

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

# THE WEEKLY TRIBUNE

A NEWSPAPER THAT PRINTS ALL THE NEWS THAT'S FIT TO PRINT AND PRINTS IT FIRST

THE TRIBUNE COVERS SOUTHEAST MISSOURI LIKE THE DEW.

VOL. XIV. AND THE CAPE COUNTY HERALD, CAPE GIRARDEAU, MISSOURI, OCTOBER 29, 1915. NUMBER 42.

## CAPE IS MAKING 24,000 PAIRS OF SHOES EACH WEEK

International Plant Now Running at Record Rate With 700 Employees at Work.

ST. LOUIS SHOE MAN SEES PROSPEROUS ERA

Shoe Sales in South Greatest in History—Merchants Have Money.

The Cape Girardeau shoe factory is producing 24,000 pairs of shoes each week, its full capacity, and the largest number ever manufactured here.

Seven hundred employees are now working in the factory, fifty of whom have been employed within the past two weeks, and the indications are that the factory will be operated through the winter at record capacity.

"We have not been informed by St. Louis why the unusual output is necessary," said Pat Murphy, treasurer of the local plant, "but I presume it is due to a revival of business over the country. I don't believe we have filled a single war order, and I am quite sure that all of the shoes we are now making are to be sold in the United States."

"All of the International Shoe Company's plants are running on full time, and on the whole, I believe we are making more shoes than the company ever did before."

"This time last year the local factory was running only four days a week, and with a very small force. We usually take stock the last week in November, and during that period, we close down. Last year we were closed two weeks before the stock-taking period, but we have so much work on hand now that I believe it will be necessary to take stock at night. This would not necessitate our closing down."

Wylie Creel, a stockholder in the International Shoe Company, who was in the Cape last week, informed The Tribune, that his company exceeded all previous records last month. The company's sales, he said, were \$2,000,000 greater in September of 1915 than for the same month last year.

"There has been a business revival all over the country," said Mr. Creel, "and especially in the Southern States. There has always been plenty of money in the United States, and the general belief among big business men was that the depression was caused by the war and the fear that the United States might become involved."

"It seems to be the general opinion among the large money interests now that the United States is certain to keep out of the conflict. The shoe business, therefore, is no different from any other industry. When the war comes to an end, and that may not be far distant, the European countries that are now torn asunder, will call upon the United States for shoes and other wearing apparel, as well as meat, flour, wool and cotton."

"The general opinion every where seems to be that the United States is sure to pass through a period of great prosperity for a few years immediately following the war. I believe one reason why there is such a demand among the merchants of the South for shoes now is due to the belief that the demand for them will be so great after the war that the price will be advanced."

"But as familiar with the business as I am, I do not anticipate an increase in price. The factories will have supplied the demand in the United States by the time the war is over and they will be in a position to make shoes by the million for consumption in Europe."

"Last year the merchants of the South were very conservative in their buying. This was due to the fact that there was a scarcity of money in the South. That whole part of the country was swamped with cotton, and there was no money to move it. This cramped the merchant, because he sold to the cotton grower with the understanding that he would wait for his money until the grower sold his cotton. And when the cotton was not salable, the grower could not obtain money and the merchant was not paid. This prevented the merchant enlarging his stock. As a consequence he was virtually

She Will Organize The Children In Navy League



Mrs. Benjamin Reeves Russell, wife of Lieutenant Colonel Russell of the United States marine corps, is the organizer of a children's auxiliary to the Navy League of the United States. The purpose of this new organization is to interest the children of America in preparedness for defense and the doctrine of "America first."

## Hook Worm Has Stung Kimmel's Prize \$500 Nags

Span of Charmers Straddle the Tongue Just When Sale is to be closed and deal is off

Frank Kimmel, bachelor, beau brummel and horse trader, has just become the owner of the best looking team in Cape County, but they are opposed to work.

They look well, eat well and do not object to being taken out for an airing now and then, but that is as far as they are willing to go. Speaking confidentially, they are valued at \$500 by their owner.

"They are just colts," said Mr. Kimmel a few days ago when he reached the Cape Brewery & Ice Company, and asked M. J. Koelch if he wouldn't like to buy a span of real horses.

"Do you guarantee them to pull?" Frank was asked.

"Did you say pull? Why, that's their middle name," replied Mr. Kimmel.

"Now, I want you to give them a trial," he continued. "You know Frank Kimmel don't want you to buy something you don't want. Just take this pair of charmers and use them for a week."

