

### Youth Accuses His Father of Murdering Man

Boy Held in Jail Who Has Been Maintaining He Did Killing Changes Story and Says Parent Did It.

Akron, O., March 31.—C. P. Smith, 18, who Akron police say confessed in Los Angeles two weeks ago to the murder here of Peter Slur, October 3, last night, accused his father, Charles W. Smith, of the act, according to officials.

Confronted by his father in the prosecutor's office, young Smith broke down, authorities said, appealing to the parent to "tell them that you used the hatchet."

"I can't stand it any longer," he was quoted as saying. "I've told them a dozen stories, and they've all broken down. I can't sleep. I can see that man now with the wound in his head."

Young Smith is said to have maintained ever since his arrest with his father and the latter's alleged wife, Olive Montez, in Los Angeles, two weeks ago, that he had alone killed Slur. The body was buried in an outhouse, where it was later found and investigation of the death started.

### President Confers On Railroad Situation

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making a readjustment that would have the way for the demanded reduction in freight rates and passenger fares. It is regarded likely that the president inquired as to the probability of a decision by the labor board in the near future.

Railroad executives believe there should be a reduction in freight rates—many hold the belief that lower rates would bring in greater revenues than the present rates, even with tonnage approaching a normal figure—but with the record of January starting them in the face and the probable repetition of that record in March, they are not in a position to promise a reduction in rates. Since wages constitute the chief single item of expense in the operation of the roads it is obvious there must be some reduction there.

The low amount of freight being carried and the large number of surplus freight cars throughout the United States was brought to the attention of the president.

### Conference Between Labor And Railroads Proposed

Chicago, March 31.—(By the Associated Press.)—Railroad employees tonight laid a proposal before President Harding for a conference between labor and the railroads in an effort to settle the transportation war as labor is concerned.

The plan, signed by E. M. Johnson, president of the American Labor, the president of the railroad conference and the railroad executives and the "to undertake to conferences on all points in which the two parties have common interests," Mr. Jewell declared the conference would be "productive of immediate salutary results."

The telegram was sent to ask a voice in the solution of the railroad problem which was considered at a conference in Washington today between the president and R. M. Barton, chairman of the United States railroad labor board, and E. E. Clark, chairman of the interstate commerce commission. Referring to the president's inaugural declaration that he preferred the settlement of industrial controversies at the conference table, the employees expressed willingness to hold such conference immediately.

### Britain is Blamed For Riots in Ireland

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greater part of Ireland, British courts have ceased to function; local, county and city governments refuse to recognize British authority, and British civil officials fulfill no function of service to the Irish people.

"In spite of the British 'terror' the majority of the Irish people have sanctioned by ballot the Irish republic, give their allegiance to it, pay taxes to it, and respect the decisions of its courts and of its civil officials."

"Charges Misdemeanor."—General conclusions of the unofficial commission of the Committee of 100 investigating conditions in Ireland, placing moral responsibility for disorders there on the British government are characterized as "biased and wholly misleading," in a statement issued by the British embassy, in answer to the commission's report.

The report, the embassy statement said, was "entitled to exactly the amount of weight which should be given to any judgment based entirely upon the evidence of ex-parte statements and put forward for the most part by persons admittedly holding extreme views."

"That the crown forces in Ireland under almost incredible provocation patiently borne during many months, have on some occasions broken the bonds of discipline and committed unjustifiable acts of violence, is not denied," the embassy statement continued, "but to say that such acts have been ordered, encouraged or condoned by the British government is false. The interests which suffer most by acts of indiscipline are those of the government itself."

The statement issued by the embassy said in part:

"The report of the commission on conditions in Ireland is entitled to exactly the amount of weight which should be given to any judgment based on the evidence of ex-parte statements put forward for the most part by persons admittedly holding extreme views. It is biased and wholly misleading.

"Ireland so far from being a devastated country, is the most prosperous part of the United Kingdom and probably of western Europe. A reliable index to the general prosperity of the country can be found in the returns of deposits in joint stock banks which have increased as follows: 1914, £147,000,000; 1919, £166,000,000; 1920, £200,000,000."

### Cardinal Buried With Every Honor of Church

(Continued From Page One.)

ing their caps and gowns. The scholars with their hoods of blue and red, orange and gold, turquoise and green and the churchmen of high rank in their brilliant ceremonial robes seated themselves with the white-surplised clergy.

Chanting continues hour.

Archbishop Bonzano, celebrant of the mass, seated himself on the throne of the late Cardinal Gibbons. Chanting, his assistants advanced to the altar and from it bore back vestments of black, silver embroidered. Rising, the celebrant, divested himself of his mourning robe of purple and clad himself in the vestments for the mass. Then wearing his white mitre he stepped from the throne and followed by assisting priests and acolytes, moved to the altar steps, where he knelt.

