

Relator Summary

Adv. Pro. No. 24-12007-nmc, District of Nevada

Casino Corruption in Capital City

Family Background and Historical Lineage of Bradford Charles Adams

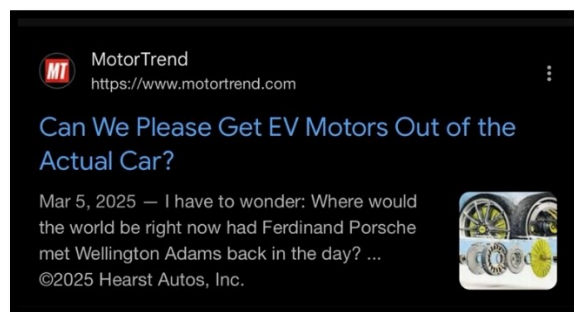
I. THE ADAMS-FERRIS GENEALOGICAL FRAMEWORK

A. The Ferris Family

The true Bradford Charles Adams, age 69, of California, traces through the public Ferris family genealogy from Dr. Arthur Wellington Adams, M.D., to the present generation. The same genealogy identifies Electa Ferris as marrying John Thompson, founder and principal organizer of Chase National Bank, and Mary Astrid Thompson marrying George Randolph Hearst Jr. The result is that Bradford Charles Adams's lineage sits at the intersection of the Ferris family, the Thompson banking line, and the Hearst media line.

Bradford Charles Adams is cousins with the Thompson banking heirs—not a “distant relative,” but a descendant of the same Ferris family sharing genealogical roots with **John Thompson**, the founder of **Chase National Bank** and **First National Bank** in New York. The connection is not abstract, and it cannot be dismissed as distant or merely historical. **Electa Ferris** (1.1.1.4.8), Complainant's direct ancestor, married **John Thompson**, the founder and principal organizer of Chase National Bank, which is now JPMorgan Chase—one of the largest banks in the world. This marriage connects the Ferris family directly to the creation of Chase Manhattan Bank. Thompson's sons Frederick and Samuel became major players in the bank's early years. **Frederick Ferris Thompson** and **George Baker** (another business partner) later took control of

First National Bank—another predecessor of Citibank, but Chase National Bank itself was Thompson’s creation. The Hearst’s entered the picture later when Mary Astrid Thompson (granddaughter of Electa Ferris and John Thompson) married George Randolph Hearst Jr., linking the media and banking dynasties. The relationship is direct, documented, and still relevant today. The Ferris–Thompson family founded Chase Manhattan Bank. Complainant and her father are direct descendants of the Ferris family and therefore cousins. This is a real, tangible, ongoing relationship. Modern Hearst media publications—such as the MotorTrend article shown below from March 5, 2025—support this assertion.



Bradford Charles Adams of San Francisco’s great-grandfather was **Dr. Arthur Wellington Adams, M.D.**, the inventor of the hub motor with an arguable claim as the inventor of the Electric Motor, cited in the Ferdinand Porsche Wikipedia:

During his five years with Béla Egger, he built their first electric wheel-hub motor, the concept for which had been developed by American inventor Wellington Adams ¹ (**Exhibit _**, *Ferdinand Porsche – Wikipedia*)

UNITED STATES PATENT OFFICE.
WELLINGTON ADAMS, OF ST. LOUIS, MISSOURI

¹ *Ferdinand Porsche*, Wikipedia, en.wikipedia.org

ELECTRIC MOTOR.
PATENT NO. 300,827 – JUNE 24, 1884²

(No Model.)
W. ADAMS.
ELECTRIC MOTOR.
No. 300,827. Patented June 24, 1884.

