

Telephone 604.

Bee, Aug. 5, 1905.

A Correct

A letter received from Messrs. Thomas Kilpatrick & Co. informs us that in our statement which appeared on Saturday, July 29, in regard to early closing, that the paragraph which reads, "That during the year we give our clerks an advantage of 205 hours' time more than any other store in our line," is incorrect. As nearly as we can understand the matter, the advantage we give our employees over theirs is in closing our store every Saturday night at six o'clock. We make this statement in fairness to Messrs. Thomas Kilpatrick & Co., as we never knowingly state anything but exact facts.

THOMPSON, BELLE & CO.

Y. M. C. A. Building, Corner Sixteenth and Douglas Streets

INDIANS ASK AN ACCOUNTING

Heirs of George Johnson of Pender File Suit Against Guardian.

MISMANAGEMENT OF ESTATE ALLEGED

Action Said to Be First of a Number that Will Be Brought by Omaha Indians.

PENDER, Neb., Aug. 6.—(Special.)—On behalf of George Johnson and Louisa Johnson, next friend of Eva and John Johnson, heirs-at-law of George Johnson, deceased, Hiram Chase and R. J. Millard have brought suit against A. A. Keiso, guardian of the estate of said late-mentioned Johnson, to cause him to make a report of the condition of the estate. The complaint is that the guardian has taken absolute possession of the property and has failed, neglected and refused to make full and complete reports as required by law; that the reports have been filed are indefinite and incomplete, not showing the amount of money which has come into the hands of the guardian or how it has been expended.

These suits are said to be the first of a number which will be brought by heirs of Omaha Indians against guardians who are alleged to have been managing Indian estates contrary to law.

Veteran in Feeble Health.

YORK, Neb., Aug. 6.—(Special.)—Colonel B. Crab of McCool Junction received last week a marked copy of the Evening Journal, a daily newspaper published at Washington, Ia., dated July 28, 1905, and in which article which Mr. Crab's attention was directed was the following:

Forty-four years ago today the second company from this county left for the civil war. This company was known as the Kirkwood Guards, afterwards Company H, Seventh Iowa Infantry, which served for four long years on the tented field. The officers were: B. Crab, captain; W. W. Crab, first lieutenant; Granville O. Bennett, second lieutenant; Alvin H. Crab, third lieutenant; and the colonel is very feeble. Colonel Crab is one of the early pioneers of Lincoln, Neb., who materially assisted in the growth and promotion of Lincoln's interests, and from there he moved to York, where he was engaged in the hotel business for many years, and is now a resident of McCool, proprietor of the roller mills of that place, and for the past six weeks has been confined to his home and is in a very feeble condition. His many friends hope for his recovery.

Accident to Clarence Phillips.

TECUMSEH, Neb., Aug. 6.—(Special.)—Particulars have been received in Tecumseh of the nature of the accident which befell Clarence K. Phillips at his home in San Bernardino, Cal., lately. Mr. Phillips moved his family from Tecumseh to the California city last fall and entered the employ of the Santa Fe railroad. He was working with the wrecking crew and was assisting in the unloading of an old boiler from a flat car when the accident happened. In some way Mr. Phillips was thrown violently to his back, his elbow striking the railroad track. The elbow was terribly shattered, the wrecking crew and the bones so injured that two parties had to be removed. Mr. Phillips was taken to the hospital at Los Angeles at once, and the surgeon there is hopeful that he can save the arm, though it will always be stiff at best.

McCook Normal Notes.

McCOOK, Neb., Aug. 6.—(Special.)—The McCook Junior normal school, which has just closed with a total enrollment of 236. The normal entertained a number of visitors last week: President W. H. Clements of the Fremont Normal school, Principal Thomas of the Kearney State Normal school, Principal J. W. Crabtree of the Peru State Normal school, Principal J. O. Lyne of the Juniata schools and other lesser lights. This week Dr. A. Beattie of the Corner university faculty, Rev. L. P. Ludden and others are to be here. Examinations for state professional life certificates were held on Friday and Saturday. This week the regular junior normal examinations will be held.

Snake and Monkeys Burn to Death.

SIDNEY, Neb., Aug. 6.—(Special Telegram.)—The Gaskill Carnival company met with a serious accident a few miles west of Sidney today. The fourth car from the engine, which was loaded with a large organ, a bonfire and a box of monkeys, was discovered to be on fire and before the fire was extinguished its contents were destroyed. Loss, \$2,500.

