

THE WEEKLY TRIBUNE

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THE TRIBUNE COVERS
SOUTHEAST MISSOURI
LIKE THE DEW.

THE TRIBUNE'S CIRCULATION IS THE LARGEST IN
CAPE GIRARDEAU.

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CEMENT PLANT WINS SWEEPING VICTORY IN RAILROAD RATE CUT

REDUCTIONS ARE GRANTED WHICH HELP SHIPPING

Cape Company Can Ship to Arkansas Cheaper Than St. Louis.

GETS NEW RATES IN 5 ADJOINING STATES

Interstate Commerce Commission Ruling Aids Local Plant in Big Field.

Washington, Aug. 11—In a sweeping decision of the Interstate Commerce Commission handed down here today, railroad rates in the middle Western States on cement were adjusted considerably.

The Commission held that rates on cement from Cape Girardeau, Mo., to points in Southern Arkansas must be three cents per hundred pounds lower than the rates from St. Louis to those points.

Rates on cement from Cape Girardeau to Louisiana, Mississippi, Kentucky and Tennessee points must be two cents lower than the rates from St. Louis. A few exceptions are set forth in this particular field where other factors come into play.

The Commission in its decision declared that rates on cement from Cape Girardeau to Southern Illinois points have been unreasonable and a readjustment is ordered on a basis of 78 per cent of the present combination rates which obtain from Cape Girardeau to Southern Illinois points.

The Commission's orders to carriers to make the readjustments in their rates indicated in the decision by October 1.

The readjustment of cement rates from Cape Girardeau was requested by officials of the Portland Cement Company of that city.

The operations of the cement plant in Cape Girardeau, said the complainants have been handicapped to a certain extent by unfavorable railroad rates which have placed the Cape Girardeau plant at a disadvantage in competing with the plants at Hannibal, Mo., and in St. Louis.

The Cape Girardeau plant has been virtually barred from competing in the field east of the Mississippi River on account of the high combination rate that obtained from the Cape to Southern Illinois points. The St. Louis and Hannibal plants could best them on virtually every contract.

The railroads likewise had made rates from St. Louis to points in Arkansas and Louisiana that put the Cape Girardeau plant at a disadvantage in selling. The territory of the cement plant in that city virtually has been restricted to a comparatively small territory by a series of unfavorable rates.

A fight to obtain a more favorable adjustment of the rates was joined in by the officials of the Cape Girardeau cement plant and with the decision of the Interstate Commerce Commission, they have gained virtually every point they asked.

In ordering the readjustment of the cement rates from Cape Girardeau, the commission conforms with regulations it has promulgated several months ago on the long and short haul features of rate making.

It is anticipated that the new tariffs from the Cape will mean new activities for the Portland Cement Company, of which W. H. Harrison is president.

In fine, the decision is a technical victory for the railroads, but an actual victory for the shippers. The increases asked affected the general region of Illinois, Wisconsin, Minnesota, North Dakota, Nebraska, Iowa, Kansas, Missouri, Arkansas, Louisiana, Texas, Oklahoma and New Mexico.

The commodities upon which increases were asked were items of heavy movement in this territory. The aggregate increased revenue from the

HILTON WIRES HE CAN'T KEEP HIS ENGAGEMENT

"Sorry, But I'll See You Later," He Telegraphs Commercial Club.

"WE'LL MEET ANYWAY," SAYS MR. HINCHEY

Commercial Travelers Incensed at Frisco's Effort to Cripple Service.

Alexander Hilton, general passenger and traffic agent of the Frisco, will not attend the conference tomorrow night of the Commercial Club, the Retail Merchants' Association and the Commercial Travelers' organization, which was planned to discuss the chances of restoring the Blytheville and Poplar Bluff local trains.

Hilton yesterday advised Secretary Hinchey of the Commercial Club that he was forced to make a trip into Texas and that he would be unable to meet with the Cape Girardeau business men till after his return.

He expressed regret that he will be unable to be present at the conference.