For nearly an hour the chanting continued as the archbishop read from a great tome.

At last the celebrant returned to his throne. In the pulpit appeared Archbishop Glennon, who delivered the eulogy.

After the funeral sermon, Archbishop Bonzano stepped to the bier, kneeling at the foot. Then the solemn Gregorian chant was sung. It previously had been heard only in Rome at the funeral of a pope.

Then came the final absolution. To the chant of priests and choristers, five archbishops encircled the catafalque, twice, the first time casting holy water on the body, the second time incense. Then with priests in white choir clothes surrounding the bier and the apostolic delegate and his assistants kneeling at the foot, the audience bent its head in final prayer.

By this time the rain had stopped. The recessional moved down the center aisle and passed into the churchyard where the waiting thousands gazed upon the ecclesiastical procession.

### Countries Prompt In Paying League

Ninety-seven Per Cent of First Budget Has Been Paid.

Geneva, March 31.—Countries which are members of the league of nations have been prompt in remitting their dues to that organization according to a statement by the financial section of the secretariat of the league.

The statement shows that 97.12 per cent of the £297,029, representing the first budget of the league, was paid, and that member states, except Argentina, Paraguay and Salvador, forwarded their dues.

A total of 7,360,000 gold francs have been paid so far on the second budget of 10,000,000 francs, nineteen of the 42 members having paid in full and ten having made partial payments.

Although demand notes for the dues for 1921 were sent out only the last of January, six countries have already paid in full and most of the others have announced the date their remittances will be sent. The budget for 1921 amounts to 21,250,000 gold francs.

### Two Trade Trips Planned

By Superior Business Men

Fairbury, Neb., March 31.—(Special.)—The grain and wholesale men of Superior are planning to have over 100 large thermometers made to be presented to the various towns covered by the booster trip being planned for the second week in June, when a score or more of the larger interests of the city will drive over their territory on a week's trip, visiting the trade all along the lower tier of Nebraska counties and the northern Kansas counties west of Superior to Colorado. The Superior Order of Shoppers is arranging another more local booster trip for

### Superior Bottling Works Increases Plant Capacity

Superior, Neb., March 31.—(Special.)—J. M. Silver of the Superior Bottling Works has just installed new bottle washing and sterilizing machinery, together with a number of time-saving devices to operate in connection with the filling and capping machines, increasing his capacity 60 per cent. Mr. Silver shipped out 1,500,000 pounds of bottle goods last year and expects to make it 2,500,000 pounds this year, with the new equipment.

### Auto Dealers Report Business is Now Normal

Fairbury, Neb., March 31.—(Special.)—Thirty Ford dealers of Jefferson and adjoining counties held a convention at Fairbury. By comparison it was learned that business is nearly as good as it was a year ago and much better than a month ago. Collections are slow, but improving gradually.

### Ord High School Holds Declamatory Contest

Ord, Neb., March 31.—(Special.)—The Ord High school held its annual declamatory contest in the M. E. church. Ten contestants participated. Miss Florence Kennedy won first place and Helen Wilson second. The winner represents Ord in the district contest at Kearney, on April 8.

### Carp Are Plentiful

Lodgepole, Neb., March 31.—(Special.)—With the water low for this time of year, carp are plentiful in the Lodgepole creek.

### Will Kill Prairie Dogs

Lodgepole, Neb., March 31.—(Special.)—A campaign against prairie dogs is soon to be launched here by County Agent Scott.

### Aurora Rotary Club Will Entertain Nearby Farmers

Aurora, Neb., March 31.—(Special.)—Dr. Orville Moore of York was the principal speaker at the monthly evening meeting of the Aurora Rotary club. Dr. Moore was chairman of the committee which originally organized the Aurora club. At the April meeting of the club, representatives of the farmers organizations of Hamilton county will be the guests of the Rotary club. Homer Otto, farmer member of the club, will preside at the meeting. The program will outline the means and methods for better co-operation between the city and the country.

### Jefferson County Will Lower Land Assessment

Fairbury, Neb., March 31.—(Special.)—Precinct assessors of Jefferson county met with O. R. Jones, county assessor. All of the 18 assessors were present. It was decided to lower land values this year 10 per cent. The work begins April 1. Arthur Denney and C. O. Astell have been appointed as deputies to act in Fairbury city.

### Filling Station at Sidney

Sidney, Neb., March 31.—(Special.)—The Consumers Co-operative Oil company of Kansas City closed a deal for a long-time lease on one of the most prominent corners in Sidney and will immediately build a large filling station to retail oil to the public.

### Cantata at Sutherland

Sutherland, Neb., March 31.—(Special.)—Mrs. Theodore Nichols, music teacher in the High school here, directed an Easter cantata in the Methodist church. Thirty voices were in the choir. The choir is considered one of the best in western Nebraska.

