence to the public. Threats multiply of sympathetic strikes, but these promised efforts to support the car men have failed so habitually that the public ceased to believe a general tie-up impossible. The persistent refusal of the car lords to submit to arbitration is rankling deep in the public mind and winning thousands to the opinion that there should be compulsory arbitration of all disputes affecting public utility corporations.

As the owners of the streets in which the traction lines operate, the public ought to constitute the predominant interest. The traction companies exist only by the leave of the public. But they totally ignore the rights of the people and thereby invite stern regulation and hasten the day of municipal ownership.

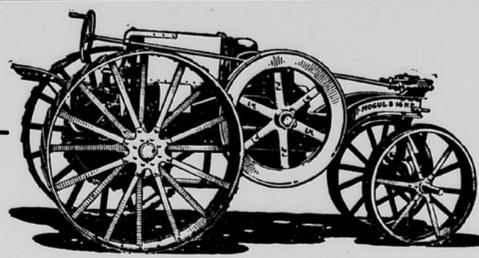
The waterfront of the port of New York, if drawn out in a straight line, would reach from the Hudson river to beyond Cincinnati. The total direct forage is 771.33 miles. Measured around piers along bulkheads the length of the waterfront is 979.3 miles or greater than the distance from New York to Chicago. The space available for commerce, the piers, wharves and bulkheads, is 393.65 miles, and this developed waterfront can be doubled.

Whichever way you look at New York, you find figures of amazing size. The public school system of the city, for example, as measured by the requirements for its maintenance, is to be set down at \$42,612,439, which is the amount asked for the support of the schools next year.

That day is lost in which there is no odd decision from one of the police judges. Now it is Magistrate Dodd who ruled that "There is only one head of the house, and that is the husband." The wife, he decided the other day, must be content with her husband's choice of a home.

**TWO ALLEGED HORSE THIEVES TO BE TRIED OCT. 2 IN BAKER, MONT.**

Marmarth, N. D., Sept. 28.—Trials of Denver and Oscar Woods, alleged horse rustlers, recently arrested here, will take place at Baker, Mont., on Oct. 2. Denver Woods had been pardoned from the North Dakota penitentiary only a short time when he was brought into the courts on the new charge.



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**LINGER & THOMPSON**

**DROP OF 41 FEET FOR CAR.**

Minot, N. D., Sept. 26.—A taxi car driven by Edward Livingstone, and carrying besides the driver Clarence Grant, dashed through the railing of the Great Northern viaduct and dropped to the track forty-one feet below. Neither of the occupants was seriously injured. Livingstone who is a chauffeur, accompanied by Grant, had taken a woman passenger to her home on the north side and was returning to the city. He was coming up the west approach on the north side of the viaduct at tremendous speed. There was a heavy rain falling and this probably obscured the view and with the high speed, prevented the driver from making the short turn necessary to get on to the main portion of the viaduct. Instead of the car making the turn as required, it went almost straight ahead and dashed through the railing,

breaking the 2x8 inch boards as well as some of the flooring which projects for the support of the railing posts, and fell to the track. In its downward fall it struck the branch cable of the telephone company, tearing it to pieces and cutting off communication with a considerable number of phones.

Just how the occupants escap-

ed death cannot be figured out, and both of them, for reasons of their own, refuse to talk.

It is probable that the car balanced on the cable and toppled backward, striking on the rear end. The front of the car which is a complete wreck, is badly broken and smashed, but this injury was evidently received when it plowed through the rail-

ing. The rear end is also smashed in, indicating that it landed on that part, when it struck the tracks. One of the men was pinned beneath the wreckage, but was not sufficiently injured to be taken to a hospital.

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Many years have shown the usefulness of this remedy. It's the ideal laxative, gentle, effective and strengthening. Now it may be obtained in tablet form, for convenience in taking.

Manalin will not form a habit of cathartics. Used as directed, the sufferer may reasonably expect not only immediate relief, but the re-formation of proper habits, in the natural way.

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