Heavy Rain at Beatrice.

BEATRICE, Neb., Aug. 6.—(Special Telegram.)—A very heavy rain, hail and lightning storm visited this locality last night. Nearly three inches of water fell. So far as learned no damage was done by the hail, there being no wind. The lightning played havoc with the different telegraph offices. There was another downpour this afternoon, when an inch of water fell.

News of Nebraska.

WEST POINT—Miss Margaret Hall, late principal of the West Point State school, has accepted a position in the Lincoln High school for the next year.

WEST POINT—Schmela has purchased the butter and egg business of Whitson and Ferrier in West Point. Mr. Schmela is a West Point young man and very popular.

PAPILLION—Henry Cory, the hardware man at Papillion, was killed by the fall of the windmill he was erecting.

STEADY NERVES

Fear no Hot Weather.

POSTUM FOOD COFFEE

means just that!

There's a Reason.

AFFAIRS AT SOUTH OMAHA

Thomas, Murderer of Mrs. Geeter, Insists He Loved Her.

WOMAN REFUSED TO LEAVE HER FAMILY

Amos Gates, an Honored Pioneer in Nebraska and Banker at South Omaha, Dies at Age of Seventy-Six.

"I shot her because I loved her," was the statement made by John K. Thomas to Chief Briggs and Captain Shields while these two officers were taking the negro to the county jail Saturday night after he had killed Mrs. Edna Geeter, living on with his talk. Thomas asserted that he was so infatuated with Mrs. Geeter that he wanted her to leave her husband and two children and go away with him. When she refused on Saturday night he fired four bullets into her body which caused death.

Thomas further stated that he saw Briggs and Shields head him off when he was headed for Barry Mills and doubled on his tracks and started north through the fields near the Burlington tracks. When near L street he lay in a bunch of weeds for about twenty minutes and for fear of being located, he started to change from one weed patch to another, when he was pounced on by two officers, Officers Morton, Tangeman and Todd.

The remains of Mrs. Geeter are at Brewer's morgue. Coroner Bailey made an investigation Sunday and announced that he would hold an inquest at 2 o'clock this afternoon. The police have located a half dozen witnesses and want a few more before the inquest comes off.

The mother of Mrs. Geeter, who lives at Clark's, Neb., has been notified and is expected to arrive today.

When Mrs. Geeter died and the coroner was notified, the husband of the woman refused to permit the coroner to have the body, but he gave in when told that he would be arrested if he persisted in his refusal.

Pioneer Passes Away.

Amos Gates died at his home near Gilmore at 5 o'clock Sunday morning. The funeral will be held on Tuesday forenoon at 2 o'clock at Union church, Rev. C. W. Savage of Omaha officiating. Interment will be at Bailey cemetery. The deceased had been a resident of Omaha for fifty years, and many of the old-timers in the state will be surprised to learn of his death.

Mr. Gates was born at West Jefferson, O., on September 5, 1829, and was educated at the West Jefferson academy. He married Samantha Arnett in 1852, and moved to Muscatine, Ia., where he remained for three years, then moved to Chicago, Ill., where he remained for 1855. Six years later he moved to South Omaha, where he remained for 1861. He was a member of the legislature when Nebraska was admitted to the union.

Of eight children born to Mr. and Mrs. Gates, seven are living. They are Mrs. Mary E. Lilley, Anna E. Gladhill, Francis B. Trumble, J. M. Gates, Charles E. Gates, Ruth M. Daniel, all of Barry county, and E. C. Gates of South Omaha.

For years past the deceased has been a heavy stockholder in the Western Bank of Omaha, and for many years he has been a director of the Farmers National bank. Of late years Mr. Gates has been troubled with a great deal of rheumatism and his death is attributed to the frequent severe attacks.

Katchama Getting Better.

Mike Katchama, who is supposed to have been thrown from the L street viaduct Saturday night and was expected to die before Sunday morning, is still living and Dr. Koutsky now expects that he will recover. When Dr. Koutsky left the hospital Sunday afternoon he said that when Katchama came out of his stupor he asked for something to drink and for food.

The police are still investigating the case and assert that at least one witness can be produced to show that the man was thrown over the viaduct to the tracks by blood stains are found on the footwalk, the railing and on the ground below the bridge where Katchama was found. The blood most likely came from several wounds on Katchama's body, which were caused by the breaking of a window during the fight outside of Rosewick's saloon.

