

GREAT BRITAIN CABLE CONTROL FEARED BY U. S.

American Peace Commission Oppose Claim of England That German Cables Are "Prizes of War."

Paris, March 12.—Realizing the possibility of a virtual monopoly of cable communications by Great Britain should its claim to the captured German cables be sustained, with the consequent submission of the great foreign business interests of the United States to alien control in this respect, the American delegates to the peace conference are endeavoring to make a strong presentation of their case before the legal authorities to whom the subject has been referred. The naval experts who first considered the question were unable to agree and the supreme council, upon motion of Secretary of State Lansing, referred to legal experts the question of title involved. These experts are being pressed by the Americans for a decision.

Early in the war the British cut the two German cables from Emden to America by way of the Azores, and also the cable between Monrovia, the Liberian capital, and Brazil. They took one end of one of the German-American cables to Halifax, thereby securing another transatlantic line for themselves. The other cable they gave to the French government, which so far has made no attempt to utilize it, probably because of the scarcity of submarine cable material and of cable laying ships.

Say Prizes of War.
The British now claim that these cables are prizes of war. They do not intend to allow their return to Germany or to regard them as subject to disposition by the peace conference. The American delegates, however, contend that the cables were unlawfully cut and unlawfully reconnected, because the United States was not at war when this was done and had an interest in them as being one of the termini. Nor, they claim, was there proper warrant for the cutting of the cable between Liberia and Brazil, as both these countries were neutral at the time it was done.

There never has been any decision regarding the title to cables outside of territorial waters in time of war, and the Americans now are extremely anxious that no precedent should be established that might place American business at the mercy of foreigners or prevent free communication between the United States and central Europe after the conclusion of peace.

Disfavor Control by Japs.
In addition to the transatlantic cables, several German cables in the Pacific also were seized by the British as prizes of war. One of these runs from the island of Yap, one of the Caroline group, to Singapore, connecting with the Dutch and British cables. Another connects this cable with the island of Celebes. Possession of these lines, it is held, insures business control of a fair proportion of Australian Polynezia, which is regarded as property within the field of American commercial effort.

The possibility of these cables passing in some degree under the control of Japan alone in case the latter is made mandatory of the captured Pacific islands, also is regarded with disfavor by the American representatives unless some plan to prevent any possible discrimination is adopted.

Soldier Impersonates an Officer so He Can Go to Jail

Charles Dardin, a discharged soldier from Camp Lewis, Washington, arrested Monday night for impersonating an officer was discharged in police court yesterday morning when his case was heard. He was arrested at the Union depot. "I told the policeman at the depot I was a lieutenant and I could get a place to sleep, I knew he'd arrest me and that way I got into jail," Dardin told Police Judge Fitzgerald.

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Kiaki Kolumn

Dean James A. Tancock of Trinity cathedral, who was chaplain with the Nebraska State University hospital, has returned to Omaha.

Dean Tancock represented Unit No. 49 which, as he said "was recognized as the banner hospital of the center of 10 hospitals in which it was located."

Evacuation of the hospital began in January, but the force will come home in detachments, Dean Tancock reports. Half of the nursing force are put in detached service and the enlisted personnel is still awaiting orders at Allerey, France, under Colonel Mitchell and Majors Bridges and Hall.

Dean Tancock left Allerey several days after Major Stokes, who arrived in Omaha last week, but sickness in Chicago delayed his return.

Frank C. Ward of South Omaha, who has been in overseas Y. M. C. A. work, and who was cited for unusual bravery under fire while carrying wounded soldiers from the field, returned to Omaha yesterday.

Mr. Ward was cited on the recommendation of Major General John F. O'Ryan, for his exploits at Ron-say, when acting contrary to orders for Y. M. C. A. men, he faced a heavy barrage and machine gun fire in the evacuation of the wounded.

Mr. Ward is firm in his defense of the Y. M. C. A. in its overseas work and ascribes the charges brought against it to lack of information on the part of the soldiers.

Ward landed with 10,000 troops including the One Hundred Sixth New York, on March 8, and every officer of the division and 3,400 enlisted men signed a petition asking that he be permitted to remain with the organization until it be demobilized.

Mr. Ward returned to his wife and 5-year-old son, Paul, at 2318 Thirty-fifth avenue, South Omaha.

