



Condensed News

Items of Interest From All Over the World

Tragedies and Comedies of Life Assembled for Busy Readers

MISCELLANEOUS.

Turkey, because of certain representations by the State Department here, has ordered Turkish troops to evacuate the American Hospital at Tabriz.

American forces in France are increasing rapidly, and it is believed that Gen. Foch intends to use them to deliver the "mopping up" blow.

Up to Sept. 2 allied armies had captured 128,302 German prisoners since July 18. Included also were 2,059 cannon, 1,734 mine throwers and 13,783 machine guns.

It is estimated the skip-stop plan of operating street cars will save 1,500,000 tons of coal yearly.

The British steamer Eschsch was torpedoed and sunk 500 miles off the French coast. Thirteen survivors of a crew of 37.

Lemon drops to the extent of 100 tons per month are being supplied to our soldiers in France.

The "duchess of Binsulck, who in real life is the crown princess of Siam, is in Canada on a tour of the Western Continent.

Gen. March intimidated in a recent interview with a committee that a grand all-American smash is being prepared.

Ciel Baker, convict at Tennessee penitentiary, recently jumped in the Cumberland river to save a child, was granted a pardon by Gov. Rye and enlisted at once in the army.

German newspapers declare that recent reverses are painful setbacks but can have no effect on ultimate victory.

Another reason for continuing amicable relations between Spain and Germany is said to be that Germany has immense sums invested in that country.

Proceedings have commenced in an Illinois federal court to stop the working of the 2-cent fare law in that state.

The banks of Missouri have over half a billion dollars in deposits, in spite of heavy war outlays.

The typographical union has 4,400 of its members in the army, and 77 have been killed.

The Catholic clergy are asked to infuse a patriotic zeal into miners to keep them at work.

Fuel Man Garfield has disapproved any present increase in the price of labor for miners.

A train load of drafted men was wrecked at Duncan, Okla., and three were killed and 45 hurt.

John Gilliam, negro, was lynched at Macon, Ga., because of an alleged attack on two white women.

An explosion took place in the federal building, Chicago, and four were killed and 75 injured. The I. W. W. is suspected.

Mexican smugglers shot and killed Customs Officer Fred Tate near Brownsville, Tex.

Frank Foris, 74, has just entered the Missouri penitentiary to serve two years. This is his sixteenth prison "bit."

A set of rich refined cranks in Los Angeles were fined \$47,000 for circulating seditious literature.

Secretary McAdoo has issued an order forbidding the garnishing of the salaries of railroad men.

Steers on the Chicago market Sept. 3 brought \$19 per hundred, the highest price ever known.

Cleveland, Ohio, school authorities have decided to make the girls in all the schools wear uniforms.

Chaplains at Camp Funston, Kan., seek to have 5,000 soldiers enrolled in a Bible class by Sept. 23.

Secretary Daniels predicts that the United States will be ruled entirely by the army when the boys come back.

Six million letters from soldiers have just arrived at New York, to be distributed in a few days.

Government officials have ordered all platinum, by whomsoever owned, to be forwarded to Washington. It will be paid for.

Judge Slat of the Cole County Circuit Court has declared the 6-cent carfare in St. Louis and Kansas City illegal.

Certain draft dodgers in various parts of the country have had their teeth pulled to evade service, but they are to be used anyhow.

A freight car built of concrete is among the recent patents issued at Washington. This to save steel.

Numerous bills are to be introduced in Congress this week for the purpose of raising money for the new army.

The industrial war board announces that the cost of living has advanced from 50 to 60 per cent since the war opened.

WAR BREVITIES.

A battle between bandits and regulars near Chihuahua, Mex., resulted in the death of 120 regulars and 80 bandits.

A Vienna paper has come out squarely for peace at the present time, on the best terms the Allies will make.

According to close compilation, German losses in dead since the war began are over 2,000,000.

American troops recently captured an entire German battery and then turned the guns upon the fleeing Huns.

PERSONAL.

Aviation Roosevelt, invalided home, saw his 5-month-old son for the first time at a New York hospital.

President Wilson has sent an open letter to scoutmasters asking co-operation of their boys in aid of the Fourth Loan.

Mrs. Elizabeth Day, 91, knits five pairs of socks monthly at her home near Seattle, Wash.