A moment later Chris Wolf was leading the Kimmel team to the barn. After giving them a banquet of hay and corn, Christ took them out, harnessed them and hitched them to a wagon.

Proudly mounting the seat, Chris took hold of the lines and clucked to the beauties. One looked over its right shoulder at the driver and then the other did likewise, as if they had not been properly introduced to Mr. Wolf. Chris clucked again, and once more the horses looked around and acted like they had a good notion to switch their tails at the driver.

"None of that rough stuff with me," snapped Mr. Wolf. "Let's go." And he gave a stiff yank on the lines to let the team know that he couldn't call on the trade and stand still.

One of the horses gently raised its right front foot and stroked the tongue of the wagon. Then the other kicked over one of its traces.

"I spect I've hitched these birds on the wrong side," murmured the driver. "Guess I'll unhook 'em and swap sides."

A few minutes later he was again in the seat, and gave the team the signal to start. The horses turned and looked at Mr. Wolf defiantly, but didn't budge an inch.

Seizing the whip, Mr. Wolf cracked it over their rear ends. With studied precision, the horses raised their rear

## CAPE MAY WIN PLACE ON LAKE TO GULF ROAD

Supposed Highway to Run From St. Paul Minn. to New Orleans

ROUTE TO BE FIXED AT SOUTHERN CAUCUS

Cape Must Join Eastern Missouri In Fight on Western Interests.

Tentative plans to enlist Cape Girardeau business men in a campaign to secure the routing of a proposed Lake-Superior-to-the-Gulf highway running from St. Paul, Minn., to New Orleans through the eastern section of Missouri yesterday were discussed by State Highway Engineer Frank W. Buffum with President J. H. McPherson of the Commercial Club.

The road, a continental-bisecting trade artery, if routed through Eastern Missouri will pass through the Cape and become of vast commercial importance to the city.

It would link the Cape with both the North and the South, and the volume of traffic that would be directed along the proposed road would accelerate virtually every business in the Cape.

The proposed routing of the highway will be the subject for discussion at a conference of business men at New Orleans during the latter part of November.

The route through Missouri has presented some difficulty to the men who are to settle that question finally. Business men in the western part of the State are planning to make a campaign to secure the road for their half of the State.

The matter will result in a commercial contest between East and West Missourians.

The route that is asked by Eastern Missourians would have the road cross from the eastern bank of the Mississippi probably at Cairo or perhaps further south, follow a course to Sikeston, from Sikeston into the Cape, from the Cape north to Ste Genevieve, thence west to Farmington and on into St. Louis.

From St. Louis the roadway would go through St. Charles County and north along the river through Louisiana and Hannibal to Keokuk. It then would make connections with segments in States north of Missouri.

The Western Missourians ask that the road be routed by way of St. Joseph, Kansas City, Joplin and also passing through several other cities in that half of the State.

Mr. Buffum urges that if the highway follows the eastern course in Missouri, the road is graveled already virtually all the way and the expense of putting it into the first class shape essential for such a tremendous trade artery would be diminished to a great extent.

South of the Cape, the road would enter the city over the Rock Levee road. The work upon the highway from Cairo into Sikeston and thence north into the Cape could be accomplished at a reasonable cost, he declared.

The most important piece of road building that would be necessary between the Cape and St. Louis would be in that segment from Ste. Genevieve to Farmington, he declared. He said that the aid of State trucks probably could be obtained in making that part of the road perfect. From Farmington into St. Louis there is a first class rocky road.

The roads north of St. Louis along the eastern tier of counties are in excellent shape to handle the highway's routing through there, Buffum stated.

Business interests along the eastern side of the State are preparing to make a strong representation to the conference at New Orleans in order to overcome any arguments that may be advanced by the men from Kansas City and St. Joseph.

Business men in every town along the proposed eastern routing are being asked to organize delegations to attend the conference next month in an effort to win the road routing. Many towns are chartering two and three Pullman coaches to carry their groups of men. St. Louis and the counties north of there are planning on large delegations. It will be necessary for

## Efficient American Submarine Crew Which Won Prize Pennant



This is the crew of the United States submarine K-8 which won the efficiency pennant in the recent maneuvers off the Pacific coast.

## WAR MULES PASSING THROUGH THIS CITY

Wade Anderson and Barney Wagner Says Price is Going Skyward.

