

Ripley County Democrat.

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'ROUNABOUT THE STATE.

Gleaned from Exchanges—Made by the Shears, the Pencil and the Paste Pot—Some Original, Some Credited, and Some Stolen, but Nearly All Interesting Reading.

Cape Girardeau is making a determined effort to get a government armor plant.

A man caught stealing wood at Fredericktown, recently, was fined \$25 and given thirty days in jail.

At a farmers' institute held at Gordonville, Cape Girardeau county, recently, Albert Hink won first prize on embroidery.

The Commercial Club at Sikeston is planning a campaign for \$1,000,000 bond issue to be used in building good roads in Scott county.

Judge Kimbrough Stone has ordered the gown he is to wear as a justice of the United States circuit court of appeals. Members of the court wear black silk gowns.

Members of a Modern Woodman camp at Oak Ridge, Cape Girardeau county, out wood and butchered hogs for a fellow member who was ill, as also was his wife, a few days ago.

Twelve pairs for every man, woman and child in the state is the present production of Missouri's forty shoe factories which make the state leader in the shoe industry in the Middle West.

The high cost of beans, the scarcity of water, and the lack of 'pep' in 'popper', which is now half 'pe', are the reasons given by the Leaton paper for the closing of the town's chili stand.

Reading in an exchange of the finding of a skeleton that had a copper cent, evidently grasped in its hand when buried, the Leaton Times hazards a guess that the cadaver was once a newspaper man.

When two men snooping about Joplin told local officers they were detectives from Kansas City the Joplin cops sought no further evidence but straightway took the visitors to the holdover, and marked them up as crooks.

Among the things that can disturb the equilibrium of a Tin Willy a Martineville man found that throwing on the brake too quickly was about as bad as a blow-out. The car turned over and both occupants were badly hurt.

That he was being run over by a county line is the complaint of Mert Rowland, of near Evening Shade. Mr. Rowland has a county line extending through his bars and it makes him feel overworked to feed half his stock in Texas county, the rest in Pulaski county.

A sensational divorce case was on trial in Jefferson City recently and the court room was filled with women who brought along their fancy work so that they could crochet their edgings and trimmings for their lingerie and at the same time acquire a savory fund of social gossip.

W. B. Biddle, the new president of the Frisco Railway corporation, succeeding the late W. C. Nixon, began his railroad career as a brakeman, and worked up through all the grades. He came along rapidly and he is now only 36 years old. As he was associated with Mr. Nixon in the former management of the property it is said he will continue the Nixon policies as nearly as necessities permit.

A few days ago three men entered a saloon at Poplar Bluff, held up the barkeep and several men loafing in the place, and secured \$265.00, of which sum a farmer, who had stopped in for a drink, contributed the \$200. The robbers made their getaway all right and have not since been located. It was an expensive drink for the farmer, but it is supposed the robbers knew he had the kale, as they followed him in and pulled off the seance, frieking him first.

The tobacco sale Tuesday brought the highest average of the season, reaching the high mark of \$15.97. There were offered 104,740 pounds ranging in price from \$10.00 to \$25.00, a number of baskets of the Doran & McClure crop brot \$21 and \$22 and the entire crop made an average of over \$19. Most of the tobacco sold Tuesday was of medium grade.—Dearborn Democrat.

A surprise was that of B. F. Thompson who concluded to get a divorce from his wife who left him four years ago. Service papers chased Mrs. Thompson into several counties and finally located her in Johnson county, where it was found she had procured a divorce from Thompson three months ago and married Louis Keeler, of Fortuna.

Hopkins Journal: Homer Lawler has the Uncle Dan Bollinger ear of corn containing 28 rows outlashed, leaving an ear at this office with thirty rows on it. We had no sooner jotted down this item than in stepped John M. Fine with a well developed ear of corn containing 32 rows, raised by his son, Glen Fine, west of town. Can you beat it?

Jackson Cash-Book: A greatly prized relic was on exhibition at the Gordonville Farmers' Institute last week. It was a piece of cross-stitch embroidery done on white linen in blue silk floss. It was brought to this country from Germany and was made in 1739, making it now 178 years old. It is the property of Grandma Lühring at Gordonville.

Goat meat was a viand on the menu at an Odd Fellows' annual feast at Princeton recently. At no place but a secret society banquet does the goat get recognition, as most lodges usually have a few of the animals about to help along in the secret work, and besides, goat meat generally gets on most bills of fair as "spring lamb."