Carnival Grounds Opened.

Sunday a portion of the fencing surrounding the carnival grounds was taken down and the streets closed temporarily are now open. The Farmers National company got away early Sunday morning for the fair. A great deal of refuse was left on the grounds and it is expected that Mayor Koutsky will put some of the street force to work today cleaning up. Work is to start at once and the Farmers National company the Workers Carnival club did not make much money, the exact amount will not be known until the bills are audited.

Union Pacific Station.

General Manager Mohler of the Union Pacific has had blue prints prepared showing the size of the proposed station to be erected in South Omaha. Since the company has completed the deal for the purchase of the triangle plans for the building will now be made. It is reported in South Omaha that the building of the station and the rearrangement of tracks in the yards.

Look for Injunction Today.

This evening is the date set for the opening of bids by the city council for the paving of Twenty-fourth street from A to G street. As previously stated in this column an injunction is to be sought to prevent a stop to the letting of contracts until there is a hearing in the district court. Councilman Adkins said last evening that he expected that the injunction would be served today and City Attorney Lambert has been notified to appear in court. Work will be started this forenoon.

Aside from some sidewalk matters there is little to be done tonight and the meeting may be a short one.

May Elect Janitors.

There is a possibility that when the Board of Education meets tonight in regular monthly session the question of electing janitors will come up. The public schools open on September 5 and janitors are generally elected a few weeks before the opening. Teachers are to be assigned before long, but Superintendent McLean will hardly complete his list of assignments before the middle of the month or possibly later.

Magic City Gossip.

The few prisoners sent to the street gang are caught in the street gang. Rev. Dr. Gort conducted services at the First Methodist Episcopal church last evening. Work will be resumed today in an attempt to open the Railroad avenue sanitary sewer.

South Omaha was unusually quiet Sunday, but there was enough doing Saturday night to fill the day.

Mrs. Catherine Parks, mother of George Parks, has returned from Chicago, where she spent several weeks visiting her daughter, Margaret, and Catherine, returned Sunday from Rockford, Ill., where they visited for a week.

The police commissioners are to meet on Tuesday evening and there is a possibility of the election of a police officer to fill a vacancy.

Property owners are protesting against laying under sidewalks to accommodate a number of ordinances ordering cinder walks have been laid away in pigeon holes.

Thirty-Two Buried in Ruins.

CALEDONIA, Ont., Aug. 6.—Thirty-two people were buried in the debris of two buildings which were wrecked by an explosion of a high order.

EIGHT DIE OF FEVER

(Continued from First Page.)

One Death in New York.

NEW YORK, Aug. 6.—One man died of yellow fever at the New York detention hospital at quarantine today, making the third case of yellow fever discovered on ships entering New York this summer.

"This is the first time in five years," said Health Officer Doty, "that New York has been threatened by more than one yellow fever case in a summer. William B. Smith, a pantryman, taken off the steamer ship, who had been taken off from the ship, died today. He was one of nine other suspects, died today with an acute case of yellow fever. Seven other members of the party are still under inspection, but I am positive that they are not suffering from yellow fever. The other two yellow fever patients came early in the summer."

Not one of these fever cases, Dr. Doty said, has come from the fever districts of the United States. Panama has supplied them all and this is the first time since 1897, according to the official health records at the port of New York that the fever cases from Panama have been either threatening or numerous.

"Pantryman Smith," said Dr. Doty today, "is only the third case out of fully 300 suspects who have been taken off from ships here. His death today, which came so suddenly that we could not even learn where his family is, proves that the thermometer is not only a safeguard against yellow fever entering New York, but almost a perfect protection."

Death Comes Suddenly.

Up to last night he had apparently as good a chance of life as any of the 197 other fever suspects, who have spent a few days at quarantine, laughing at fever suspects, and gone away in perfect health.

The pantryman was discovered Thursday among a row of advance sailors lined up for inspection. He was one of the 197 other fever suspects, who have spent a few days at quarantine, laughing at fever suspects, and gone away in perfect health.

Body Will Be Cremated.

The program with the yellow fever dead is cremation, and this will be carried out with Smith's body on Monday. The steamship company which employed him will be asked to look up the pantryman's relatives.

There are at quarantine nineteen other persons who were taken off ships because their temperatures were higher than the lowest degree set for the danger signal for yellow fever suspects used in examining ocean travelers who enter New York.

