

Today

"O Tempora!" Dempsey Cries. Watch Money? It Knows. Two Ladies That Killed. They Ate the Girl.

By ARTHUR BRISBANE

You ask what this country is coming to and whither have vanished patriotism, pride, ambition when you learn that there is difficulty in getting the third installment of \$100,000 that Mr. Dempsey must have before he enters the prize ring at Shelby.

Mr. Dempsey exclaims, "O Tempora, O Mores, I wish Cicero were here to write about this job." You can't help sympathizing with him.

They are not happy in Europe; don't trust each other, and with one or two exceptions, don't trust themselves.

Follow their moneys, and you know something is seriously wrong. British money Friday went to a point lower than any this year. The money of solid, reliable Switzerland did the same; German money dropped a little nearer to absolute zero. It's a good time Mr. President, not to be mixed up in the affairs of Europe.

To study human nature, study murder cases and juries. Two ladies killed two gentlemen. One, Mrs. Buzzi, was not married to the man; somebody else was married to him. She is quite young, good looking. The jury convicted her of murder in the first degree. The foreman had gone to church and prayed every day for guidance, an unusual touch.

Mrs. Lonergan shot her husband, father of her 14 children. He had left them, squandered \$6,000 belonging to one of the children, beat his daughter when she asked him to help the family.

Mrs. Lonergan also is still young, but thin and worn. All of the jury said "you are innocent" and everybody in the courtroom cheered. The jury system is not a bad system.

The next question is about Mrs. Buzzi. She killed a man, presumably in a fit of jealousy. Will the state of New York, which has the excuse of jealousy, imitate Mrs. Buzzi and kill Mrs. Buzzi, by electricity, thus putting itself in her class—morally.

A traveler from the Fiji islands describes the cannibalism of two young savages. They quarreled about a girl, found they had both spent money on her. Instead of fighting each other, which they thought foolish, they decided to eat the girl. They actually did kill and eat her. The police found her head, and they are now in jail.

"Horrible, unthinkable, unbelievable in this age of the world," you say. Horrible, yes; unthinkable, no. Here is our own sweet civilization you read of bootleggers holding up a living child to stop the bullets of their pursuers. That's as bad as the cannibals. And those cannibals have an excuse—their ancestors did it.

New York City will have 20,000,000 people in 1940. Statistics prove it. What will then be the limit of real estate values? What will solve traffic congestion?

How many millions will Chicago, Detroit and other cities have in 40 years?

How long before cities will install as part of their regular street equipment, great exhaust fans to collect and carry away deadly gases from automobiles?

That last question is suggested by Dr. M. Charles Gottschalt, a wise person.

"Be careful how you gamble in little steel companies, trying to fight the big company. Whenever it likes, the big company can sell steel at a good profit for less than it costs little companies to manufacture it."

That, printed here several years ago, has been repeated several times since. Look at some of the "little steel companies" if you gamble in steel stocks, and you will find that the advice wasn't bad. "New lows" describes them.

You have read a great many terrible things about Russians and the terrible things they do. You read, surely, about the torturing in prison of Tikhon, high priest of all the Russian churches. Tikhon is at large, denouncing the bolsheviks, also saying that the stories about his being tortured are lies. Many lies come from Russia.

The struggle for fighting supremacy in the air continues between France and England. At the last minute Friday the French chamber decided to spend \$200,000,000 more on fighting air machines. They politely say it's "due to fear of Germany." But the English know better.

Another war is coming and France or England must come out on top—unless common sense saves them.

American Army Faces Cut Below 100,000 in Year

Present Rate of Enlistments Far Below Discharges; Pershing and Weeks Alarmed at Prospect.

By Universal Service. Washington, July 1.—The United States army faces a reduction in enlisted strength below 100,000 within the coming year for the first time since the War department entered upon a comprehensive plan for training civilian reserves for the national defense.

This is the estimate of army officers closely in touch with the recruiting problem created by congress in inserting into the appropriation act for the fiscal year 1923-24 legislation, which, in the opinion of Secretary Weeks, "will make it impossible to keep the army at authorized strength."

