

Showers tonight and Thursday. Somewhat warmer tonight.

VOL. XXXIV.

Published at Indianapolis, Ind., Daily Except Sunday. Entered as Second Class Matter, July 25, 1914, at Postoffice, Indianapolis, Ind., under act March 3, 1873.

ATTORNEYS TRY TO IMPLICATE 3 DECKER BOYS

State Deals With Final Scenes of Tragedy in Closing Case.

NEIGHBORS ON STAND

WHILE ON YOUR VACATION

Don't fail to let the Daily Times accompany you. Call Main 3500 for short term subscription rates.

At Last They Meet—Lemaux, Shank—Tonight

Political Opponents Will Attend Platform Session at Marion Club.

Unless one of the other changes his mind today Samuel Lewis Shank, Republican candidate for mayor, and Irving W. Lemaux, Republican city chairman, whose resignation Mr. Shank has demanded, will meet tonight at last.

Both intend to go to the meeting of Republican city candidates with the Republican city platform committee at the Marion Club. Mr. Shank goes as one of the candidates. Mr. Lemaux goes as a guest, invited by Walter W. Wise, chairman of the candidates' organization, without objection from Mr. Shank. Mr. Lemaux a few weeks ago refused to meet with the other candidates to meet with them at Mr. Shank's home. The two never met.

Actions of both the candidate and the chairman were to be carefully watched by other politicians tonight. The News-Journal wing of the party, which the Shank faction is kicking out of, has not yet been able to find someone who would help Mr. Lemaux retain his position as chairman.

The Shank people, however, were pointing out that Mr. Lemaux's position was not at all enviable in that he comes to the meeting not as a participant but as a spectator. This is the position which the Shank forces intend to hold him in case he stands upon his refusal to resign.

General discussion of the platform will be the chief business at the meeting. Five people will be chosen from the thirty-five men and women on the general platform committee, to draft the document. It is not expected that it will be finally prepared for several weeks.

On the ground that he is opposed to Mr. Shank's election, Charles J. Lynn, 3819 Washington boulevard, refused to accept Mr. Wise's invitation that he become a member of the platform committee. Mr. Lynn said he is going to vote for B. M. Raiston, the Democratic candidate.

"I asked the funeral would be at 10 o'clock Monday," Guard said, "but when I got home, Cal and Fred told me it had been put off." Lovett was killed on Saturday.

A blood-stained horse-blanket was brought into court as evidence in the insurance murder trial.

It was the blanket—Donald Burt, a neighbor boy, found in a decaying stump near "the murder cabin" on the Tippecanoe River, in the Decker farm shortly after Leroy Lovett was slain.

Prosecuting attorneys tried to prove Lovett was wrapped in the blanket after his skull had been crushed with an iron bar.

The State probably will close its evidence today or early tomorrow.

The defense has retained many of the State's best lawyers, including Decker, uncle of Virgil, who told about surrendering his nephew to police after the newspapers at his home in Marion proclaimed the "murder of Virgil Decker."

WITNESS TELLS OF VICTIM TO DECKER FARM.

John Norris, who lives a quarter of a mile from Fred Decker's farm, told about going to the Decker farm the next morning after Fred and Calvin and their mother had identified the body as that of Virgil.

"I asked how badly Virgil was cut up," Norris said, "and Fred replied 'It's not bad, but, his back was broken and his clothes were wet and he was dirty as a hog.' George Guard, the grave digger of Etna Green, testified regarding the overtures Calvin and Fred made to him for funeral arrangements.

"Cal told me the funeral would be at 10 o'clock Monday," Guard said, "but when I got home, Cal and Fred told me it had been put off." Lovett was killed on Saturday.

A blood-stained horse-blanket was brought into court as evidence in the insurance murder trial.

It was the blanket—Donald Burt, a neighbor boy, found in a decaying stump near "the murder cabin" on the Tippecanoe River, in the Decker farm shortly after Leroy Lovett was slain.

Prosecuting attorneys tried to prove Lovett was wrapped in the blanket after his skull had been crushed with an iron bar.

The State probably will close its evidence today or early tomorrow.

The defense has retained many of the State's best lawyers, including Decker, uncle of Virgil, who told about surrendering his nephew to police after the newspapers at his home in Marion proclaimed the "murder of Virgil Decker."

SOUTH'S POWER CUT BY G. O. P.

Committee Approves Decreasing Number of Delegates in Conventions.

WASHINGTON, June 8.—Reports were current here today that Judge Francis E. Baker, presiding judge of the United States Circuit Court of Appeals, will be elevated to the United States Supreme Court by President Harding to fill the seat of Chief Justice White's vacancy. The reports state President Harding had had Judge Baker under consideration for some time.