Vernon county's retiring sheriff made the last day of his office tenure one of record by collecting a fine of \$1,000 imposed for carrying concealed weapons. None about Nevada remembers when a fine of anything like that sum was collected and it may have been the first instance in the history of the county.

Mississippi county claims the honor of having the youngest sheriff in the state. Howell King the present incumbent being but 23 years old. Holding the office seems to be a family affair however, as he was the deputy under his father, whom he succeeded, and his father is now the deputy.

For the first time in fifty years there was no military ball this year at the governor's mansion on the night of January 1.

Lighting a firecracker, then putting it into a bottle to see what would happen was an experiment personally conducted by a fourteen-year-old Jefferson City school boy. The exact result of the experiment will not be ascertained until the surgeon takes out the stitches.

It did not pay Garfield Gilbert, of Pollock, to bootleg in Sullivan county. He was tried before a jury Tuesday last and found guilty on two counts of illegal selling of intoxicating liquors and fined \$300 on one count and sentenced to jail for twelve months on the second count.

A Chillicothe tonsorial artist is thanking his stars that his barber chair is larger than his shop window, for the chair is all he has left of a complete outfit. A burglar or burglars forced a rear window to the shop and made a clean sweep of the shop's contents save the chair, which was too large to be taken through the window.

J. O. Fiske, owning a farm northwest of Tarkio, last year rented the first land he ever rented in Missouri. He consented to take 40 acres of the Al. Angel farm to which he had to drive two miles while tending it. Two weeks ago he sold the corn off this 40 acres at 80 cents in the crib. There were 1,887 bushels which brought \$1,510.08.

A volunteer fire company of one lone member put up a successful fight at Mound City recently, when he noted from his seat on a delivery car that the Hiatt Hotel was burning. Without giving an alarm, he ran into the hotel, seized a picher of water and a ladder, mounted to the roof and put out the fire all by himself, the guests not even knowing that the hotel had been on fire.

It is likely that Secretary of State Roach will be appointed to a place on the Federal Farm Loan Bank board in St. Louis in a short time. Oon Roach is an able man wherever he is placed and if nothing of that sort is open to him he still is a mighty good editor and he can go back to his paper at Carthage and make Rome howl as often as he likes. Here's hoping he doesn't see red like Kelley Pool after his defeat, though.

An election bet that has just come to our notice was that of Earl Wyrick and Cuma Poston. Earl is the twelve-year old grandson of Mrs. Lizzie Johnson and Cuma the twelve-year old daughter of Billie Poston. Just before election Earl bet his trousers against Cuma's dress that Hughes would be elected. When Wilson's election was conceded he brought his trousers to Cuma who now has them at her home and is going to keep them.—Albany Times.

A new style charavari was given newlyweds at Bucaton the other night. Called from his hotel, the bridegroom was freed by his tormentors to write out a check in favor of the minister who had performed the wedding ceremony and march with them to the minister's home, where the check was handed over in a presentation speech as a balance on a wedding fee. Then the bridegroom was forced to renounce publicly his faith in the political party with which he had been affiliated. After the charavari had continued several hours he was returned to his bride only after she had signed a receipt for the return of her husband.

ROAD BUILDING IN THE EVERGLADES

Tremendous Difficulties Faced in Making Road Through Big Cypress Swamp.

PART OF THE DIXIE HIGHWAY

Less Than Twenty-Five Inhabitants on Million-Dollar Stretch Known as the Tamiami Trail—Opens Up Paradise for Motorists and Hunters.

Miami, Fla.—It is to be regretted that great and daring projects of construction when completed cannot tell the story of difficulties met and overcome, instead of presenting the smooth finished appearance too often taken as a matter of course by the casual observer, without a thought as to how it was brought about. This is going to be the case of the Tamiami trail, a greater part of which is over the Dixie highway, now being constructed through the Everglades of Florida. The road will extend from Tampa on the west coast to Miami on the east, and when completed in 1918 will represent a total outlay in excess of one million dollars. Approximately \$750,000 has been appropriated and work is under way, so that its ultimate completion is absolutely assured.

Large bridge projects have been provided for at the crossing of the Manatee river at Bradenton and across Charlotte harbor at Punta Gorda. Of the total mileage of 276.9, the stretch from Punta Gorda to Miami, representing a mileage of 188.9, has been incorporated as a part of the Dixie highway. This is the most difficult part of the construction, as a greater part of it is through the Everglades.

