

RUSSIA IN DESPAIR

ADMIRALTY SEES NAVY BE GRADUALLY CRUSHED.

NOTHING LEFT OF FLEETS

VLADIVOSTOK SQUADRON ADMITTEDLY OUT OF FIGHT.

Remnants of Port Arthur Cooped Up or Disabled—Scant Consolation Offered to Well Wishers

ST. PETERSBURG.—A feeling almost akin to despair reigns in the much tried Russian admiralty. The official report of Vice-Admiral Skrydloff, coming on the heels of the known losses sustained by the Port Arthur squadron in its desperate sortie of August 10, and the anxiety over the fate of the warships still unaccounted for, not only confirming the sinking of the Rurik, but showing that the injuries sustained by the Groobol and Russia in the fight with Vice-Admiral Kamimura's squadron, was even greater than anticipated, completes the crushing nature of the blow to Russia's ill-starred naval forces in the far east. So far as the immediate future is concerned, the admiralty does not disguise the fact that the Vladivostok squadron is destroyed. The effect on the public is most depressing.

The only consolation found in the words of praise bestowed on officers and men and the unequal character of the fight. Russian naval experts by the system of certificates figuring that inferiority of the Vladivostok squadron in armor and guns was sixty-nine to 200.

In some quarters of the navy there is also a disposition to censure Rear-Admiral Jessen for abandoning the Rurik, even though standing by her would have meant that the Groobol and Russia would have shared her fate. The chief mystery at the admiralty is why Vice-Admiral Kamimura drew off when Admiral Jessen's ships were at his mercy. The only explanation is that his squadron must have suffered such frightful damage that it could not continue the battle.

The weight of opinion continues to correspond with the foreign reports that the battleships are back at Port Arthur, but some of the officials at the admiralty cling to the hope that they are captured. Chee Foo reports received here apparently leave no doubt on this point and Emperor William's request that the German naval attaches at Port Arthur, Captain Hoffman and Lieutenant von Gilgenheim, be instructed to leave the fortress is generally regarded as evidence conclusive.

Charge of Manslaughter.

ST. LOUIS.—The coroner's jury which has been investigating the death of Mrs. Jennie Helms of New York, who died in a hotel here after taking a dose of what she supposed was cream of tartar, returned a verdict of manslaughter against Charles M. Farthing, the drug clerk who sold the preparation to Mrs. Helms' husband.

The jury also recommended that F. L. Right, the proprietor of the drug store, be held for allowing an unlicensed drug clerk to sell drugs.

According to the verdict of the jury Mrs. Helms died from the effects of tartar emetic poisoning.

Farthing has been in the custody of the police since Mrs. Helms' death.

Severe Storm in Manitoba.

WINNEPEG, Man.—Reports of a disastrous storm have been received here from Pierson and Mousamin, but so far nothing has been heard from intervening country seventy miles wide.

At Mousamin, Archie Latimer, a well-known farmer, was instantly killed by lightning while working with a team eight miles north of here. The same bolt killed the team. For violence and velocity this storm surpassed anything ever seen in this neighborhood. It is impossible to state the extent of the damage to standing shops in the district.

Lightning struck in the town of Lyleton, causing a fire which totally destroyed five buildings. The loss will run into thousands. A heavy thunderstorm accompanied by hail passed over Melita. The house of the manager of the Union bank, was struck by lightning and almost totally wrecked.

BOTH ARE BURNED BY MOB

TWO NEGROES DIE AT THE STAKE IN GEORGIA TOWN

Clothing Saturated With Kerosene While Crowd Looks on—Vain Appeal to Mob Which Knows No Mercy.

STATESBORO, Ga.—With clothing saturated with kerosene, writhing and twisting in their agony, screaming to heaven for the mercy the mob would not show, Paul Reed and Will Cato, negroes, two of the principals in the murder and burning of Henry Hodges and family, six miles from Statesboro, three weeks ago, were burned at the stake.

A determined mob charged on the court house, overpowered the military guard, secured Cato and Reed, who had been found guilty after a legal trial and sentenced to be hanged, took them two miles from Statesboro, and there burned them alive. The climax came quickly and unexpectedly.