### Elect School Teacher

Sutton, Neb., March 31.—(Special.)—The board of education has elected Superintendent R. H. Graham for next year and eleven other teachers.

# Thompson, Belden & Co.

### A Fashionable New Pump

A graceful new Sorosis model with a patent leather vamp, gray suede back and covered Louis heels to match. Cross straps over the instep and light turn soles complete this very attractive pump.

(A. A. A. to C. Widths)

**\$12 a pair.**

### Scotch Mole Fur Scarfs \$22.50

Featuring a collection of these desirable new furs at an unusually low price.

The Fur Shop Third Floor

### Particularly Striking Neckwear

The Men's Shop

Pure silk knitted ties, English hand-frame crochet ties.

Plain shades, cross stripes, heather mixtures. Popular styles for wear with new low collars.

To the Left As You Enter

### Mildred "Stylish Stout" Undermuslins

Extra size undermuslins that are well designed, graceful and certain to please.

Gowns with embroidery trimmings. Slipover short sleeve styles in flesh and white, \$2.25 to \$3.50.

Corset covers of soft, fine nainsook, with lace and embroidery trimmings, \$1.50 to \$2.50.

Envelope chemise, skirts and drawers, \$2 to \$4.50.

Bloomers, made of cotton crepe, \$1.35.

Second Floor

### Sport Apparel Is Diverting

One of the most attractive fashions is the brightly colored coat that is worn with a white skirt.

Skirts, both pleated and plain in style, are gay with plaids and stripes.

Sweaters have many an interesting variation—fringes are in vogue.

Blouses are delightfully becoming—and no end of styles.

Apparel—Third Floor

### Washable Silk Gloves

Sixteen-button length Kayser silk gloves are \$3.25 and \$3.75. Strap wrist silk gauntlets are shown in white, beaver, mastic and pongee for \$2.50 and \$3.25.

Both are washable.



## Out today New Victor Records April 1921

Title	Artist	Number	Size	Price
Just a Little House of Love	Sophie Braslau	64937	10	\$1.25
Serenata (Memories of a Concert)	Enrico Caruso	88628	12	1.75
Hungarian Rhapsody, No. 2—Part I (Liszt)	Alfred Cortot	74670	12	1.75
Beau Soir (A Beautiful Evening)	Giuseppe De Luca	64934	10	1.25
Oh Conda—Cielo e mar (Heaven and Ocean)	Beniamino Gigli	64938	10	1.25
Oh Morning Land	Mme. Homer and Miss Louise Homer	87575	10	1.50
O Cease Thy Singing, Maiden Fair	John McCormack and Fritz Kreisler	87574	10	1.50
Samson et Dalila—Bacchanale	Philadelphia Orchestra	74671	12	1.75
Study from "The Children's Corner" (No. 1—Doctor Gradus ad Parnassum)	Sergei Rachmaninoff	64935	10	1.25
Munasterio (The Monastery)	Titta Ruffo	87323	10	1.25
The Merchant of Venice (1) Shylock's Speech	E. H. Sothern and Julia Marlowe	74673	12	1.75
(2) The Mercy Speech	Arturo Toscanini and La Scala Orchestra	74672	12	1.75
Gagliarda	Efrem Zimbalist	64936	10	1.25
Serenade (Fierne)	Elsie Baker	45241	10	1.00
Hush-a-Bye, Baby Mine	Elsie Baker	45241	10	1.00
Mammy Dear	Elsie Baker	45241	10	1.00
Aida—Ritorna vincitor (Return Victorious)	Lucy Isabelle Marsh	55135	12	1.50
Aida—O patria mia (My Native Land)	Lucy Isabelle Marsh	55135	12	1.50
Carry Your Cross With a Smile	Homer Rodeheaver	18720	10	.85
Tell Me the Story of Jesus	Homer Rodeheaver	18720	10	.85
Valse Erica	Rudy Wiedoeff	18728	10	.85
Saxophobia	Rudy Wiedoeff	18728	10	.85
Home Again Blues—Medley Fox Trot	Original Dixieland Jazz Band	18729	10	.85
Crazy Blues—Fox Trot	Original Dixieland Jazz Band	18729	10	.85
My Mammy	Peerless Quartet	18730	10	.85
Underneath Hawaiian Skies	Albert Campbell—Henry Burr	18731	10	.85
Look for the Silver Lining	Edna Brown—Charles Harrison	18731	10	.85
Wandering Home	Helen Clark—Charles Hart	18731	10	.85
She Gives Them All the Ha! Ha! Ha!	Billy Murray	18732	10	.85
Stop! Look! Listen!	American Quartet	18732	10	.85
Rose—Nightingale—Medley Fox Trot	All Star Trio assisted by their Orchestra	18733	10	.85
Tip-Top—Medley One-step	Joseph C. Smith's Orchestra	18734	10	.85
I Never Knew—Fox Trot	Paul Whiteman and His Orchestra	18734	10	.85
Do You Ever Think of Me?—Medley Fox Trot	Paul Whiteman and His Orchestra	18735	10	.85
Bright Eyes—Medley Fox Trot	Paul Whiteman and His Orchestra	18735	10	.85
Love Bird—Medley Fox Trot	Paul Whiteman and His Orchestra	18735	10	.85
Sally—Medley Fox Trot	Joseph C. Smith's Orchestra	35706	12	1.35
Lady Billy—Medley Fox Trot	Joseph C. Smith's Orchestra	35706	12	1.35