Secretary Weeks and General Pershing are alarmed at the prospect. Both the enlisted and commissioned personnel, they feel, have already been reduced far below the "safety point." Losses during the next seven or eight months, it is feared, will result in conditions closely approaching demoralization.

The authorized enlisted strength of the regular army under the national defense of 1920 is 290,000 men. Army officers and civilian experts maintain that this authorized force is necessary to perform the duties of the regulars and at the same time train the civilian reserves in the National guard and organized reserves.

Faced with the necessity for strict economy in government expenditures, experts finally agreed to an enlisted force of 175,000 as "absolute minimum" necessary for the national defense. Congress appropriated on the nominal basis of an army of 125,000. At the same time, funds were so restricted that an actual strength of only 115,000 was found possible.

Owing to recruiting difficulties resulting principally from insufficient funds, the strength of the army today is about 113,000. Recruits are being obtained at the rate of approximately 4,000 monthly.

Two factors combine to threaten a radical reduction in the strength during the next year. Three years ago the War department was engaged in an intensive recruiting campaign. No effort was spared and, at one time, enlistment figures reached the record point of 1,000 a day. A larger number of these enlistments were for the three-year period, and accordingly will expire during the next year.

During the year which begins Sunday, it is estimated, the army will lose about 75,000 men from expiration of the term of service, discharge for physical disability and other causes. Were there no enlistments whatever, the strength would be reduced from 113,000 to approximately 38,000 by June 30, next.

Current enlistments in the army are divided almost equally between re-enlistments, enlistments of men over 21, and enlistments of men under 21. With the last group slightly the larger of the three. Of the men under 21, about 80 per cent are accepted for enlistment away from home.

Woman to Be Sentenced to Death in Electric Chair



Mrs. Anna Buzzi, a New York city woman, is the first murderess to be convicted there of first degree murder for several years. There is no recommendation to mercy, and she will be formally sentenced on July 9 to die in the electric chair. She was convicted of murdering Frederick Schneider, wealthy contractor, with whom she had lived for eight years, but who, the state alleged, was preparing to leave her to return to his wife.

Modesty Key of French Fashions

Paris Dressmakers Creating Two Styles, One for Home and One for Americans—Presidential Garden Party Resembles Second Empire Festival.

By Universal Service. Paris, July 1.—The fact that Paris dressmakers are creating two distinct fashions—one for Americans and one for the French—was startlingly demonstrated by two of the biggest French affairs of the season.

The first was the Russian ballet fetes at the Versailles Chateau Saturday night; the second was the garden party given by President and Mrs. Millerand in the beautiful grounds of the Elysee palace this afternoon.

Briefly put, the fashions, as worn by the real French people seen at the palace this afternoon, show modesty above all, while the Americans are still wearing the clinging, sensuous, form-revealing gowns which have been the prevailing note since the war.

The presidential garden party looked like a second empire festival. The brilliance of uniforms added to the beauty of the semi-crimson frocks of green, yellow and white, which the Americans flatterly refuse to wear.

At Versailles the American women were most conspicuous. They wore deeply décolleté gowns of sheer, clinging white or cloth of silver and were heavily jeweled, whereas the French women, patronizing the identical dressmakers, were clothed in wide stiff organza and chiffon gowns cut to limit without Great Britain's acquiescence.

The French women, also, are wearing the waistline high, while the Americans wear it low, giving full play to their characteristic suppleness.

As a result of this situation the only really daring dresses worn in the fashionable haunts of Paris are seen on the American women, reversing the rule for which Paris has been famous for decades.

Would-Be Suicide Insane. Special Dispatch to The Omaha Bee. Fairbury, July 1.—Harry Lease, who attempted suicide by drinking a portion of strychnine and failed, was brought before the insanity board, which he was found insane and sent to Insleside for treatment.

Federal Officers Continue Plans to Seize Liquor

Washington Authorities Feel Next Move in Ship Rum Squabble Likely to Bring "Showdown."