Lt. Andrew P. Reed of the 92d division, better known as the "Buffalo Division," who has just returned from the battlefields of France, will deliver an address, giving an account of some of his experiences at the Zion Baptist church, Thursday evening, for the benefit of the Colored Old Folks' Home. Lt. Reed served a year in the trenches.

Three train loads of soldiers from overseas and enroute to Pacific coast points for demobilization went west Wednesday over the Burlington, crossing the river at Plattsmouth.

Pvt. Fred Heimrod, formerly of Omaha, youngest son of Mrs. Louis Heimrod, is with the 26th or Yan-

'Boomerang' Books Will Aid in Deciding Fate of Germany

Paris, March 12.—There's a certain part of the quarters of the American Commission to Negotiate Peace which might be taken for a bit of Germany, provided one were led to it blindfolded and one's sight were restored without explanation.

It may be treason to tell about it, but inasmuch as it is a most necessary part of the work of the peace commission and in plain view of the public, it will perhaps be excusable to describe it.

First of all, there are six shelves, on each of which there are approximately 20 books, of 120 volumes in all. These books are German books, written by Germans, printed in Germany, bound in Germany and sold in Germany. But in reality they are boomerangs, for their contents will do much in assisting the American peace commissioners to determine the real business of the peace conference, viz., "What's going to be done to Germany?"

These books, let it be said, are only a small part of the American commission's library, but when it is reckoned that here are German books in possession of Americans, and resting in a building which was once the haunt of French royalty, they take on an added interest. In one respect they look like trophies of war—big guns captured on the battlefield—which are shortly to be turned against their original owners. For these books have to do with Germany's economic wealth, her financial strength, her financial life, her manufactures and industries, and knowledge of all these things is necessary when it comes time to say how much Germany will have to pay for setting the world on fire for more than four years.

Then there is a German "Who's Who." This volume gives a thumbnail sketch of William Hohenzollern and the respective members of his family, and also includes tabloid biographies of all the rest of the swashbuckling crew who figured, back in 1914 that the road to Paris was a delightful avenue, along which they would enter a series of guttural "Hochs," crowned by a symposium of sublime "Hochs" when William, Rex Imperator, entered the French capital in style.

Inasmuch as many of the members of the sword-clanking outfit will shortly be brought to trial, and their biographies are up to date, it may be, from a legal standpoint, for the barrister representing the prosecution to ask, since he possesses the true knowledge: "Where were you on the night of August 2, 1914?"

Aside from this, however, the American commission's library is a vital institution—open every day in the week, including Sundays, and doing business all the time.

Its collection of books and pamphlets reaches about 6,000 titles and includes those supplied by the intelligence section of the general staff, as well as volumes loaned the commission by the library of congress.

New York Public Library, the Universities of Harvard, Columbia, Princeton, Yale and Cornell, and the American Geographical society of New York.

The library is a compendium of the world's knowledge of places, peoples, countries, governments and customs, and its volumes are well-thumbed by the experts of the commission, whose duty it is to impart highly specialized knowledge to our plenipotentiaries.

Each new ship from America sees an addition to the library, for hundreds of little details arise each day in the average deliberations of the American plenipotentiaries which need amplification and the kind of amplification about which there can be no mistake.



Dean J. A. Tancock

lee division in France. He enlisted in Davenport, Ia., and was transferred to this division from the 120th field artillery.

HIDE WOMAN'S ANKLES TO SAVE EYES OF JURORS

They Looked and Fell Once; Now There's a Fence Around Witness Box.

New York, March 12.—Because Mrs. Betty Inch was too generous in the display of her ankles to jurymen who failed a month ago to agree on a verdict in her trial on a charge of extortion, she found the witness stand surrounded by a four-foot board fence when she appeared today in the supreme court for the second hearing of her case.

Though the court and prosecutor professed ignorance for the reason for the erection of the barrier, court attendants recalled a statement of the latter when the first jury disagreed that "Mrs. Inch must not show her ankles to the jurors at the next trial," else he would "ask the court to make her lower her dress."

"What is it, a spite fence?" the comely Mrs. Inch inquired when she entered the court room. The partition concealed all but her head and shoulders when she took the stand. She is being tried on a charge of extorting \$215 from Eugene P. Herman, president of the Herman Motor Truck company.