The conference will be held at the Commercial Club rooms and in the event that the hall is overcrowded, the meeting will adjourn to the Common Pleas Court room.

The Tribune learned last night that Mr. Hilton will not be represented at the meeting despite the fact that he gave the impression to business men here that he would be.

It is probable that the three-cornered conference will discuss a plan of action to follow in prosecuting the matter of getting the trains restored to service.

Commercial travelers who have arrived in Cape Girardeau since the Blytheville train has been taken out of service by the Frisco, declare that traffic on the through trains between the Cape and points in Southeast Missouri has been almost redoubled.

Many have been forced to stand in the aisles of the coaches for several miles on the fast trains till they could obtain a seat, they say. Moreover, traffic seems to be increasing, instead of standing still or diminishing, the travelers say.

On account of some inconvenience that the commercial travelers have been put to this week by the railroad's action in taking off the local train to Blytheville, they expect to take an especial interest in the conference that will be held tomorrow night.

Much interest is being shown in the moves the Cape Girardeau business men have been making looking toward the restoration of both the Blytheville and Poplar Bluff trains by business men living along both lines, and it is probable that commercial organizations representing various towns between here and Poplar Bluff and Blytheville, will come to the Cape to attend the conference.

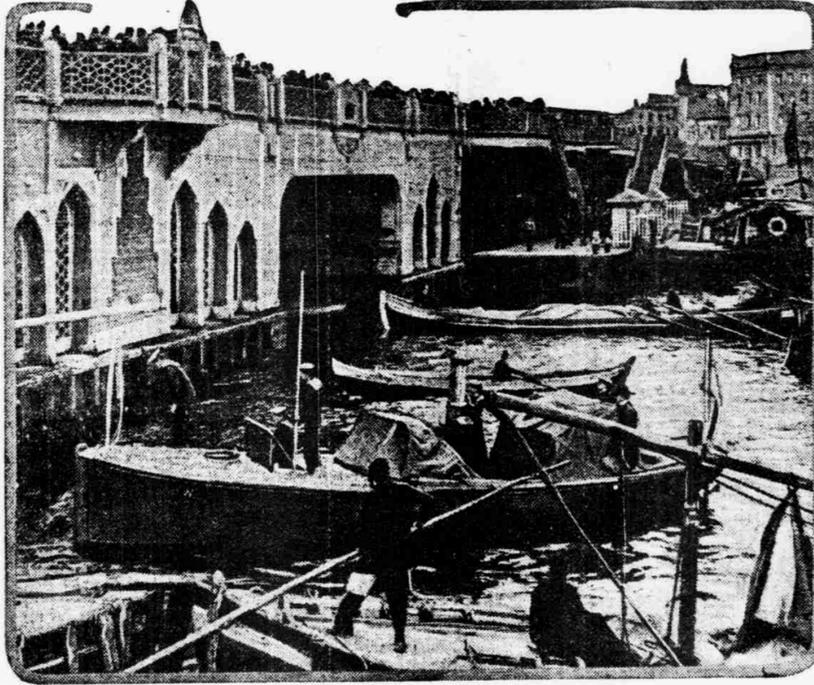
The conference, virtually was sought by Hilton after the officers of the Commercial Club here indicated that the Cape business men intended to see the fight through to the finish, if it was necessary to go before the State Public Service Commission. The project of obtaining a Federal injunction enjoining the railroad from taking the Blytheville train out of service at one time was discussed by the Commercial Club.

"I believe that this fall will see 30 per cent more traffic on all these lines in Southeast Missouri than is being handled right now," W. L. Perkinson, of St. Louis, declared to a reporter for The Tribune last night.

"I have been over all the lines in this part of the State for the last five years. Now, when the Blytheville train was running, it seemed to me that the coaches were filled.

"Two months ago, that was not true. The farmers down here now are harvesting a tremendous crop and they have money to ride and money to go

FAMOUS BRIDGE BLOWN UP BY THE BRITISH



This is the famous Galata bridge at Constantinople, connecting European and Asiatic Turkey, which is said to have been blown up by a British submarine.