Thomas Perkins and F. G. H. Dorr were appointed assistant directors of munitions by Secretary Baker.

Miss Mary Hall, Chicago's leading saleswoman, is dead, and left a fortune of \$70,000 from her savings.

Boy-Ed, late of malodorous memory around Washington, has written a book on why America entered the war.

J. M. Salter, school teacher, fired for disloyalty, is a candidate for congress from Washington.

Mrs. William Lorimer, wife of the one-time political power, is seriously ill in Chicago.

Thomas Chadlo, the first Filipino soldier killed in France, will have a monument to his memory in Manila.

Charles E. Kahn, an Evansville grocer, left his fortune of \$100,000 to the Red Cross.

NECROLOGICAL.

George Vale, postmaster at Fall Leaf, Kan., was slain from ambush last week. A youth of 18 is charged with the crime.

James Cates & Sons' corn mill at Hopkinsville, Ky., was destroyed by lightning.

Fire in the Hall building, Memphis, Tenn., did \$90,000 damage, and two firemen were injured.

The town of Bippus, Ind., was destroyed by fire when an elevator full of oats burst into flames from spontaneous combustion.

GENERAL.

The war industry board has decided that corsets are nonessential, and the steel supply to makers has been cut accordingly.

Average food prices for July show a gain of 3 per cent over June.

Eleven big lines of the American-Transatlantic Co. have been taken over by A. M. Palmer as ownership rests in Germany.

The August output for ships was 340,000 tons, or more than three times the amount destroyed by U-boats.

A sergeant with the army in France has discovered that a sandbag tied to a mule's tail will prevent braying.

In attempting to flee the Illinois state reformatory Harold Abbott was shot and killed by guards.

Judge Clark of the United States supreme court, speaking at Cleveland, urged a league of nations, but insisted on whipping Germany first.

An appeal is made by the Red Cross for all doctors to join the volunteer medical corps.

FOREIGN.

A royal Spanish decree recently issued suspends all guarantees as to the liberty of the press.

The Soviets in Russia have decreed the death of 5,000 Socialists who are doing missionary work throughout that country.

A Socialist in a speech in the reichstag declared recently that the central powers made offers of real peace to the allies in January.

A captured German officer had a long document for the German high command, in which he commended the Allied tactics, and said Germany had no chance to win.

Fifteen dead Germans were found by a correspondent on stretchers in a bomb-proof where they had been abandoned by German doctors when the advance took place.

A strike of 200,000 workers in Westphalia has resulted in the deportation of 8,000 and the induction into military service of 3,000.

A dispatch from Switzerland declares the coming crisis in Germany will be far worse than any ever heretofore known.

No further trouble is expected in Siberia, as all the provinces there are now practically under one government.

Spain has at last determined to seize a German ship for every vessel she has lost by the submarine.

STATE TO PAY OFF LOAN AT NEAR DATE

SUM BORROWED FROM ST. LOUIS BANKS IS TO BE LIQUIDATED JAN. 1.

MONEY ACCUMULATED FAST

New Measures Passed by Last Legislature Netted Estimated Amounts—Good Balances in Revenue Fund, Says Treasurer.

Jefferson City. The balance of approximately \$1,000,000 of the state loan of \$2,000,000 will be paid to St. Louis banks in January, it was learned at the office of State Auditor Hackmann.

The loan of \$2,000,000 was executed by Gov. Gardner at the incoming of his administration to take care of the state debts. The \$1,000,000 already paid on the debt accumulated from new measures recommended by the governor.

The new measures passed by the last legislature had netted a total of \$1,799,849.92 to Aug. 23. Of the amount \$1,098,945.93 was derived from the corporation franchise tax and \$342,479.88 from the general inheritance tax.

A balance of \$957,874.43 is in the state revenue fund, according to the report of State Treasurer Middlekamp.

Convicts Paroled.

Jefferson City.—Tony Balsam and George Lee of St. Louis, serving 10-year sentences for highway robbery, were paroled by Gov. Gardner upon recommendation of the state prison board. They had served about six years.

Edward Gleisus of Kansas City, serving five years for highway robbery, also was paroled. He was sent here in September, 1915.

Errors Complicate Contest.