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Our new lines are daily arriving from the factories, all of them values; in the very latest designs in woods and coverings. Our immense stock simplifies the selection of your furnishings, giving you your individual desire in style and price. You may also find, if you wish to complete a suite you now have, just the piece you want in our drop patterns or odd pieces. Do not buy until you see the values the Central is now offering. We are showing beautifully designed sofas and chairs to match, in the soft tone velours and tapestries. Oak Rockers from \$4.50, to the large Wing Rockers in mahogany at \$29.75. Library Tables in mahogany, walnut and oak finishes, at \$8.00, \$12.00, \$16.50 and \$21.75. We list other values below.



\$29.75 Mahogany Wing Chair Tapestry Covering.

Mahogany Tapestry Arm Chair, William and Mary design.	\$32.50
Mahogany Rocker, cane back, tapestry seat.	12.50
Fumed Oak Rocker, genuine leather seat.	11.00
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Fumed Oak Chair, genuine leather seat.	12.50
Fumed Oak Rocker, tapestry seat.	12.00
Jacobean Rocker, genuine leather seat.	12.00
Fumed Oak Rocker leather seat.	14.00

Mahogany Davenport, 72-inch mahogany velour.	\$92.00
Mahogany Rocker and Chair to match. Each.	\$35.00
Mahogany Settee, tapestry seat, cane back.	\$47.50
Mahogany Sofa, blue velour, Queen Anne design.	\$60.00
Mahogany Bed Davenport.	49.50
Fumed Oak Davenport, genuine leather.	45.00
Golden Oak Davenport.	37.50

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Mahogany Windsor Chair.	9.50
Mahogany Sewing Cabinet.	3.95
Mahogany Lamps, silk shades, in all colorings.	15.00, \$17.50, \$22.50, and \$27.50
Rockers, high back, in oak finishes.	5.50
Costumer, in oak and mahogany.	\$1.25, \$1.75 and \$2.50
Music Cabinets in all finishes.	\$13.50, \$18.75 and \$27.50
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in wool and cotton, full size, carefully selected materials, shown in the best colors of blue, gray, tan and pink, in stripe and plain effects.

Blankets, in plaid, medium weight, a value at.	\$1.85
Blankets, in plaid, wool nap, heavy; a value at.	3.25
Blankets, in assorted colors, extra heavy wool nap, a value	3.95
Blankets, in assorted colors, medium weight, extra good, at	4.65
Blankets, in assorted colors, extra heavy wool nap, a value at	5.25

Splendid Values in Aluminum

Percolator	\$1.25
6-quart Stew Kettle	1.75
6-quart Stew Kettle with handle	1.75
17-quart Dishpan	2.45

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Bed Spreads, full size, cut corners	\$2.55
Door Mats, 16x27	.85c
Remnants Linoleum, 1 yard square	.39c
Vacuum Sweepers	\$4.95

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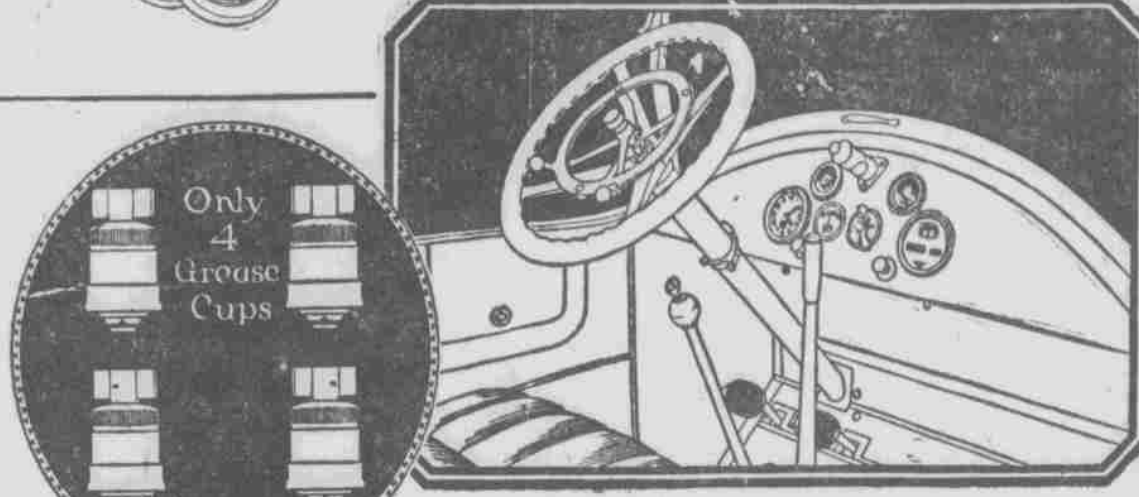
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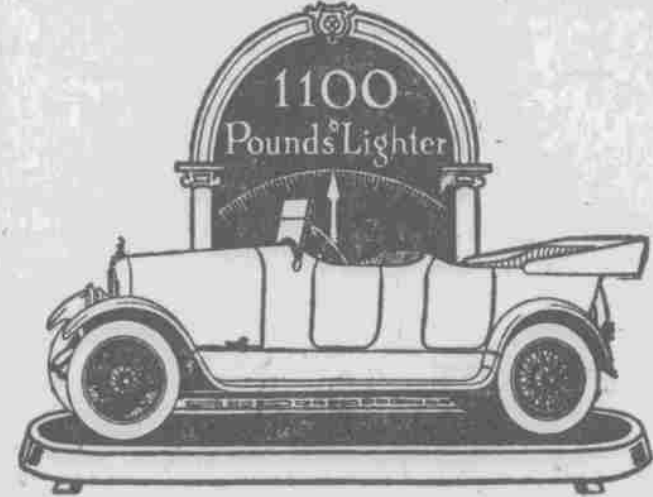
Deciding Factors In Buying a Motor Car