WOMAN ASSAULTED, TO VISIT MOTHER

Mrs. E. H. Baker Departs for St. Louis After E. M. Robinson Is Ordered Held.

Mrs. May Baker, accompanied by her husband, E. H. Baker, last night departed to St. Louis to go to her mother's home after the preliminary hearing of E. M. Robinson who is charged in a warrant with assaulting Mrs. Baker in her room at the Riverview Hotel last Saturday morning.

The preliminary was held before Judge Willer, who issued the warrant upon which Robinson was arrested. Robinson was bound over to the County Court at Jackson and his case will come up for trial probably sometime during the week of August 23, when court convenes.

Arrangements are being made by Robinson's attorney, J. G. Williams, of St. Louis, to have him released on a bond this morning. The bond was palmed at \$500 on the day Robinson was brought to the Cape, but Robinson at that time was unable to obtain a bond.

A bond has been prepared naming H. W. Blackman as bondsman, by Lawyer Williams. Blackman will be in the Cape today to qualify before Judge Willer.

Before Judge Willer, Mrs. Baker yesterday morning told her story of the assault that was made upon her in her room. She declared she made one outcry and was prevented from making any further noises by the man who placed his hand over her mouth.

The story she told at the preliminary hearing was almost identical with that first printed in The Tribune. Attorney Williams cross-examined her for several minutes, but failed in three or four attempts he made to find a contradiction.

The only other witnesses introduced were Arthur Lamber, negro porter, Lavina Smith, chamber maid, and P. W. Revelle, clerk at the hotel, all places with which to buy things they need.

"I hope the petitions being gotten out down here do some good."

Several new names were added to the petitions asking for the restoration of the two local trains to Blytheville and Poplar Bluff yesterday. Virtually every signer who affixed his signature at the Idan-Ha and St. Charles hotels did so voluntarily when he saw the nature of the petition.

New names obtained yesterday are: H. G. Armistead, S. N. Snarr, L. K. Schmoll, W. L. Perkinson, Floyd R. Biggs, L. D. Collins, George H. Salzgeber, T. L. Horkins, M. C. Miller, C. L. Schleicher, E. W. Bogan, W. R. Harris, John R. Dorlee, A. J. Sills, T. T. Mangson, Charles F. Knapp, W. E. Kaiser, R. H. Kuechler, Herman Judah, D. M. Crawford, O. J. Souder, J. E. Preusser, H. W. Bridges, C. A. Kressler, O. N. Smith and George H. Boahwarter.

SISTERS LOSE IN RACE WITH DEATH

Mrs. Bessie Bolan Dies in Hospital Three Hours Before Kin Arrive.

Mrs. Peter and Mrs. Frank Traub, sisters who are married to brothers, made a record run from Commerce to this city last night in order to reach the St. Francis Hospital before Mrs. Bessie Bolan, their sister, succumbed to a complication of diseases, but death won.

Mrs. Bolan died at 4:45 and they reached the city on an 8 o'clock train. When they reached the hospital and found that their sister was dead, their grief was inconsolable.

Mrs. Bolan was the wife of Walter Bolan of Kewanee, Mo., a village about 16 miles south of Sikeston. She was brought to Cape Girardeau about one month ago, suffering from appendicitis and another serious malady. Two operations were performed and for several weeks she improved slowly, but her physician believed she was going to recover.

She suffered a relapse Tuesday and her sisters were notified that she was not expected to recover. They boarded the first train for this city, but before they could reach their sister's bedside, she passed away.

The body was taken to the Walther Undertaking parlors last night and prepared for burial. It was shipped on an early train this morning to Sikeston, where it will be buried this afternoon in the Sikeston city cemetery.

Mrs. Bolan, who was 24 years of age, is survived by her husband and two children.

introduced by the defense. They testified that they heard no outcry at the time the assault is charged as having taken place.

None of them, however, were on the third floor, where Mrs. Baker's room was situated, at the time the assault is supposed to have been made.