By Universal Service. Washington, July 1.—Prohibition authorities went forward today in their determination to rigorously enforce the ship liquor ban, fully prepared for the next move, which may bring a "showdown" on the question of ship seizures or pave the way to an amicable solution of the problem.

The two most important developments awaited here are: 1. Great Britain's reply to Secretary of State Hughes' proposal of an anti-rum running treaty in return for a concession allowing foreign ships to bring in liquor under seal.

2. Arrival at an American port of a foreign liquor-carrying vessel which had reasonable notice of this government's attitude towards the bringing in of beverage intoxicants, even under customs seals, or the return of one of the liners from which liquor under seal already has been taken.

Hope for Counter Proposal. Marquis Curzon, the British foreign secretary, has made it plain in a speech in parliament that the "give and take" treaty offer will be rejected. It is hoped by American officials, however, that the London government will come forward with a counter-proposition rather than a flat refusal to accept the pact.

There was a suggestion in official circles that a general conference to work out the international difficulties growing out of the prohibition question may be possible.

If Great Britain makes a counter-proposition it will be given due consideration, as a matter of course. This government is eager to find some acceptable plan whereby the two vexing rum birds may be killed with one diplomatic stone—rum running broken up and the embarrassment over the necessity of seizure of nonmedical ship liquor stores and the next step of seizure of ships and arresting the captains relieved.

May Search Vessels. But should the British merely reply that they could not consent to the suggested extension of the limit for search and seizure of rum runners to 12 miles, this government may determine to make search and seizures up to that limit without Great Britain's acquiescence.

Administration spokesmen, commenting on Lord Curzon's speech, declared they believed the government already has this power and plainly intimated that it may be exercised in spite of British objection, if no other solution is offered.

This action doubtless would bring forth a vigorous protest from London. The responsibility, however, would be upon the British, according to American officials.

can officials. Rum running has got to be broken up, they say, and Great Britain apparently intends not to give any aid.

Boy Farm Hand Is Found Strangled

Emory Wallace, 14, Is Found Hanging by Rope From Beam—Believed Suicide.

Special Dispatch to The Omaha Bee. Nebraska City, Neb., July 1.—Emory Wallace, 14, was found dead hanging in a barn on the farm of Charles Davis south of the city where he has been employed as a farm hand. The lifeless body was found by Mr. Davis upon his return from the city. Sheriff Ryder and County Attorney Moran were notified and drove to the farm where the body was still hanging.

A rope had been fastened to a beam overhead and tied crudely about the neck and not far enough from the ground to prevent the legs from dragging. Death was caused by strangulation. No cause for the suicide could be learned.

The boy had worked on the farm since school closed. His parents have lived here but a short time. The body was brought to the city last night. Members of the family could throw no light on the tragedy.

Doctor and Party Fired on by 2 Men in Automobile

Special Dispatch to The Omaha Bee. Tecumseh, Neb., July 1.—Dr. B. F. Gay, wife and daughter, Mrs. Olivia Seward, and the latter's daughter, Jessie, who were driving west of the city on the Goldenrod highway, had a bad fright when two men approached in a light car and with dim lights. When they got near the Gay car, they fired at the automobile twice with a revolver. Dr. Gay drove his machine into the yard of George Townsend and telephoned to the city for Sheriff Elmer Nelson. The men who did the shooting turned their car around and hastened back to Tecumseh. The sheriff was unable to locate them.

Chinese Deportee Fails in Attempt to Make Escape

New Orleans, La., July 1.—Leaping through a port hole of the steamer of the Southern Pacific steamer Momus, as it was coming up the Mississippi river Friday night, a member of a party of 104 Chinese on their way from New York to San Francisco to be sent back to their native country, failed in an attempt to escape. It was learned today.

Fourteen of the Chinese included in the party were in the recent battle on a sailing vessel off New York when all the members of the crew of the boat and several of their number were killed during a fight between the crew and the men who were to be smuggled into the United States.

In South America there are 24 large cities, Brazil having 13.

Commission Fixes Blame for Herrin Riot on Officials

House Body Declares Massacre Could Have Been Avoided Had State Authorities Acted Promptly.