The forenoon had passed quietly. The trial of Reed, the ringleader in the murder, being concluded, a verdict of guilty rendered, both he and Will Cato found guilty the day before, were sentenced to hang September 9. The crowd assembled about the court house was not as large as the day before nor was it so threatening, though for that matter there was never much parade the countrymen always being quiet.

In the trial of Reed little delay had been caused, and its conclusion the prisoners, as before, were hustled into the witness room where a strong guard of military was mounted over them. In the corridors the agitation began. The spectators left the court room from the lawn outside man entered the hallways.

Shortly before 1 o'clock the crowd was addressed by a tall man who seemed to inflame it greatly. He called on those about him to follow him. Then Captain Hitch of the Oglethorpe light infantry, who was in command of the forces realized that the situation was desperate. He posted guards on each of the stairways that led to the floor above where the prisoners were confined. With fixed bayonets but unloaded rifles the guards stood.

The mob surged toward them but were repulsed several times. The determined effort was yet to be made.

At the rear stairway the gravest danger threatened. Prominent men, among them the Rev. Mr. Hodges, brother of the murdered man, sprang to the front to address the crowd.

Before they could be prevented they had caught two of the guards wrested their weapons from them and thrown open the breech locks. The weapons were empty. That was what the crowd wanted to ascertain. The troops had been given orders not to load their rifles. The captured soldiers were held prisoners.

Mormon Question Foremost.

LEWISTON, Idaho.—Consideration of the Mormon question is blocking the proceedings of the democratic state convention which is in session here. United States Senator Dubois proposed a radical anti-Mormon resolution. His resolution was softened to simply denounce polygamy and the mixing of church and state and promising to favor legislation to carry into effect these views. The prospect now is that this resolution will be defeated and the national democratic plank be simply reaffirmed. Should the Dubois resolution fall it is considered likely that ex-Senator Henry Heitfeld, who was regarded as almost certain to be nominated for the governorship, will withdraw in favor of Maj. James H. Haley of Boise, though ex-Governor Frank Steenberg is now being vigorously upheld for the candidacy by members of all factions.

Twenty-Six Thousand in Line.

BOSTON.—Twenty-six thousand survivors of the union forces which fought in the civil war marched through the winding streets of historic Boston and over 500,000 people who have assembled from all sections of the United States, saw pass in review the G. A. R. This was the great feature of all the events of national encampment week, the occasion being made a holiday throughout greater Boston, whose residents flocked to the state capitol to view the veterans. Through streets, brilliantly decorated, between ranks of spectators who cheered, waved banners applauded in every possible way, sought to show them honor, the veterans marched for hours.

RUN INTO A TRAIN

TROLLEY CARS IN FATAL COLLISION AT CHICAGO.

FOUR KILLED OUTRIGHT

TRIES TO STOP CARS, BUT BRAKES REFUSE TO WORK.

Replies Laconically to Inquiries While Suffering From Fatal Wounds—Members of Train Crew Under Arrest

CHICAGO.—Four people were killed, one fatally hurt and twenty-three severely injured in a collision between an express train on the Chicago Great Western and a train of three trolley cars bound for the thorne race track.

The accident occurred at the crossing of forty-eighth avenue and the Chicago Great Western tracks. The train was coming into the city, and according to some witnesses of the accident, was running at a high rate of speed. Others and the train crew declare that it was not going over twenty miles an hour. The trolley train, which was made up of a motor car and two trailers, was in charge of Conductor W. H. Condon and Motorman Michael Ryan, approached the crossing at a rapid speed, just as the train came around a sharp curve to the west of the crossing. Ryan put on brakes with all his strength in the effort to stop his car, but the brakes refused to work, and with undiminished speed the motor car ran upon the tracks at the same time the locomotive came up. The car struck the train just between the engine and the tender. The motor car was torn to splinters, the car immediately behind was knocked over, smashed nearly to pieces, and dragged along the track for one hundred feet. The third car was dragged from the tracks, and but for the fact that the couplings between it and the second trailer broke, the list of injured would probably be larger, as all the cars were filled with passengers.