Robinson, when he left Mrs. Baker's room, took a train to St. Louis. Several hours later when her husband returned home, he heard from his wife the story of the assault and immediately began searching the streets for Robinson.

He saw Patrolman Whitener to whom he told his trouble. Whitener aided him in locating Deputy Sheriff Seagraves and having the St. Louis police on the lookout for him.

Robinson was arrested on the train long before he ever arrived near the city. Detective Collins of the St. Louis department boarded an out-bound Frisco train, met the incoming day train at a junction several miles out of the city, and after boarding it, searched the car for his man.

RANNEY TO HEAR JUDGESHIP FIGHT

Contest Over Ste. Genevieve Office Begins Today--Is Political Feud.

Judge R. G. Ranney in the Court of Common Pleas today will listen to an also a case of law, politics and personal contention as has been in the courts for a long time when he hears attorneys argue over the question as to whether Judge Charles W. Meyers or Thomas B. Straughan should be presiding Judge of the County Court of Ste. Genevieve County.

The case raises a question as to the constitutionality of a law permitting absentee voting. It is of political interest, because Meyers is a Democrat and the man who is trying to unseat him is a Republican. It is a case of keen personal contention, because both men are striving to the last ditch. Meyers to hold the place as presiding Judge, a position paying about \$150 a year at best, and Straughan to unseat him.

The expenses of the contest will range between \$1500 and \$2000 for each man, it is estimated.

Last fall in the Ste. Genevieve County election, one of the bitterest political fights ever recorded was staged between Meyers and Straughan over the judgeship.

Meyers, although a Democrat in a Republican County, had won the judgeship by a majority of about 100 for the last three terms of office. While he was presiding judge, Straughan, one term, was sheriff. The sheriff's office had been collecting a fee of 50 cents on certain papers that were served by his deputies.

Meyers altered the system and took the fees away from the sheriff's office. A bitter contest took place over this move.

Last fall, Straughan entered the political fight against the former judge, determined to unseat the man who had removed about \$200 of the revenue of the sheriff's office.

Campaigners of long experience speak of the Meyers-Straughan fight as one of the "hottest" they went through. When votes were counted on the night of Tuesday, election day, the return showed 1120 for Meyers and 1118 for Straughan, according to figures quoted by Senator Whitledge, one of the attorneys in the suit.

The law permitting absentee voting operated, however, empowering men taken out of the county and temporarily away from home to cast their ballots and mail them to the court where they would be counted on the following Saturday.

The absentee vote number 13. Ten of these were for Meyers and three for Straughan, making Meyers' majority 9.

Straughan filed a contest suit immediately, however, and the case has been in the courts ever since. The

(Continued on page 4.)

MEXICANS ENTER TEXAS AND BURN RAILROAD BRIDGE

Two Hundred of Villa's Warriors Use Ranchmen for Target Practice--Damages to Property is \$3,500.

U. S. ORDERS FLYING SQUADRON OF ATLANTIC FLEET TO MEXICO

British Submarines Enter Black Sea And Sink Three Turkish Warships, London Announces--Germans Continue Victories.

(Special Dispatch to The Tribune)

Washington, Aug. 11—Gen. Carranza overshadowed everything in the Mexican problem today, when he issued a statement denying the United States and the Latin American powers the right to interfere with Mexico, and announced that he expects all Mexicans under adverse circumstances to know their duty.

In reply the United States ordered the flying squadron of the Atlantic fleet to proceed to Mexican waters. These will have on board several thousand marines and bluejackets, who will establish a base at Guantanamo, Cuba, within easy striking distance of the Mexican coast.

El Paso, Tex., Aug. 11—More than 200 Mexicans, believed to be Villa men crossed the line near Langtry, Tex., Tuesday and burned a railroad bridge, causing damage estimated at \$3,500. American ranchmen were fired upon by the invaders.

Houston, Tex., Aug. 11—Fifty Mexican outlaws were in a running fight this afternoon with a detachment of U. S. Cavalry along the border, near Harlington, Tex. Tonight practically every male of the three border counties are armed. It is reported that an organization of Mexicans have announced that they are going to invade the border States with a campaign of murder. The movement is supposed to be in behalf of the "Mexicans, negroes, Japanese and Chinese."