The question of who was nominated on the Democratic ticket for state senator in the Sixteenth district has become more uncertain with the discovery of another alleged error in the count in that district.

Upon the face of the returns Ross Feaster of Clinton was nominated by two votes. Senator John Baldwin of Appleton City, his opponent, produced a poll book showing he was credited with only 83 votes in Appleton township, when the tally sheet showed there were 88 votes cast for him. Baldwin said the additional five votes if counted for him would nominate him over Feaster by three votes.

Subsequently Feaster says he discovered a vote discrepancy in Taber township, in St. Clair county, which should nominate him by 53. He said that, while other Democratic candidates running unopposed received only 64 votes, the combined vote for him and Baldwin was 75, or 11 more than the other Democratic candidates received.

Light Raise Protested.

James E. Allison, a St. Louis engineer, representing large consumers in protesting a rate rider which the Union Electric Light and Power Co. of St. Louis want to add to its electric bills to cover the increases in the cost of coal, labor and taxes, told the public service commission that no emergency exists for such an increase in electric rates.

Allison declared the proposed rates are too high and seek an unjust burden on the consumer.

Gas Rate Raised.

A 30 per cent increase in gas rates to the small consumer, effective September 1 and to continue until January 1, was granted the St. Louis County Gas Company by the public service commission.

The present rate is \$1.95 per 1,000 cubic feet; the new rate is \$2.54, with a discount of 10 per cent allowed if the bill is paid before the 10th of the month.

Gas for industrial purposes was raised from 40 cents to 75 cents per 1,000 cubic feet, an increase of 90 per cent. The minimum charge per month is 50 cents.

Professional Jailbird.

Jefferson City.—Sixteen terms in penitentiaries of Missouri, Illinois and Iowa, these aggregating more than 50 years, is the prison record of Frank Pores, 75 years old, who was recently "dressed in" at Missouri penitentiary.

Pores' prison record tops all others in this state, members of the prison board said.

The actual time served in Missouri penitentiary, counting off one-fourth for good behavior, is 25 years.

"I can't work, and I have to live," was his answer when asked why he had been unable to keep out of the penitentiaries.

Major's Home Robbed.

Mrs. Elliott W. Major, wife of former Gov. Major, St. Louis, reported to the police that her home had been entered by a robber and that \$6, a pearl-handled revolver, valued at \$15, and a silver card case had been stolen while Mrs. Major and her daughter were in a front room.

Charles S. Benyard, a janitor employed at an apartment at Euclid and Maryland avenues, reported that he saw a negro escaping from a window of the Major residence.

City Boys on Farm Work.

A plan to get farm help from boys of the cities of Missouri was discussed at a conference in Columbia, Mo., by C. B. Mumford, Federal food administrator for Missouri, and members of the faculty of the College of Agriculture of the University of Missouri.

The outline of the plan is to recruit boys from the United States Working Boys' Reserve and to send them to a central training camp, where they will receive a two weeks' course in agriculture and military training. This farm instruction will be given by members of the College of Agriculture, while the military training will be given by army officers.

From this central training camp the boys will be sent to camps conveniently located near fertile farming regions. Here they will be sent to farmers who need their services and are willing to give them fair treatment. These camps will be conducted under military discipline.

The farmers will come after the boys in the morning and bring them back to camp in the evening. While working, the help will be paid and will pay a small sum toward the upkeep of the camp. The money will be obtained from the state or if this is impossible and a popular subscription is also found unworkable, the Department of Agriculture will be appealed to.

The plan is to train the boys for work next spring and summer and schools will probably be asked to dismiss those volunteering a short time before the usual vacation period starts.

Brave Mother Saves Baby.

Jefferson City.—Mrs. Chris Coffelt of this city jumped into a 14-foot cistern and rescued her 18-month-old baby, who had fallen into the water. The baby tumbled into the cistern while playing with some children. The mother, summoned by an older daughter, plunged into the well. She stood in the water while neighbors tossed a ladder to them. Neither of them was injured. Mrs. Coffelt is the wife of a city fireman.

To Cut Corners.

The Missouri road laws require that hedge rows shall be cut to a height not exceeding five feet. Road overseers are directed to see that this work is done.

Many accidents occur on the public roads of Missouri each year because the view is obstructed by a dense growth of hedge brush, and the State Highway Department requests this paper to urge all road officials in each county to comply with the law.