Tremendous Difficulties Ahead. With the exception of the completion of the bridges at Bradenton and Punta Gorda, a well-graded road, with a large part of the mileage surfaced, will be provided from Tampa to Marco early in 1917. Some additional funds are needed to surface the road in Lee county. The highway from Marco to Miami, a distance of 83 miles, will probably require the greater part of the year to complete, on account of the tremendous difficulties to be overcome in building through Big Cypress swamp. An interesting fact connected with the construction of this extreme Southern cross-state highway is that on the entire distance from Marco to Miami there are less than 25 inhabitants, and these are mostly Seminole Indians. Leading out of Miami the Tamiami trail will extend for 24 miles west without a curve or an angle.

The contractors are now battling against terrific odds in the muck and water of the Everglades as they go, by sowing grass seed along the embankment of the highway. Property owners are dotting the roadside with palms and other tropical trees and foliage, so that by the time tourists can travel this great highway across the state, only canals, small lakes and rich fertile fields will be in the foreground, where once existed an impenetrable jungle with water, muck and mud underneath.

Bigness of the Task. Some idea of the "bigness" of the task of building a road through the Everglades may be obtained from a graphic account of his struggles on Big Bend, furnished by Capt. K. B. Harvey, who has the contract for 55 miles of the trail from Fort Myers to Marco. "There are no rules in the book," says Captain Harvey, "to fit the proposition offered by Big Bend. It was a case of 'It's up to you, fight it out.' It was scrub mangrove and grass muck. Think of the leaves on the trees shaking and trembling, and the whole mass of muck and mud for hundreds of feet in each direction quivering and shaking like a mass of jelly with each vibration of the dredge engine. Then, think of putting a 40,000-pound engine across. Well, I put it over, but came out wild, frantic and gray-headed. It takes every nerve one has and can borrow, with muck and mud underneath 12 feet deep, and changing the slightest mistake or error of judgment would make a buried and tangled wreck of 40,000 pounds of steel and machinery. Try it, and see what sleepless nights are."

In answer to the question of how he did it, Captain Harvey said that he tried plank and log cribbing, but this was too uncertain and treacherous. Then brush mats were made and piled up four feet high, the track laid on them and the machine forced over the brush mats. "These mats," said Captain Harvey, "were often washed down in the muck until the track layers would have to fish to their shoulders in the mud to get out the rails and cross ties."

For Hunters or Big Game. The tourist who travels this road, as he will be able to do as far as Marco in 1917, will miss the thrills of the battle with the Everglades. The first travelers may see the brown bears, wild cats and other denizens of the jungles, which frequently come within 200 yards of the workmen to satisfy their curiosity as to what new creatures have come to disturb their solitude. Aside from entering to the desires of the motorist to explore the wonderful scenery, and provide a vast hunting preserve accessible to hunters of all game, the counties involved had a tremendously big commercial idea in view in planning and carrying through the construction of the Tamiami trail. Each of drainage as well as inaccessible, makes dormant and worthless hundreds of thousands of acres in the Everglades, which experts claim contain the most fertile soil to be found in the world. The construction of the Tamiami trail removes both of these obstacles. The methods employed in excavating for the canal and throwing up the rock marl and other material for the roadbed, and depositing the unsuitable material, such as decayed vegetable matter and muck, on the other side is best described in Captain Harvey's own words:

Furnishes Some Variety. "Every conceivable kind, character and condition of road building is found in the first ten miles north from Marco. Cypress strands underlaid with bowlder and bedrock; pine ridges of bowlder and ridges of the hardest of hardpan, sand banks of clay of several different colors, rock ridges outcropping on the surface; cabbage palmetto land; scrub buttonwood; prairie land flooded in the rainy season; flat-woods land, saw-grass land, marsh-grass land, soft-blue marl and shell land; all varieties of mangrove land; swamp land; tide flats; tide lands one to two feet under water at high tide, bog lands, mud holes; muck ponds, creeks, rivers, bayous and channels, more combinations than any spot on earth to give a contractor a run for his money.

"Hand labor was out of the question and impracticable, so it became a very serious problem as to how to handle the proposition with the varying conditions intermingled. A land dredge machine was decided upon and although it is a long ways from perfect, it has answered the general purpose fairly well. It is of steel beam construction, weighing some 40,000 pounds. It has a cubic yard dipper. It straddles the canal and runs on its own tracks and by its own power. The steel rails are in four foot sections and pinned at the ends with a flexible steel coupling on a 3-inch thick 3-by-3 oak cross ties, enabling it to run over uneven ground. The tracks are 29 feet apart. Thus a canal source 24 feet wide and 12 feet deep can be dug if desired. In this instance the width of the canal in most places depends on the amount of material desired for the road bed. An even depth was carried with an idea of drainage.