Motorman Ryan remained at his post to the last and was fatally hurt, his skull being fractured. To people who came to aid him while he lay on the ground he said:

"The brakes would not work. That was what caused it. When I saw that they would not work I reversed the current. Now get aside and be quiet, and I will be all right."

Immediately after saying this Ryan became unconscious and was taken in that condition to the hospital. There it was said that his skull was fractured and death is a matter of hours only. The scene of the accident is in the suburbs, and it was some time before ambulances and the patrol wagons with physicians could reach the place to aid the injured, but the uninjured passengers and one physician who was a passenger on the rear car of the trolley train together with the members of the train crew did all possible to aid the suffering.

Division Superintendent R. W. Edwards of Chicago Great Western said:

"The train was stopped within two car lengths. It proves that it was not running at a high speed. The conductor of the street car did not run ahead of his car to look at the crossing as provided by the rules of his company. Naturally he would not do this until the motorman brought the train to a stop and the motorman never brought it to a stop. What the trouble is, I cannot tell, but the blame is not with us."

All of the persons who were killed occupied seats in the front of the first car on the west side. One woman, yet unidentified at the morgue, had just taken a seat offered her by William Tennis of North Albany avenue when the crash came. She was rolled under the motor car and horribly mangled. Tennis, after giving up his seat went to the rear of the car and escaped with slight bruises.

Must be Treated Well.

WASHINGTON.—It was stated at the bureau of immigration that its officials in charge at New York have instructions not to detain Mrs. Florence Maybrick, now on her way to America after spending years in an English prison.

TALK OF A SEIZURE

JAPANESE CRUISER MAY ENTER PORT OF SHANGHAI.

Situation Regarded Acute, But No Uneasiness Felt—Two Russian Cruisers in Harbor Declared Unseaworthy.

SHANGHAI.—M. Odagira, the Japanese consul general, has notified the taotai of Shanghai that a Japanese cruiser is coming in to seize the Russian cruiser Askold and the Russian torpedo boat destroyer Grozovoi. The chief engineer of the customs department reports that the Russian vessels are not seaworthy. The repairs being made by the Russians on the Grozovoi will be completed in about ten days. It is uncertain when the repairs to the Askold will be finished.

There is no uneasiness here although the situation is thought to be acute. The foreign consuls are determined to preserve the neutrality in the port.

Upon the recommendation of the chief of the customs, the Taotai of Shanghai, will allow the Russian cruiser Askold and the Russian torpedo boat destroyer Grozovoi to remain in port until August 23, when one day's notice to leave or disarm will be given them. The arrival of Chinese men of war is expected.

TSINGTAU.—All the ammunition of the Russian battleships Czarevitch and three torpedo boat destroyers have been removed and stored in a German magazine. The work of dismantling the guns of the Russian vessels has been completed. The terms of parole imposed upon the Russian necessitate their remaining here until the end of the war.

The officers of the Russian warships who are able to be about are being royally entertained by the Germans here.

PEKING.—The Chinese authorities here steadfastly refuse to talk concerning the situation. The rumor that Japan has sent an ultimatum to China regarding the Russian ships at Shanghai is strenuously denied at the Japanese legation here, where it is said this matter will be settled amicably, so far as China and Japan are concerned, although no conclusion has yet been reached. The members of the foreign board are conferring constantly with the ministers here of Russia, Japan, France and Germany.

LONDON.—Japan has officially notified Great Britain that she does not propose to give up the Russian torpedo boat destroyer Ryshtelni, captured in the harbor of Chefoo August 12.

War on the Negro

STATESBORO, Ga.—"We shall have trouble with the negroes here just as long as they can't behave," was the remark of a leading citizen of Statesboro as he commented on the terrible scenes.

That he was not mistaken was shown by the developments. One negro found dead by the roadside five miles east of town, his body pierced by two Winchester bullets; two negroes one of the "old time darkies" and his son, seventeen years old, shot in their cabin during the late hours by unknown marauders; half a dozen cases of flogging, which are of nightly occurrence, too frequent to excite more than passing notice, such was the history of a day.

