

YOUNG MAN'S THROAT IS CUT

Dies a Few Minutes After Staggering Into Roundhouse.

ENGINE HOSTLER IS ARRESTED

Evidence Collected Leads Officers to Place Him in Custody Until He Can Be Given a Hearing.

Howard Jones, a Chicago & Northwest engine fireman, was killed at Council Bluffs Tuesday night by having his throat cut.

Jones came in off his run and left the roundhouse at 10:55, but in a very few moments returned, holding his hands to his throat, from which his blood was streaming. He tried to talk, but was unable to utter a word. He seized a piece of paper and tried to write on it, but could only make a scrawl. All the while he was pointing to his throat and to the outer door of the roundhouse. Overcome by loss of blood, he sank to the floor and died in about ten minutes after he reentered the building.

Roundhouse Hostler Arrested.

An investigation was conducted this morning by officials of the road with the result that Henry Wiley, 138 1/2 Avenue G, known before his naturalization as Francisco Guidet, was arrested. He is an engine hostler at the round house and recently sent out a switch engine without giving it headlight oil. Jones fired this engine and upon making the discovery that it had been neglected, reported to the round house foreman, with the result that Wiley was reprimanded and given a job in another department.

Wiley is said to have sworn vengeance and with this as a clue the inquiry conducted by officials of the road in his possession a case knife with a four-inch blade that had been freshly washed and was in a spotless condition.

A closer examination of the paper scrawled upon by Jones before he died also revealed the legible name of Wiley. Jones was 22 years of age, lived with his mother at North Eighth street and Avenue I, had been in the employ of the Northwestern for a year and had a fine record.

OMAHA ELECTED OFFICER OF BAPTIST MISSION BOARD

DETROIT, Mich., May 28.—The following officers of the American Baptist Foreign Missionary society were elected today at the Northern Baptist convention: President, Carter H. Jones, Seattle; first vice president, Dr. Edward Johnson, New York; second vice president, John S. Tutill, Waterloo, Ia.; third vice president, J. A. Sunderland, Omaha; general secretary, Dr. Emery W. Hunt, Granville, O.; recording secretary, George B. Huntington, Boston; home secretary, Fred P. Hamgard, Boston; treasurer, E. S. Butler, Boston.

Honor Students at Central High School



RUTH MILLS. ADELINE WYKOFF.



MARY HALLER. BARNEY KULAKOFSKY.



EDWARD COCKRELL. ALFRED A. TRAUlsen.

PUPILS SELECTED TO READ ESSAYS AT THE OMAHA HIGH SCHOOL COMMENCEMENT.

RECEIVER FOR 'FRISCO ROAD

Immediate Cause is Maturing of Short Time Notes.

ONLY WAY OUT OF TROUBLE

Difficulties Partly Attributed to Floods of Recent Years—Increase in Wages is Also Blamed.

ST. LOUIS, May 28.—Thomas H. West, chairman of the board of directors of the St. Louis Trust company, and B. L. Winchell, president of the St. Louis & San Francisco Railroad company, were appointed receivers for the railroad in the federal district court here late this afternoon.

The appointment of the receivers here took place about an hour after the appointment of ancillary receivers for the Chicago & Eastern Illinois, a subsidiary of the St. Louis & San Francisco, by the United States district court in Chicago.

The application for receivers for the St. Louis & San Francisco was made to Circuit Judge Walter H. Sanborn. A receivership was urged as the only solution of the financial difficulties of the road by James Campbell of St. Louis, president of the North American company, said to be a creditor of the road to the extent of \$400,000. The immediate cause of the receivership was the maturing on June 1 of short time notes issued by the railroad for \$2,500,000 which bear 5 per cent interest.

Yokum in Consultation. Chairman R. F. Yokum of the railroad board of directors came to St. Louis last week to consult with local interests concerned in the welfare of the road as to the best course to pursue.

At first it was rumored that some means would be found to tide the company over its pressing necessities, but this hope was dispelled early today when Judge Sanborn and attorneys and directors for the railroad went into secret conference.

At noon today it became known that petitions were being prepared for the appointment of a receiver, and rumors stated that this proceeding would be opposed.

These rumors were certified in part when the formal application was presented to Judge Sanborn late this afternoon. Attorneys Frederick W. Lehmann and Charles Nagel, representing certain creditors, said they preferred to have as receivers, men who were in no way connected with the railroad, thus opposing the appointment of Mr. Winchell and Mr. West, whose trust company has looked after many of the financial affairs of the road in the past.

The objections of Attorney Lehmann and Nagel did not prevail with the court. The application for receivers was laid

before the court by Henry S. Priest, representing the directors of the railroad and the principal bondholders and acting in behalf of the North American company. The North American company is understood to hold as collateral on its loan of \$400,000, all the bonds on the railroad's federal land grant of 1,200,000 acres in Arizona and New Mexico and \$300,000 first mortgage bonds of the New Orleans Texas & Mexico Railroad company, a subsidiary.

The financial difficulties of the railroad are of long standing and are attributed in part to the southwestern floods of 1911 and 1912, to the increased wages of railway employes and to the high price of money. The ownership of the Chicago & Eastern Illinois, it is stated, has also proven a financial drain on the parent system.