Hides Subscription Books.

Jefferson City.—The mailing galley of the Missouri Volksfreund, a German language newspaper, have been placed in a steel safe.

J. F. Koester, editor of the newspaper, had the same constructed to give protection to the names on its mailing list. The mailing galley in a newspaper office are usually kept on open rack or shelf.

Koester said that nothing special had happened to cause him to take the action. He has devoted much space in his newspaper to the various Government campaigns in behalf of Liberty bonds, war saving stamps, Red Cross and V. M. C. A.

Four Brothers Arrested.

Fulton.—George, Edward, Adolph and Gus Kieck, four brothers, were arrested here by Deputy United States Marshal Albert Smith of Jefferson City, charged with having made disloyal remarks. The Kiecks are German farmers and reside east of the city. The arrest follows an investigation made by the Callaway county council of defense, which forwarded its findings to the department of justice at Kansas City.

Nine Amendments to Vote On.

At the November election nine amendments will be presented to the voters for ratification, six of which are joint concurrent resolutions of the legislature and three are proposed by initiative.

The first five pertain to certain methods and changes in the fundamental tax laws of the state, either school, road or for other purposes.

The sixth is the "bare dry" amendment, and it ratified it will go into effect Nov. 1, 1919, unless the federal government steps in before that date.

The seventh is for the establishment of a fund to be loaned citizens of the state for the purpose of purchasing homesteads and making improvements thereon.

The eighth amendment relates to the taxation of unused land and to hacco and intoxicants. It is called by some the "single tax" amendment.

The ninth relates to the method of government of the big cities of the state.

To Visit Missouri.

The president assured Senator Williford that in the event he enters upon a trip through the western states, in the interest of the next Liberty loan, he will make at least one visit to Missouri and one speech there in the interest of the loan.

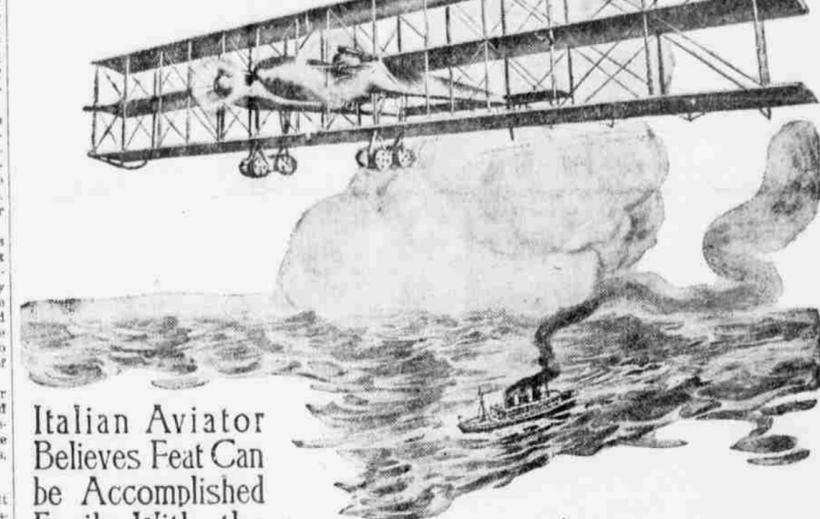
Asks Another Raise.

Jefferson City.—The United Railways Co. applied to the public service commission for authority to increase its fares on its St. Louis county and St. Charles lines. It did not ask for a specified amount.

The application recited that the revenues derived from the county and St. Charles lines are insufficient to pay operating expenses, without taking into consideration any return upon the company's investment.

The commission probably can enter territorial jurisdiction in these applications.

WILL FLY ACROSS the ATLANTIC.



Italian Aviator Believes Feat Can be Accomplished Easily With the Caproni Plane

LEUT. LEOPOLD BELLOTTI of the Royal Italian flying corps, now in this country, says positively that the transatlantic airplane flight will be made. While he does not set a definite time for the start, he says that a Caproni airplane will turn the trick.

This western ocean flight has been talked of and dreamed of for many years. Three things are essential for it. They are faith, skill and organization. With these Lieutenant Bellotti believes success is sure. Italy has the faith, she has the skill in the trained aviators of her army but she does not possess the organization, says a writer in New York Sun.