**VICTOR TALKING MACHINE COMPANY**  
Camden, New Jersey

## Illinois Central System Discusses Subject of Freight Rate Reduction

There is a good deal of discussion at this time, especially in the press, about railway freight rates. Some writers contend that they are too high and constitute an impediment to business. Others, having more regard for the necessity of adequate transportation, and the increased cost of producing it, consider the present level of freight rates reasonable and advocate at least a fair try-out—which has not yet been had.

It is admitted that there are inequalities in some of the rates that will have to be adjusted, but the basic rate is not too high, at present operating costs, if the railways are to be expected to furnish adequate transportation. The question of adequate transportation is one that is often lost sight of. Without it business cannot be carried on successfully.

So eminent an authority as Chairman Edgar E. Clark, of the Interstate Commerce Commission, whose ability and fidelity to the public interest is unquestioned, has recently called attention to the narrow margin between railway revenue and operating expenses and fixed charges. In view of existing conditions, it is unfortunate that there should be an agitation for the lowering of freight rates. This can only result in raising false hopes that the rates can be reduced, and perhaps in retarding the development of business. If shippers are led to believe the rates can, or will, be reduced, they will naturally postpone shipments.

Stability of the rates at which the commerce of the country is carried is of the utmost importance. If freight rates should be manipulated up and down in response to every temporary business fluctuation, it would naturally result in more serious business depressions. Railway freight rates must be operative over a period of time to insure business stability.

It is contended by some that a reduction of rates would encourage shipping and provide more adequate railway revenue through a greater volume of traffic—that the August rate increase created a restriction on business and was a factor in precipitating the depression which followed. Take cotton, for example. A year ago cotton was selling for about 40 cents a pound while in November, more than two months after the August increase became effective, the price was about 15 cents. The present market price is about 11 cents. If a reduction of 50 per cent were made in the freight rate on cotton, it probably would not result in the movement of a bale of cotton which will not move at the present rate.

A study of the situation will show that the August increase in rates had an almost negligible effect upon business. During September and October, and well into November, the railways handled a maximum traffic. By the middle of November the "buyers' strike," which began early in the summer, was reflected in a general recession of business. The public has gone on strike against war prices and was determined to force liquidation.

The pre-war freight rates were not sufficient to attract as much new capital as was needed for enlargement and expansion of the railway plant. The cost of labor, materials and supplies in all probability, will never go back to pre-war levels. They ought not to do so entirely. Business should adjust itself to the present level of freight rates, at least until net railway operating income, through economical and efficient management, rises to a point where a reduction of freight rates would be justified without impairment of service.

There are few lines of business prospering during this reconstruction period. The farmers are not prospering and the great manufacturing industries are not prospering. They are going through the same readjustment process that the railways are going through. The railways are struggling back to normal, and they will succeed if they have the support and confidence of the public—if the public is not led astray by the unconstructive criticism of those who would like to see them fail.

Wholesome criticism is a good thing, but wholesome criticism coupled with a remedy is a better thing. Any student of the railway question knows that the railways, carrying the burdens that have been fastened upon them by war prices and government control, cannot function without rates commensurate with their increased expenses. Since 1917 freight rates in the United States are estimated to have increased on the whole about 68 per cent and passenger fares about 45 per cent. During the same period railway wages have increased more than 100 per cent, while materials and supplies have increased from 100 to 200 per cent, and even more.

Ultimately, the burdensome costs of producing transportation will be lower. In the meantime the basic freight rate cannot be lowered if the country's transportation plant is to function. The public's stake is primarily in having a railway plant at all and in keeping it at service pitch. The railway's stake is in earning enough net income to maintain itself and attract the necessary capital to improve itself so that service can be rendered.

America is sound to the core; American business principles are sound; and we should not be disheartened over conditions. However, this is a time when clear thinking is needed—a time to stand for the principles that gave to America the greatest and most efficient system of railways in the world. Above all, it is not a time to lend encouragement to those who are seeking to fasten permanently upon the railways the very evils from which they are now struggling to free themselves.

Constructive criticism and suggestions are invited.

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

USE BEE WANT ADS—THEY BRING RESULTS