Only two of these fever suspects are from New Orleans. All except one of the others are from Panama districts. Dr. Doty says that the two from New Orleans will be released within another day and that there is not the least danger that any of the suspects have been suffering from anything worse than malarial fever.

Practically Demonstrated.

I did not return to New York until about the middle of June, so that most of my instructions for the trial experiments were by cable, and the actual preparation was made within thirty days, despite a wholesale strike of the machinery employed in the shops of the New Sprague Electric company, which soon took over the contract.

On July 16, 1897, two cars were put into operation on the tracks of the General Electric company at Schenectady, and on the 25th, the half century anniversary of Prof. Farmer's test of a model electric railway at Dover, N. H., my 16-year-old son operated a six-car train in the presence of the officers and engineers of the South Side Elevated road at Schenectady.

In November a test train of five cars was put in operation in Chicago, and on April 30 following twenty cars, seventeen of which (one in flames) were taken off the tracks, and the remainder were defective; but with the last three-car train I had the satisfaction of pushing a steam train around a curve. Three months later, a year after the Schenectady test, locomotives had been entirely abandoned, and the whole 330 cars were in operation, the local work being largely supervised by my assistant, Frank H. Shepard.

The system, with sundry changes in detail, has now been universally adopted for electric train operation on underground, elevated and suburban roads, and the largest present enterprise in substitution of steam operation, the electrification of the New York terminals and a portion of its main line, is under the supervision of the system which I have described.

CAPT. EVAN P. HOWELL DEAD

Former Proprietor of the Atlanta Constitution Passes Away After Three Weeks' Illness.

ATLANTA, Ga., Aug. 6.—Captain Evan P. Howell, long prominently identified with southern journalism, died at noon today after an illness of three weeks brought on by a carbuncle complicated with diabetes.

Captain Howell was born December 1, 1839, in Milton county, Georgia. He was a gallant Confederate soldier, entering the service as a member of the First Georgia regiment, later commanding Howell's battery of artillery during practically the whole of the war. After the surrender he was in Atlanta, taking up the practice of law.

In 1878 he bought a controlling interest in the Atlanta Constitution with Henry W. Grady and William A. Hemphill. He retained control of this newspaper until 1897 when he retired, and since then has not been in active business.

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The man who invented plans for children to practice on over your car.

It makes a woman awful proud of her good influence to think that her husband has gone to the races and lost and then to

LOCAL BRIEVITIES.

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Show Goes to Virginia.

WASHINGTON, Aug. 6.—Secretary Shaw left tonight for Roanoke, Va., to deliver an address Tuesday before the republican state convention.

In Desperate Straits.

Are many, who could be cured by Dr. King's New Discovery for Consumption, Sore Throat, Croup, Whooping Cough, Asthma, Hay Fever, and all the ailments of the throat and lungs. For sale by Sherman & McConnell Drug Co.

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Fondling over the elevated railway train problem one day, the thought suddenly flashed upon me: Why not apply the same principle to train operation? That is, make a train unit by the combination of a number of individual cars, each complete in all respects, and provide for operating them all simultaneously from any master switch on any car. This idea, sketched on a scrap of paper, marked the complete birth of this new method, then named and now nearly everywhere known as the "multiple-unit system." Its great possibilities instantly absorbed my interest, as the opening of a new epoch in electric railway operation. Here was a way to give a train of any length all the characteristics of a single car, with every facility of operation which could be demanded by the most exacting conditions of service and capacity.

Chance to Test Plan.

After the attempt to get the privilege to demonstrate the advantages of the system at my own expense on the Manhattan road in New York, an unexpected opportunity suddenly arose in the spring of 1897, when I was requested to act as the engineer of the South Side Elevated railway of Chicago. A brief inspection of the layout showed a field ripe for multiple-unit application, which I briefly explained to Bargent and Lundy, the engineers, and to Mr. Clark, of the General Electric company, fortunately, who had just left for Europe, and I reported the main feature of which was an argument in favor of the abandonment of locomotive cars, and the adoption of individual equipment under common control—in short, the multiple-unit system. As a matter of my confidence, I supplemented the report by an offer to undertake the equipment of the general plan outlined, which met with the endorsement of the engineers. This was followed by a visit to Chicago, but the contract was not made until after a very bitter fight with various companies, and under most onerous conditions, supplemented by a \$100,000 bond for performance.

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