Judge A. B. Anderson, Indianapolis, it was added, will be named to succeed Judge Baker on the Court of Appeals. Judge Baker's home is in Goshen.

Newberry's Brother Slated to Testify

WASHINGTON, June 8.—John S. Newberry, Detroit, brother of Senator Truman Newberry, and manager of his campaign against Henry Ford in 1918 for the Senate, was scheduled to take the stand today at the opening of the Senate Elections Committee in continuation of his inquiry into the election. Frank W. Blair, Paul King, Henry Joy and others who assisted in Newberry's campaign, also have been summoned to testify today.

Head Waiter, Slayer of Negro, Bound over

for Trial.

Nicholas Rice, negro, 1015 North West street, who, until May 20, when he was arrested on a charge of murder, was head waiter at the Hotel Seville, waived preliminary hearing in city court through his attorneys today and was bound over to the grand jury by Judge Walter Prichard. Rice will be held in the Marion County jail until his case is called in Criminal Court. Bond was denied by the city judge.

Rice, it is charged, shot and killed Lucius Jones, a negro waiter in the kitchen of the hotel.

BIG DRAINAGE BILL.

SOUTH BEND, Ind., June 8.—The owners of 4,000 parcels of land in St. Joseph County will have to pay \$70,146 as their share of the cost of the Dixon W. Plaza drainage project, which calls for reclamation of the Kankakee basin. The total cost of the drain is \$429,000, to be borne by seven counties in this section.

WEATHER

Forecast for Indianapolis and vicinity for twenty-four hours ending 7 p.m., June 10, 1921: Showers tonight and Saturday. Somewhat warmer tonight.

HOURLY TEMPERATURE.

6 a. m. 64

7 a. m. 64

8 a. m. 63

9 a. m. 62

10 a. m. 64

11 a. m. 64

12 p. m. 64

1 p. m. 66

2 p. m. 67

Judiana Daily Times

INDIANAPOLIS, WEDNESDAY, JUNE 8, 1921.

Subscription Rates: (By Carrier, Week, Indianapolis, 10c; Elsewhere, 12c. (By Mail, 5c Per Month; \$5.00 Per Year.)

LAST HOME EDITION

TWO CENTS PER COPY

NO. 23.

ATTORNEYS TRY TO IMPLICATE 3 DECKER BOYS

State Deals With Final Scenes of Tragedy in Closing Case.

NEIGHBORS ON STAND

WHILE ON YOUR VACATION

Don't fail to let the Daily Times accompany you. Call Main 3500 for short term subscription rates.

SAYS AMERICA SHOULD BECOME WORLD MODEL

Harding Tells Graduates Their Diplomas Are Service Commissions.

TALKS AT AMERICAN U.

WASHINGTON, June 8.—America should be a model for the nations of the world, President Harding told graduating students at American University here today.

The President urged the thousands who are graduated from colleges this month to realize the obligation of service placed upon them and to regard their diplomas not as certificates entitling them to special favors, but as commissions of service.

He admonished them to accept their share of civic responsibility in order that the Nation may live up to its high ideals.

"Hold true to those ideals which your country and its institutions represent," the President said. "We Americans will best help mankind at large if we most earnestly sustain them immediately about us. Let us make our America the best place on earth in which men and women may dwell. Let us make it an example of all others, an inspiration and a model."

DIPLOMA NOT A SPECIAL SERVICE PERMIT

"I would feel that I had performed well the part that has providentially fallen to me if I could impress upon every one who goes out this year with a diploma the thought that it is not a certificate of right to special favor and profit in the world, but rather a commission of service," Harding said.

"More important than that you will need the best you can give them. You of the next generation of leadership will live in the time of readjustment and reorganization. Much that has been esteemed elemental may be swept aside. Almost nothing remains that we may safely depend upon as secure from the attacks of the ignoramus."

"Nothing remains with us that is not queried. Therefore we need, for the leadership of the coming generation, an open minded willingness to recognize

(Continued on Page 17c.)

POSTPONED' IS WORKS BOARD'S FAVORITE MOVE

Several Matters Brought Up Are Held Over for Investigation.

Final action on two important street projects were postponed until next Wednesday by the board of public works today after property owners and business men asked that the pavements be laid in a manner different from that originally proposed. Large delegations were present, they said, by the number of Democrats who are making application for membership in the club. Among those who came to the headquarters on the opening day were Robert K. Sloan and James Quear, both prominent state Democrats, who were present at the meeting of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the board for almost two years was up for confirmation. More than twenty-five property owners and business men, led by James S. Johnson, state engineer, presented a petition with approximately five hundred signatures asking for the elevation of the Bolt Railroad at Tenth and Sixteenth streets.

The resolution for the widening and resurfacing of Ohio street from Delaware to Alabama streets, which has been a bone of contention before the