London, Aug. 11—The capture by the Germans of the important railway junction south of Ostrow and the storming of Beniaminow, east of Novo Georgievsk, were the direct results today of Von Hindenburg's campaign against Riga. It is admitted from Petrograd that preparations are under way for the evacuation of Kovno.

London, Aug. 11—The British warship Ramsey has been sunk in the North Sea by the German steamer Meteor, it was officially announced tonight. The Meteor, as she was being chased by British vessels, was blown up by her commander, the statement adds.

The text of the statement follows: "H. M. S. Ramsey, Lieut. S. Raby, R. N. R., a small armed patrol vessel was sunk by the German armed fleet auxiliary steamer Meteor on the Eighth of August in the North Sea. Four officers and thirty-nine men were saved."

The German Emperor formerly had a private yacht named the Meteor, but it is not known whether this was the vessel which sank the Ramsey.

London, Aug. 11—J. L. Garvin, editor of the Fall Mall Gazette, in an article which argues that in the Dardanelles lies the key to success for the allied armies, says:

"Von Hindenburg evidently is working might and main to bring off the huge coup of his dreams, which hitherto always has failed.

"He hopes to turn the inner line of Niemen on the Bug as completely as he now has turned the outer line on the Vistula. He undoubtedly is throwing every man he can muster into the Baltic Provinces far above the Polish triangle, and means to strike heavily at the railway connections with Petrograd.

"The chief junctions aimed at are Vilna and Dwinsk. His forces are not yet within 60 miles of either. The country is shaggy and sodden and infernally broken by rivers and lakes and every kind of running water, so that it is in some respects more difficult and dangerous than any region the Germans yet have penetrated, but they are confident in their transports, their engineering corps and technical resources of every kind, and in their cavalry, which they hope to launch in overwhelming mass and speed.

"Let there be no mistake that this act of the drama is far bigger than anything gone before. Warsaw is a bagatelle by comparison. Enormous military issues are still at stake. We may take it for certain that Von Hindenburg is working the German frontier railways at top pressure hurrying battalions and squadrons from other quarters through East Prussia to the northernmost wing, where he still craves, after being baffled so often in the last 12 months, to strike the Grand Duke in the flank with a thrust as near as may be to mortal."

Berlin, via London, Aug. 11—The German War Office announced today the occupation of the fortress of Beniaminow, which lies to the east of Novo-georgievsk, the Russian stronghold on the Vistula northwest of Warsaw.

The statement says: "The army group under Field Marshal von Hindenburg easily repulsed strong advances made by the Russians during the last few days along the Riga-Mitau road. An attack by strong Russian forces from Kovno failed. The number of Russians taken prisoners there since Aug. 8 has been increased to 2116 and of machine guns to 16.

"East of Lomza our troops are advancing in the direction of the Bohrnarew line. The enemy still hold the bridgehead at Wznia. South of Lomza the entire Russian line is retreating. The strongly fortified section of the Caerwony-Brok position could not be held by the enemy. Our pursuing troops crossed the Caerwony-Brok position and are advancing to the east thereof. The railway junction southeast of Ostrow was captured.

"East of Novo-georgievsk the fortress of Beniaminow, which was evacuated by the enemy, was occupied. Bombs were dropped by our airships on the fortresses of Novo-georgievsk and Brest-Litovsk.

"The army group of Prince Leopold of Bavaria, during a sharp pursuit on the left wing of the allied troops, reached the region of Kaluszyn. On the right wing the army of Gen. von Worysch took by storm early this morning rear guard positions on both sides of the Danka west of Lukow. More than 1000 prisoners were taken.

"The army group of Field Marshal von Mackensen is engaged in making attacks on enemy position behind the sectors of Bystera, southwest of Radzyn; Tiszenitz, west of Karczew, and on the Ostrow-Uehruck line."