Because of the shipment of more than 400 mules out of Cape County and counties immediately adjoining within the last few weeks, their price in the last 30 days has advanced \$25 a head on all grades. The raise is the direct result of exportations of the animals for war purposes.

In recent days, the animals have been going through the Cape in herds as high as twenty or thirty each. The farmers who are selling them as original owners are getting prices ranging from \$80 to \$175, at present.

Continued exportation of mules is expected to send prices higher than ever before in the history of the Middle West and Missouri, popularly known as the "home" of the mule.

Exportations out of Cape County and this vicinity have been made by Wade Anderson, of Commerce, and Barney Wagner, of Oran. Both Anderson and Wagner have been buying extensively in various localities, sending their purchases to their respective homes, where they are held till a large enough number is gathered together to make a car load lot to St. Louis or New Orleans.

They in turn sell to commission men in St. Louis, who have the contracts with foreign governments, to supply the horses and mules wanted in the war.

Both Anderson and Wagner each have shipped out approximately 200 head of mules each recently. Last Sunday, Anderson made a shipment of 47 head to St. Louis. The animals are shipped 23 to 25 head in a car.

The \$175 mules are those used for war purposes. The smaller animals that bring the farmers here in the neighborhood of \$80, are shipped again into the cotton fields, where they are used in the business of getting the crops harvested.

The war mule, which is proving to be unquestionably a better animal than the horse for war hauling, must be heavy, at least fifteen hands high and must have big bones.

The contractors in St. Louis ship to concentration points in the East, whence they load the cargoes at New Port News for the most part. A vast deal of the shipping to European ports is done from that point, but New Orleans is a shipping point for some stock as well.

According to horse and mule dealers, the contractors are not paid their money for the mules till they have been loaded aboard the transports that will carry them abroad. For the most part, the shipments are made to French ports and ports on the Mediterranean sea.

Owing to the fact that mules are much harder when being shipped than horses, the danger of loss and the actual loss to the contractors furnishing

## BUFFUM LECTURES ON ROAD MAKING

Annual "Round-Up Will go Full Blast Today on Teachers Arrival.

In an address on "General Road Construction and Specifications for a Standard Road," last night, Frank W. Buffum, State Highway Engineer, outlined the most important features that obtain durability and safety for persons using highways. His address was delivered at the Normal School auditorium at the first evening general session of the annual Round-up comprising four conventions and two products shows.

"Keep all your roads a full forty feet in width," Buffum urged. "That is the proper width for the highway which traffic is entitled to and moreover, by keeping that width, you prevent farmers from encroaching upon the road by moving their fences out."

"If a farmer is given the proper notification that his fence is encroaching upon the public highway, he is subject to a penalty of \$5 a day."

"And that penalty can be collected also, for it was but a short time ago that a man in Cooper County paid in \$1820 in such penalties. "Bridges and culverts ought to have cement flooring instead of wood; have the hedge fences pulled back on corners for the safety of traffic."

"Recently a case came to my attention of a man who had been warned about a hedge fence protruding into the roadway at a corner on his own place. A few days later that man himself drove around that corner and wrecked his automobile because he could not see well."

"It likewise is a good idea to insist that all hedge fences be kept trimmed to the legal height of five feet."

"Another practice that we are urging in our department for the safety of traffic, is that engineers, in making roads, make the corners round. All jogs in roads due to errors in surveying at some time or other, should be taken care of with what is known as an 'S' curve."

"Railroad crossings in many instances may be eliminated and a vast deal of safety is insured to traffic by bells at important railway crossings. These should be insisted upon."

"I think that any county organization will find it true economy to invest in the proper heavy equipment for repairing and constructing roads. I suggest that heavy trucks and tractors be obtained and the roads will be better for that investment."

"There is no question but that oil upon a road reduces the cost of maintenance."

"Another feature that we have taken up to a great extent is the re-location of roads to eliminate bad hills. That is, routing highways around hills."

Buffum declared that the State Highway Department also was endeavoring to have roads leading to school houses and all post roads put in first class shape.

## GERMANS OPEN A PASSAGEWAY TO CONSTANTINOPLE

Teutonic Army Effects junction East of Brza Palanka With the Bulgarians, Says Message From Berlin.

## LORD BERESFORD CAUTERIZES BRITISH FOR THEIR BLUNDER

Says Present Procedure Will Lead Nation to Disaster—Bomb Throwers May Cause Crisis Between United States and Berlin.

Special Dispatch to The Tribune.