The St. Louis & San Francisco railroad long was leased to the Atchison, Topeka & Santa Fe. In 1894 the road became independent. Four years later it absorbed the Kansas City, Fort Scott & Memphis, extending from Kansas City to Birmingham, Ala., and in 1904 acquired the Chicago & Eastern Illinois.

In 1903 the Frisco became merged into the Rock Island system. This merger continued until 1909, but in that year the Frisco passed into the hands of a syndicate headed by R. F. Yokum, the late Edward Hawley and a group of St. Louis capitalists. It has approximately 1,700 miles of railroad.

The Yellow Peril. Jaundice—malarial—biliousness, vanishes when Dr. King's New Life Pills are taken. Easy, safe, guaranteed. See For sale by Beaton Drug Co.—Advertisement Key to the Situation—See Advertising

B OMAHA'S GREATEST CLOTHING HOUSE E

Berg's Great Expansion Sale

It is not very often that you can buy our kind of suits this early in the season at reduced prices. Remember, Friday is Decoration Day and you should have your new summer apparel. Better take advantage of our sale of broken lines of **Kuppenheimer, Stein-Bloch, Schloss Bros., Society Brand, Sophomore and other makes of suits for men and young men.**

Values up to

| | | | |
|---------|---------|---------|---------|
| \$13.50 | \$18.00 | \$22.50 | \$30.00 |
| Now | Now | Now | Now |
| \$8.50 | \$11.50 | \$14.50 | \$17.50 |

Berg Clothing Co.

\$1,000 IN GOLD

To the Man Who Can Show Us Where Any Vital Improvement Can Be Made Upon the Cartercar

The Cartercar is the greatest motor car ever produced by mortal man. It is the highest yet attained in mechanical construction and carries individual features which cannot be found in any other car.

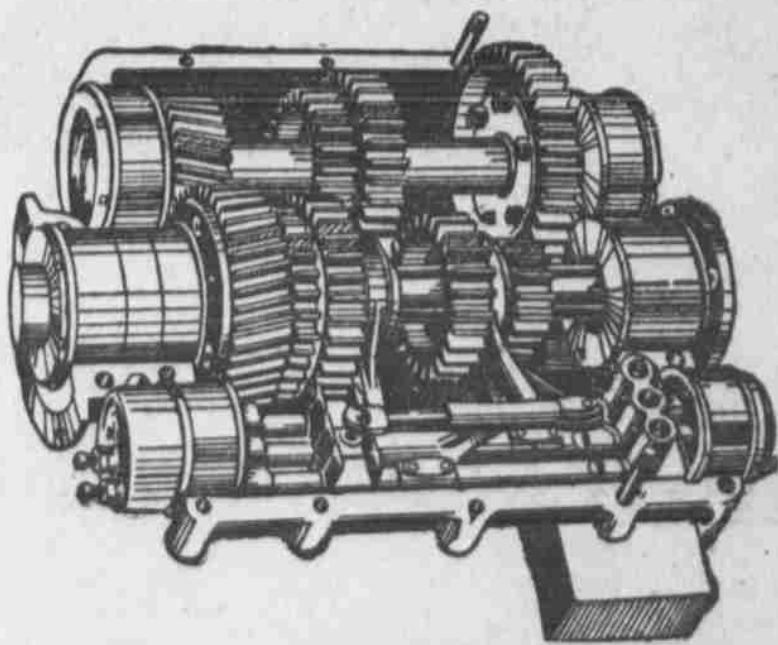
The method of power transmission is a vital point where most car builders fall down. They continue to use the old fashioned sliding gear transmission, which burdens the owners of such cars with continued trouble and expense. The sliding gear transmission is a waste of power and shortens the life of every car wherein it is used.

Disregard the Words of Knockers And Learn for Yourself The Wonderful Features of the Cartercar

Let us show you how the Cartercar has advanced so far ahead of all its competitors. The Cartercar has the chain-in-oil drive friction transmission or the same principle employed which transmits the power of the railway locomotive.

Here Is One Vital Point of Superiority

COMPARE THESE TRANSMISSIONS



Sliding Gear Transmission

The old fashioned sliding gear transmission is extravagant in construction, expensive in maintenance and untrustworthy in performance. It limits its user generally to three forward speeds, costs as much for lubrication, with the necessary clutch and universal joints, as the entire upkeep of the Cartercar Friction Drive, and is much more noisy.

The Cartercar Friction Drive with chain-in-oil drive, is not subject to the many griefs and ills of the ordinary gear transmission. It eliminates clutch, universal joints and bevel gear drive. There are just two principal working units. The extreme simplicity carries with it great economy. The Cartercar glides away like an aeroplane, without a sound or jar.

We ask you to investigate this wonderful motor car.

Cartercar Nebraska Company

Now Located at 2115-17 Farnam Street OMAHA

LAND OPENING REGULAR WAY

Settlers in North Platte Forest Reserve Must Make Filings.

KINKAID MAKES STATEMENT

Declares There Will Be no Drawing and That Land Offices Will Divide the Work in Connection Therewith.