He believes that this is at hand in America and that Italy and the Capronis would desire nothing more than that the United States should furnish the organization and share in the honors which will fall to those who first fly over the Atlantic. At the same time the lieutenant admits that America is well supplied with skill, too. As he puts it:

"The flying youth of Italy and America would be proud to make the flight." The organization, he says, should consist of ships stationed at intervals along the line of flight to wireless the course to the pilots of the transatlantic machine and for precautionary measures, other work necessary would be the gathering together of weather reports and data vital to the men who will rise in the air in one hemisphere and land in another.

As to the type of airplane for the trip, Lieutenant Bellotti favors a registration Italian army Caproni. He has no preference for a triplane over a biplane, but he does believe that the machine should be speedy and should carry a small crew, instead of a heavy and slower air cruiser capable of carrying several men.

Would Like Liberty Motors. For engines he says enthusiastically that there is nothing that would suit the Caproni brothers better than a plane of their making equipped with Liberty motors should make the attempt, guided by an Italian-American crew.

"Caproni would have it so," said Lieutenant Bellotti. "He loves America. He patterned himself after your famous Wright brothers, and I know that there is nothing would give him greater pleasure than to have America share in the honors of an ocean flight."

Had Gianni Caproni, father of Italy's huge bombing and fighting machines, which have given a good account of themselves on the Italian and French fronts, been asked if the flight across the sea were possible this year it is safe to say that he would have replied: "We will do it."

Caproni, who is just thirty-two, was born in the Trentino, of Italian parents who had lived the greater part of their lives in the mountainous hamlet of Maso, which numbered about 500 souls, under the yoke of Austrian rule.

Despite the fact that they were forced to bow to the will of the Hapsburg government, they remained Italians at heart and instilled the love of the mother country into their younger son, who is now serving Italy so well. The home ties of the Caproni family held them under the despotism of a hated ruler, and they lived and dreamed of a day of reparation.

It was in this atmosphere that young Caproni received his early training. His elementary schooling was acquired in the small and isolated institutions of the Trentino. Even in those schools the boy's love for mathematics was indicated and appreciated, and when he had finished the courses presented his aged father and mother packed his few belongings, bestowed upon him their blessings and sent him north away from the Trentino to the engineering college at Munich, Bavaria.

Was Graduated When of Age. On his twenty-first birthday he was graduated from that institution with the degree of civil engineer. It was about this time that the Wright brothers began to demonstrate to a skeptical world that man could fly in a heavier-than-air machine. Their successes so fired the young Italian engineer with the dream of becoming a creator that he decided upon aviation as his life work. Despite his racial impetuosity, he realized that a theoretical groundwork would be necessary, and instead of joining the ranks of the exhibition fliers who immediately sprang up in Europe he continued the business of prying truths from textbooks.

It was a hard pull, for the expense of a higher education along proper lines was far from small and the sums offered for exhibition flights were large. But young Caproni stuck it out, and traveling still further north and away from the Trentino, he went to Liege and entered the Mirafiori institute in that city.

He applied himself to the more difficult courses in his curriculum, among them being that of electro-technics. This he mastered, and immediately broadened the scope of his pilgrimage for knowledge to include Paris and the flying fields of the continent.

He was always an irrefragable enthusiast on the future possibilities of the airplane, but usually tempered his advanced, and what in those days were radical, views with solid facts gleaned from his long preparation.

In the earlier days of the French demonstration flying the young man from the Trentino spent a great deal of his time talking with the men who were making exhibition flights and improving on the theories of the Wright brothers. He was always ready to discuss the future of the airplane and was frequently considered quite mad when he talked of time and distance annihilating machines capable of carrying as many as ten and twenty men.

Not Doubted by Skepticism. But the skepticism of the earlier fliers, and many of them were painfully frank in their characterization of Caproni's dreams, did little to crush the spirit of the man who has since become the producer of heavier-than-air machines which are larger and can do more than those he pictured in his own mind in the earlier days.

When he had drawn a great mass of opinions, practical experiences and beliefs from the earlier birdmen of Europe he returned to the Trentino, where he spent some time digesting them.