London, Oct. 27.—The Germans have opened a road for the troops from Berlin to Constantinople. The Teutonic army, which crossed the Danube at Orsova, has effected a junction at Brza Palanka with General Boyajieffs and the Bulgarians who have invaded Serbia near Prahovo.

Patrols of the two armies met today, according to Berlin, but before the railway line for transport can be opened, the Austro-Germans will face serious fighting. The opening of the direct route to Constantinople, through Serbia and Bulgaria, is hailed in Berlin as the forerunner of the total collapse of the Allies' Dardanelles campaign, and a blow at the Suez Canal.

It is declared to be the ending of the first stage of the war in the near East. But there is still hope here that the Allies will get the support of Roumania. Berlin dispatches state that the impression prevails there that Roumania will join the Entente forces.

London, Oct. 27.—The London Times will print in its tomorrow's (Thursday) issue, an article by Lord Charles Beresford, the retired admiral of the British navy, and one of the foremost naval authorities of the world, in which he scathingly cauterizes the present administration. He declares that "if we continue our present procedure, we will head straight toward disaster before the latent energy of the nation is awakened."

"We are in a crisis that means life or death to us," he says. "We have no policy, no objective, no decision at any point." He advocates a cabinet of six for war purposes, three members of which should be the present Minister of War, Minister of Munitions and the late Attorney-General.

New York, Oct. 27.—Fresh confessions of the German conspirator Lieut. Fay carried the inspiration for a gigantic bomb plot directly into the German Foreign office. Not only steamships carrying munitions of war, but railroads transporting same, American plants in which they are manufactured, and docks from which they are transported, were involved in Fay's plans.

Not by direct order, but by a subtle insinuation, he claims he was instructed how to act. This was learned today had been embodied in a statement Fay made to William J. Flynn, chief of the United States Secret Service, during the two hours that he was being subjected to the third degree in Chief Flynn's office yesterday.

Washington, Oct. 27.—The State Department, it is understood tonight, has cabled Ambassador Gerard in Berlin to ascertain immediately what connection, if any, exists between the German Government and Lieut. Fay, the bomb plotter, who is under arrest in New York City.

Unless the Kaiser's government formally disavows the responsibility the relations between the United States and Germany will become the most acute since the European war began. At a conference between Mr. Gerard and the German Foreign Minister within the past twenty-four hours, it is said the bomb conspiracy was discussed. Ambassador Gerard made it plain that complications would arise if the theory of the Department of Justice is proven correct. Secret Service reports are said to disclose connections between Lieut. Fay and at least one branch of the German Government.

It was reported on good authority here tonight, that Ambassador von Bernstorff had telegraphed his personal disavowal of Fay. Secretary Lansing, however, denied emphatically that he had received a communication from the German Ambassador.

Amsterdam, Oct. 27.—Anna Benzet of Verviers, Belgium, was sentenced to death by a German courtmartial at Liege on Monday. She was one of nine persons convicted by the courtmartial. Seven of them were Belgians and the others French.

In four cases sentence of death was passed and the other prisoners were condemned to terms from 10 to 15 years in prison. The charge against them was having collected information useful to the French Government for which it was intended.

The sentences of death have not yet been carried out. Athens, Oct. 27.—A British submarine on Sunday sank the Turkish transport Carmen, laden with munitions, in the Sea of Marmora.

The Austrian steamer Carmen, of 4424 tons, was tied up at Constantinople at the beginning of the war. It is probable that it was this steamer, converted into a Turkish transport, that the submarine sent to the bottom.

London, Oct. 27.—Premier Pachitch of Serbia has sent the following telegram to Dr. Seton Watson and Dr. Burrow of Kings College, London, the Chronicle reports:

"Serbia is making superhuman efforts to defend her existence in response to the advice and desire of her great allies. For this she is condemned to death by the Austro-Germans and Bulgarians. For 20 days our common enemy has tried to annihilate us."

"In spite of the heroism of our soldiers our resistance cannot be expected to be maintained indefinitely. We beg of you and the many friends of Serbia in England to do everything you can to insure your troops reaching us as soon as possible, that they may help our army, and that we may defend together the common cause which is now so gravely menaced."

Berlin, via London, Oct. 27.—German troops under Field Marshal von Hindenburg have penetrated Russian position over a front of more than a mile in fighting near Tysmchany in the Dvinsk region, the War Office announced today. They captured six officers and 450 men.

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