By Associated Press. Springfield, Ill., July 1.—Denunciation of practically everyone who had anything to do with the Herrin mine riots of last June in which 22 men were killed, is the theme of a report filed by the commission of the house of representatives which has been investigating the killings.

With one dissenting voice, that of Representative Thomas Curran of Chicago, the commission agreed that state military officials might have prevented the disaster had they acted promptly and effectively.

Among those blamed by the committee for the tragedy are Adj. Gen. Carlos E. Black, his assistant Samuel N. Hunter, who represented General Black at Herrin; W. J. Lester, owner of the strip mine where the rioting occurred; officials of the mine union; Sheriff Melvin Thaxton and his deputies; the mine guards; the citizens of Herrin and the Illinois senate for refusing to continue the life of the committee.

The committee, of which Representative Frank A. McCarthy of Elgin was chairman, deplored their inability to obtain the testimony of Deputy Sheriff Laymen, Police Officer Jake Jones and Police Magistrate Rix of Herrin, who they charged left the state in order to evade subpoena servers. The citizens of Herrin, the report charges, gave the commission absolutely no assistance in attempting to fix the guilt for the murders.

On the contrary, "the spirit of the majority of the citizens of Williamson county is in sympathy with the actions of the mob."

State's Attorney Delos Duty alone of all the officials mentioned in the report escapes censure. The report gives him commendation for "doing his full duty even to the sacrifice of his health."

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Brothers Bury Hatchet After Feud of 20 Years

By Associated Press. Ortonville, Minn., July 1.—William P. Groten, Jacksonville, Fla., and his brother, George A. Groten, Los Angeles, met here today by appointment made two months ago and shook hands for the first time in 20 years. This buried the hatchet of a family disagreement of a score of years standing.

Living at extremes of the American continent for the past 20 years, the Groten brothers, who separated two decades ago when they fought over a trial matter, had never even corresponded until a mutual friend, making a tour of the United States by motor, visited the Florida brother and scolded him for his attitude.

Burlington Employee, 74, Iowa Pioneer, Dies at Home

John Gleason, 76, died Saturday at his home, 609 North Forty-first street.

Mr. Gleason was born in Tipperary county, Ireland. He was a pioneer of southwestern Iowa and was employed by the Burlington railroad.

He was a Knight of Columbus. Mr. Gleason is survived by his widow, Ellen; three sons, Matthew, James and Ambrose, and two daughters, Nona and Mary.

Funeral services will be held Monday morning at 10 at St. Cecilia cathedral. Burial will be in Holy Sepulchre cemetery.

C. of C. Secretary Quits

Beatrice, Neb., July 1.—Harrison Elliott, secretary of the Beatrice Chamber of Commerce, tendered his resignation tonight to Dr. H. M. Hephlin, president. His future is indefinite. He is secretary of the state organization of Booster clubs. Action relative to choosing his successor will be deferred until after the local executive committee formally accepts his resignation.

Sashes, twisted ribbon wheels and hairbows of black and white moire ribbon are exceedingly smart for beach costumes.

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COLORADO AND UTAH

Round Trip from Omaha

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The Playground of the Midwest

—via Denver, Lyons or Loveland (rail and auto tour). Leave Omaha 4:25 p. m. or 12:30 midnight today. Arrive Estes noon or evening tomorrow... 37.00

SALT LAKE CITY

—via Denver, Colorado Springs, Royal Gorge... 46.00

YELLOWSTONE PARK

(OPEN JUNE 20th)

Complete Park Tour—rail and automobile transportation, and hotel accommodations (four and one-half days in the park), in via Cody Road through the Buffalo Bill country—out through Gardiner—Northern entrance—or the reverse, direct, or via Denver, with free side trip to Colorado Springs... 100.00

Sam tour (permanent camp instead of hotel accommodations) ... 91.00

Cody, Wyo.—Scenic entrance to Yellowstone—diverging point for mountain ranch resorts... 46.00