The scene has shifted from this city to the rich agricultural region surrounding it. At Riggs Mills, half a dozen miles from here, several well to do white planters met and deliberately planned how to rid their neighborhood of obnoxious negroes. Individual negroes were marked for lashing and part of the program is being carried out. Two victims, a black man and a black woman, have been marked for the next ones at Register, a railroad station ten miles from here. Their offences are alleged disrespectful protest against the white supremacy here.

Plunges Into the River

CHICAGO.—An automobile of the touring car type carrying four persons plunged into the river at Rush street when the bridge was opened. In its descent the automobile turned over, throwing the occupants into the water, but clear of the machine. All were rescued within a few minutes by the crew of a tug and boatman on the banks. The condition of the four occupants was reported as serious but they are expected to recover.

NEBRASKA NOTES

The teachers' institute at Falls City began on Monday.

A trace of frost was reported by early risers in the Elkhorn valley near Stanton on August ninth.

The Werman block at Plattsmouth has been sold to A. H. Rawiser of Omaha for \$12,500.

John J. Novonty has been appointed regular rural carrier at Brune and Alvin Novonty substitute.

The labor organizations of Nebraska City will hold a big celebration in the grove north of that city on Labor day.

Wallace Merchant of Mitchell, found a porcupine on the creek near that place. The fretful porcupine is not common in Nebraska.

A telephone war at Emerson is giving the citizens the advantage of free service on two systems. They hope the war will be perpetual.

A valuable horse belonging to Kilpatrick brothers of Beatrice which had been driven to town dropped dead on the streets of sunstroke.

This year's improvements at Cambridge have amounted to sixteen thousand dollars so far, and several new buildings are in immediate prospect.

Rural free delivery service has been ordered established September 15, at Pauline, Adams county, one route; area twenty square miles; population 295.

Howard county has the best sweet corn crop in the memory of the oldest inhabitants. Canning factories in different parts of the state are just beginning to work up the new crop.

A carload of strike breakers passed through Plattsmouth over the Missouri Pacific from South Omaha to Kansas City. Most of the men were negroes and had been working in the packing houses in South Omaha.

Martin Schleicher's blacksmith shop caught fire at Fremont and was badly damaged. Schleicher's loss is about \$150. The building was owned by Mrs. John Dodge; loss about \$200. Neither party carried any insurance.

P. Julian, general car foreman of the Union Pacific, was in Plattsmouth and succeeded in securing thirteen men to work in the freight car repairing department in the Union Pacific shops in Omaha. Most of the men previously worked in the Burlington shops at Plattsmouth.

Floyd F. Mitchell, who was killed by a train on the Union Pacific at Council Bluffs was for some time a resident of Fremont, having recently removed to Council Bluffs. His two daughters, Mrs. George Ronin and Mrs. E. Hasset of Fremont were notified of his death and went to Council Bluffs. He was about 50 years of age.

Battery A of Wymore went to Seward and camped from Saturday until Monday, when they left for the encampment at David City. They traveled by train to Crete and from there to Seward they marched. There were fifty-two men and they had three 3-inch guns.

Speaking of Cuming county corn, the West Point Republican says: "Anyone looking at the cornfield of Anton Psota, across the river, would naturally suppose that he had run across an elegant piece of timber land. The free and unlimited use of the cultivator is given, as the cause of a prospective yield of from seventy-five to a hundred bushels per acre."

Twenty-five years ago Bert Smith of Pender, fell upon a needle sticking in the carpet. It broke in two, and about half of it remained in the fleshy part of his abdomen. It gave him no trouble until a few weeks ago, when it began to get up an irritation which made its removal necessary. The needle had traveled four inches in twenty-five years.

A team belonging to Mr. and Mrs. Frank Underhill became frightened on the streets of Seward and succeeded in making a wreck of a carriage and nearby trees, and injured Mrs. Underhill seriously. Her injuries are internal and the physicians say it is a miracle she did not meet her death. Frank Underhill in trying to get out of the carriage landed with his back to the team and sat on the doubletrees behind the maddened team and miraculously escaped injury. Charles Underhill of Seward was also an occupant of the vehicle but fortunately received nothing but a shak-