(From a Staff Correspondent.) WASHINGTON, May 28.—(Special Telegram.)—Entries for lands in the North Platte forest reservation, to be opened for settlement about October 1, are to be handled by the land offices at North Platte and Broken Bow, depending upon which land office has jurisdiction over them. Several applications have been received by Representative Kinkaid to have the supposed drawings take place in towns near the lands. Broken Bow desired the drawing, also Hyannis.

Season Wants Mail Delivery.

The town of Benson wishes to be made a station of the Omaha postoffice. At least several patrons of the office have so informed Representative Lobeck and Senator Hitchcock. They have been trying to secure city delivery of mail for some time without success and think perhaps it may be gotten by having the office made an Omaha station.

Graham Presents Request.

J. A. Graham of the American Land and Cattle company of Omaha had an interview with Secretary of State Bryan today. His company owns large properties in Mexico, and Mr. Graham urged that either one faction or the other be recognized by the United States government, so that conditions would improve there. No action was taken on Mr. Graham's request.

Mrs. Dierks Has Complaint.

Caroline Dierks of Lincoln, Neb., has filed complaint with the Interstate Commerce commission to recover \$12.85 overcharge on transportation of herself and two daughters from San Francisco, Cal., to Lincoln, Neb., on May 12, 1911. She and her two daughters were in San Francisco and applied to the office of the Southern Pacific company for tickets to Lincoln good for thirty days with stop-over privilege. They were given what purported to be first class tickets good for stopover as indicated and went on them to Tacoma, Wash. When she presented them some days later for transportation to Lincoln on the Northern Pacific railway, which was specified as connecting carrier, the conductor refused to accept the tickets, stating that they carried no stopover privilege. Therefore complainant purchased tickets to Billings, Mont., thence to Lincoln, making a total outlay of \$38.35.

The original tickets cost \$19.90 and therefore she claims repayment for above amount.

The tickets were mailed to the Southern Pacific company which not only refused to refund for them but kept them.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

Defense in Wood

Trial Seeks to Establish Alibi

BOSTON, Mass., May 28.—The defense in the dynamite trial succeeded today in getting evidence that on the night of January 19, 1912, at the hours when the government alleges President W. M. Wood, of the American Woolen company, and Frederick E. Atteaux, were furthering a conspiracy to plant dynamite at Lawrence, both were attending a conference of mill agents, at which an appeal to the strikers to return to work was agreed upon.

Grasshopper Army

Moves Mile a Day

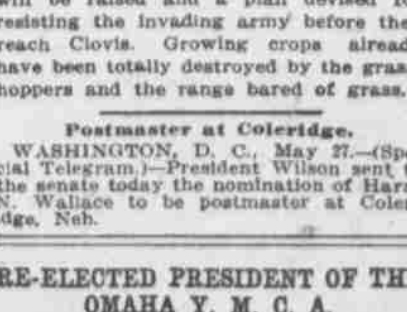
CLOVIS, N. M., May 28.—The great army of grasshoppers which yesterday invaded New Mexico on the east, today reached Elida, Roosevelt county. The army is twenty miles long and four miles deep and the grasshoppers are literally stripping the country in their path. They are moving westward across the central part of the state at the rate of a mile a day. A mass meeting is to be held here tomorrow, at which funds will be raised and a plan devised for resisting the invading army before they reach Clovis. Growing crops already have been totally destroyed by the grasshoppers and the range grazed.

Postmaster at Coleridge.

WASHINGTON, D. C., May 27.—(Special Telegram.)—President Wilson sent to the senate today the nomination of Harry N. Wallace to be postmaster at Coleridge, Neb.

RE-ELECTED PRESIDENT OF THE

OMAHA Y. M. C. A.



GEORGE F. GILMORE



The Winner! There is no substitute for the genuine "Porosknit" Underwear. It leads all its imitators.

CHALMERS



GUARANTEED

"Porosknit" Union Suits fit comfortably, have closed crotch, elastic fitting back which prevents binding at crotch; no bulging flaps; taped and cover-seamed; well-made; feel cool; backed with strong muslin—saying "Satisfaction or money back." Try "Porosknit" in any style you prefer—any length sleeve or leg. Ask dealer.

A WHISKEY

Without a HEART-ACHE

While the foolish man believes the advertisement of the greedy millionaire distiller of "A Whiskey Without a Headache," no one has ever found or dared to claim a "Whiskey Without a Heart-ache." Every drop of alcoholic liquor contains a percentage of the most virulent poison, known to medical science. This causes the headaches for "moderate" users—the heart-aches, misery, insanity and deaths resulting from constant or excessive indulgence.

In 60 splendid Neal Institutes located in principal cities, over 20,000 high class business and professional men have found by personal experience that the Neal Three-Day treatment quickly removes the CAUSE and overcomes all the bad EFFECTS of the use of either liquor, drugs or tobacco. For the address of Neal Institute nearest you with free literature and full information, call, write or phone NEAL INSTITUTE, 1502 S. 10th St., Omaha, Neb. Phone Douglas 7556. Drug habits successfully treated in from 14 to 21 days.