Gardiner, Mont.—Official entrance to Yellowstone Park ... 46.00

ROCKY MOUNTAIN-ESTES YELLOWSTONE TOUR

Two Parks on One Ticket—Burlington via Denver to Cody—64-mile mountain-panorama ride along the Eastern Slope of the Continental Divide—popover en route (for Rocky Mountain-Estes), free side trip to Colorado Springs Pikes Peak Region—round trip rail fare ... 46.00

GLACIER NATIONAL PARK

(OPEN JUNE 15th)

Climax of the Rockies' rugged grandeur... 51.00

MOUNTAIN RANCHES and RESORTS

Sheridan, Wyo.—Center of Big Horn Mountain ranch resorts ... 35.75

Thermopsis Hot Springs, Wyo.—in the Owl Creek Mountains—famous for rheumatic cures... 46.00

BLACK HILLS

Hot Springs, S. D.—Noted for its plunge baths... 25.00

Leadwood and Lead, S. D.—Center of the Picturesque Black Hills region... 27.00

PACIFIC COAST TOURS

(ON SALE NOW)

San Francisco, Los Angeles—via Scenic Colorado, Salt Lake City... 72.00

Portland, Seattle, Tacoma—stopovers for Yellowstone, Glacier or Estes Park... 72.00

San Francisco, Los Angeles—via Seattle, Tacoma or Portland... 60.00

Spokane—via Billings and Montana Rockies... 67.00

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Illinois Central System Shows How Shippers Can Improve Transportation Service

Ordinarily this is a slack period of the year for transportation. However, that is not true of this year. The railroads are doing the heaviest business that they have ever done in their history at this period of the year. In the week ended June 9, the loading of 1,013,249 cars came within less than one-half of 1 per cent of the record week's loading in the history of the railroads of the United States, which was in the week ended October 14, 1920, when the total number of cars loaded was 1,018,539. Notwithstanding the heavy business which the railroads are doing at the present time, there is no car shortage. The heavy traffic is being moved with more ease and greater efficiency than ever before.

The indications are that the railroads will be called upon to handle a much heavier traffic this fall than they are handling now. Shippers have it within their power to help themselves and the public generally, as well as the railroads, by anticipating their needs and placing their orders for transportation at a time when the railroads are in a position to serve them best. In a few weeks the farmers will be needing cars to transport this year's crops. When farm crops are moving to market in the fall, the other traffic of the railroads, including the carrying of coal, is also at its height. We realize that some of the other traffic must move during the fall, but we believe there is much of it that can be transported during the summer, when railway equipment and facilities are idle because the demand for transportation does not equal the capacity of the railroads.

Coal is one of the principal factors in making traffic seasonal. The Illinois Central System is now engaged in storing coal at central points throughout its territory to release equipment for the use of its patrons later on, when the rush of traffic sets in. We hope to have at least a million tons of coal in storage by September 1. Our patrons, familiar with the price of coal, can make their own calculations as to the large amount of money involved in storing this million tons—a storage now being made for the sole purpose of releasing cars for our patrons' use when the traffic begins this fall. By laying in their coal supplies now, when there is plenty of transportation, coal consumers will avoid future inconvenience and at the same time materially help to improve transportation conditions. Moreover, if the demand for coal exceeds the supply that can be transported in the fall months, the effect, in all probability will be to increase the price of coal.

The Illinois Central System is buying large quantities of other materials required in the operation of the railroad and is storing them, so that the movement of this traffic will also be out of the way this fall. We believe that all those who have commodities to be shipped, either in closed cars or in open-top cars, should seriously consider the advantages to be gained by shipping such commodities at once, even if they have to be stored, rather than to wait until fall.

Stone, sand, gravel and cement dealers and those having to do with the construction of hard roads are to be commended for the successful efforts they have made, and are making, to have road-building material moved while transportation is plentiful. The example so well set them should be emulated, as far as possible, by all shippers.

This statement is prompted by a desire on our part to see the best possible service rendered those who are depending upon the Illinois Central System for their transportation. We have in mind particularly the farmers who will need transportation this fall, but we believe that an increased movement of traffic immediately will be in the interest of all classes of our patrons.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

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