BOILED down to its essence, the matter of choosing the right motor car is not so baffling as many suppose. First know the essential facts to demand — and then insist on concrete answers. As for the Marmon, we have nothing to lose and everything to gain by giving them frankly and fully.

For this car embodies not only the wanted features, but the simplest and most scientific way of arriving at them. Authoritative writers cite the Marmon as typical of the construction that will rule the next period:

- Light weight and elimination of bulk
- High grade steels and nickels and generous use of aluminum
- Deep frame construction; elimination of numerous parts and more automatic operation
- Great economy in upkeep and operating costs
- Durability and correct basic design, hence stabilized design and stabilized investment.

The most recent to predict that the future designs will aim to embody these scientific principles is a noted manufacturer of parts. This maker sells to the entire automotive industry and knows what engineers are planning.



Take the matter of weight, to which there is greater importance attached today than ever before:

14 Miles To The Gallon

1 Gallon in the Marmon equals 1 1/2 Gallons in Cars of Like Size

Through scientific design, elimination of parts and extensive use of aluminum, the Marmon weighs 1,100 pounds less than any other car of like size and power. In fact, it weighs 1,000 pounds less than some cars with only 125-inch wheelbase. And Marmon wheelbase is 136 inches. This light weight means a corresponding economy in operation and maintenance.

Literally hundreds of parts are eliminated by our advanced construction—side aprons, body sills, and fender supports among them. And with them have gone their squeaks and rattles—the old hobgoblins of the driver and the owner.

Due to light weight and motor efficiency, the Marmon yields 50 to 75 per cent more transportation miles from a gallon of gasoline than any comparable car; and from tires, 40 to 50 per cent more distance.

Forty-one lubrication points have been eliminated. On the Marmon are only four grease cups. These are on the steering connection where they are readily accessible.

Marmon automatic system of lubrication and oilless bearings reduce its care to a fraction of that which other cars demand.

This also makes lubrication of numerous bearings that motorists often overlook, a certainty on the Marmon. So wear, as well as care is less.



The Marmon keeps its balance at all speeds, regardless. For this new-day design is long, and low—not merely built to appear so. The weight is centralized between the two axles and the center of gravity is low.

That produces the much-discussed riding ease, and the

roadability for which this car is famous. Its absence or side-sway, skidding or whip-lash motion are ranked as achievements precluded by old-style design.

With this combination of weight and balance 136 inches is the ideal wheelbase for comfort. Anyone who recalls the old short wheelbase railway coach, recollects a bouncing, rocking ride.

Just as the longer wheelbase gives the modern Pullman its easy motion and even keel, so the long wheelbase of the Marmon goes far toward giving the open road a track-like smoothness.

A woman can handle the Marmon with as much facility as a man. All controls are at the finger tips. Sit at the wheel and you are surprised that a car so long, large, and powerful can respond to your will so nimbly or be managed with such ease.

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