Finally Caproni was ready to build his first machine. He enlisted the aid of ordinary Italian carpenters, and in a small shed not far from Arcè began the construction of a machine. It grew under his direction, but it did not grow as fast as the suspicions of the Austrian police authorities.

Caproni was watched and limited in every possible manner. The police did not limit their aggression to the inventor, but extended it to his brother.

This, of course, could not continue, and Caproni again packed up his belongings, again received the parental blessing and crossed the Austro-Italian frontier. He went to Milan, Italy, and applied to the military authorities there for permission to erect a hangar and experimental laboratories on the cavalry exercise field near Somma Lombardo.

Has Designed Nineteen Good Types. Here at last he was given the opportunity to build and test his first airplane, and it is to the credit of Caproni that this first machine was rolled from the hangar and flew on its first trial. Others were turned out and still others, and to date nineteen types have been designed and built by this man, and in each instance have down as soon as finished.

The worth of these Caproni machines is proved by their adoption as standard bombing planes by the French government, the letting of contracts to the Capronis by the United States government and the purchase of several of the big triplanes by the British government.

Since the outbreak of the world war Caproni airplanes have taken all of the aviation records in Italy and have smashed many of the international figures. The inventor has not confined his activities to any one type, but has diversified his output. It is no uncommon sight on a Caproni field to see a gossamer winged monoplane roll out of a hangar door and under the lower plane of a giant Caproni triplane which has carried more than fifty men as passengers in a long nonstop flight.

At the same time the honor of the first tank airplane must go to Caproni. Some weeks ago news dispatches from the western front announced the use of the first aerial tank by Germany. The Caproni tank airplane had flown long before that announcement.

The biggest of the Caproni machines recently completed in Italy carried more than fifty men. It so far eclipses any other effort along similar lines that approximate dimensions are of more than passing interest.

Carries Seven Guns. This evolution of the air has an approximate wing spread of 155 feet from tip to tip, is about 65 feet long and 33 feet high, is armed with seven guns and develops 2,100 horse power with three motors.

This machine, of course, can carry an enormous weight of high explosives and drop them behind the enemy lines, and will stand build buns of them if the need. At present only one of these battle cruisers of the air has been constructed. Italy cannot spare more raw material for the construction of others. But Italy is depending on the United States for that raw material, and believes that she will get it.

Caproni is no self-advertiser. In this he resembles his countrymen. When something has had to be done in a military way Italian military chiefs have done it without talking. What it was necessary for new and vital things to be done in the air over the Italian front Caproni has done them. The words of a young Italian officer when asked why it was that Italy was not letting the world know what she was doing sum the situation up well. "Italy does not want to talk." "She wants to fight and to do."

Italian Aviator Believes Feat Can be Accomplished Easily With the Caproni Plane

LEUT. LEOPOLD BELLOTTI of the Royal Italian flying corps, now in this country, says positively that the transatlantic airplane flight will be made. While he does not set a definite time for the start, he says that a Caproni airplane will turn the trick.

This western ocean flight has been talked of and dreamed of for many years. Three things are essential for it. They are faith, skill and organization. With these Lieutenant Bellotti believes success is sure. Italy has the faith, she has the skill in the trained aviators of her army but she does not possess the organization, says a writer in New York Sun.

He believes that this is at hand in America and that Italy and the Capronis would desire nothing more than that the United States should furnish the organization and share in the honors which will fall to those who first fly over the Atlantic. At the same time the lieutenant admits that America is well supplied with skill, too. As he puts it:

"The flying youth of Italy and America would be proud to make the flight." The organization, he says, should consist of ships stationed at intervals along the line of flight to wireless the course to the pilots of the transatlantic machine and for precautionary measures, other work necessary would be the gathering together of weather reports and data vital to the men who will rise in the air in one hemisphere and land in another.

As to the type of airplane for the trip, Lieutenant Bellotti favors a registration Italian army Caproni. He has no preference for a triplane over a biplane, but he does believe that the machine should be speedy and should carry a small crew, instead of a heavy and slower air cruiser capable of carrying several men.

Would Like Liberty Motors. For engines he says enthusiastically that there is nothing that would suit the Caproni brothers better than a plane of their making equipped with Liberty motors should make the attempt, guided by an Italian-American crew.

"Caproni would have it so," said Lieutenant Bellotti. "He loves America. He