How Work is Done. "We began cutting through the swamp, dumping the mass of marl, sand, etc., to one side. This dump is leveled down to grade and surfaced by hand with big heavy hoes and shovels. Through Williams Island jungle, which was truly a jungle in every sense of the word, a mass of trees of all kinds and sizes; thousands of switches, poles, brush, ferns, all woven together with bamboo rattan and other vines. Perhaps several hundred would be chopped off at the ground before the mass would fall, so that it could be chopped apart with brush axes. When it is understood that the clearing had to be done at the contract price of \$44 an acre, it can readily be seen that the contractor had to run like the devil for his money. Some stretches could not be cleared for three times the price.

"The finished road bed is 18 feet wide. It is 1 1/2 to 1 slope with 6-inch crown and 3 feet berm. The contract for the island part and part of the mainland was 24 cents per cubic yard. A contractor bidding at these prices and under such conditions is skating on thin ice."

In removing the big rock ledges and rock strata wherever encountered explosives are used. As the major portion of the material to be taken out is soft, the big bucket on the dredge is able to do all of the excavating down to bed rock. When the rock bed, as thrown up by the dredge, has stood for 30 days and so thoroughly dried and settled, the contractor's forces go over it with pick and shovel, leveling down a little above grade, to allow for rolling. The subgrade will be rolled with a roller weighing seven tons or more, and any depressions are brought to an even surface. After the subgrade has been completed a rock surface to the depth of 12 inches is put on and rolled. The rock is then scarified, graded and rolled. Twenty-four-inch culverts are to be placed about every 600 feet. In Dade county at every mile station a 20-foot spur road, as a turnout, will be provided.

RATHENAU TELLS OF GREAT WORK

Germany's Great Organizer Describes How Difficulties Were Overcome.

STRONGER THAN THE ALLIES

Declares Success of Work is Due to Fact That Germany's Industries Quickly Adapted Themselves to War Conditions.

Berlin.—Dr. Walter Rathenau, in charge of all raw materials for the German government, has written a book in which the famous "wizard" describes the enormous difficulties that confronted him when he was called to his post by the war minister, and the wonderful results accomplished.

"When we started our herculean work the war department gave us four small rooms," the great organizer says. "The war minister thought that these rooms would be sufficient and he was greatly astonished when I informed him within two weeks that I needed at least five times as much space."

"After much parleying I got twenty rooms, but in another month I had to request forty more. That necessitated the removal of whole sections of the war department. More than 100,000 important documents had to be transported to other buildings and the work took weeks.

Cramped and Crowded. "In the meantime our labor threatened to come to a standstill. Although we put desks in every possible corner, and even in the hallways, we were not able to make room for our ever-increasing working force. When we finally got our sixty rooms we were as cramped and crowded as before, and we continually had to ask for more and more space. Our offices now cover an entire city block and we still need more room.

"It is difficult to give a description of our work, because much of what has been done and accomplished must remain secret until the war ends. The public has no idea of the difficulties we had to overcome and the tremendous labor that was necessary to enable the empire successfully to defy the British blockade. Every man in our department worked from sixteen to eighteen hours every day, including Sundays and holidays, and we all only regretted that the days did not have forty-eight hours, instead of only twenty-four.

"Conferences were always in progress from eight o'clock in the morning until midnight, as new plans had to be made continually and often it became necessary to alter them before they were completed.

Hard Work Won. "It was hard work, but we won out. One of our advantages was that the press paid little attention to us, and we were not hampered by public criticism. Sometimes professors called to tell us that we were all wrong and would have to start anew. Then members of the reichstag came to convince us that the professors were as wrong as ourselves.

"We had to listen to this talk and that meant the loss of much valuable time, but otherwise it did not hurt us.

"Our success is principally due to the fact that the German industries adapted themselves to the war conditions with astounding rapidity and energy. Our manufacturers carried out their task enthusiastically and without losing any words.

"While our enemies were telling the world how they would organize and develop their resources we quietly solved the problem, and now we can confidently look into the future. Germany today is economically and industrially stronger than the allies and will never break down."

PAYS FARE AFTER FIVE YEARS

Troubled by Her Conscience, Georgia Woman Passenger Settled for Ride.

Dublin, Ga.—On a passenger train to Macon a woman recently paid the conductor 40 cents for a ride she took five years ago. "This is for a ride I took and for which I never paid," she said. "I got on the train and for some reason the conductor did not see me until after the train had left Dublin.

"I then paid him a dollar for fare from Dublin to my station, and said nothing about the forty cents up to Dublin. I now want to pay that fare, as it is nothing but right that the road should have it."