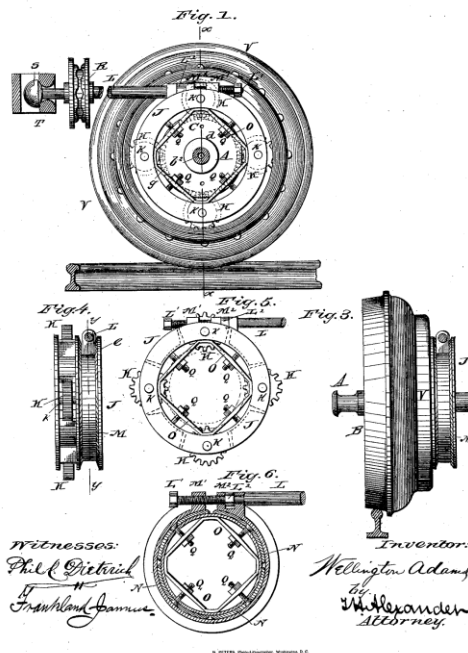


Exhibit _ , US300827

The excerpt below is from **Thomas Commerford Martin's U.S. Census Bureau report, *History and Development of Electric Traction***. Martin was a British-American electrical engineer and editor **associated with Thomas Edison's work between 1877–1879** and **Nikola Tesla**, authoring *The Inventions, Research, and Writings of Nikola Tesla*, which at the time of its publication was “the bible of every electrical engineer practicing the

² U.S. Patent No. 300,827 (issued June 24, 1884).

profession”³, as well as a special agent of the United States Census Office (1900–1911)⁴. Martin lectured at the Royal Institution of Engineers, London, the Paris Société Internationale des Electriciens, Columbia University, and was a founding member of the American Institute of Electrical Engineers, serving as president from 1887–1888⁵:

In the same class with Green should perhaps be included Dr. Wellington Adams, of St. Louis, Mo., a man whose name was at one time quite conspicuous in the controversies over the development of the electric railway, and who has at least some claim to the discovery of one or two of the fundamental principles of the art, although litigation did not result in his favor. As early as 1879 Doctor Adams, then connected with the medical college at Denver, Colo., constructed a small model of an electric railway which was used to demonstrate a lecture on electricity delivered at Colorado Springs. From that time on, and during the period of his residence in St. Louis, Doctor Adams was active in the prosecution of his ideas on electric railways, and a lecture of his on the ‘Evolution of the Electric Railway,’ in its commercial and scientific aspects, delivered before the Engineers’ Club, of St. Louis, as early as 1884, reveals a remarkable grasp of important principles. Discussing the plans which had been tried of mounting an electric motor on a car and connecting it by means of a leather or chain belt, or by a train of cogs, with the car axle, he pointed out that it was desired to dispense as much as possible with intermediate gears and to connect the motor directly with the axle. Doctor Adams was also an early advocate of the independent car with its motor equipment, seen in the trolley car of to-day as distinguished from the locomotive type, in which one vehicle containing all the motive power hauled a train of unequipped cars or trailers, and he set himself to work to devise a practical method of applying the power on each

³ *The Inventions, Research, and Writings of Nikola Tesla*,
https://en.wikipedia.org/wiki/The_Inventions,_Researches,_and_Writings_of_Nikola_Tesla

⁴ *Notable Alumni Thomas Commerford Martin*,
<https://www.census.gov/library/photos/1900/thomas-commerford-martin.html>

⁵ *Thomas Commerford Martin*, https://en.wikipedia.org/wiki/Thomas_Commerford_Martin

car. He decided that the armature of the electric motor must run at a high speed and that its power must be transmitted to the wheels of the car by means of a positive gearing. He illustrated his idea by two types. In one type the motor was actually built into each driving wheel, the wheel being formed of two separate electro-magnetic systems, the field and the armature, both capable of revolving.

The Pittsburgh Dispatch

December 27, 1890

ASPIRES TO MONOPOLY.

A ST. LOUIS CORPORATION CLAIMS THE EXCLUSIVE RIGHT

*To Use Motors Propelling Electric Street Cars in the United States A Litigation
Rivaling That of the Bell Company to Follow.*

It is announced here that the Adams Electric Railway Company, of St Louis, will within the next two weeks, enter edit against the Thomson-Houston, the Sprague, the Short and other electric railway companies whose systems are now in successful operation, for infringement of patents covering the fundamental principle of propelling cars with electricity as the motive power. The claim upon which these proceedings are to be based is the official record of the Patent Office Department in Washington, backed by legal opinions from the most eminent patent lawyers in this country to the effect that the Adams Company holds the patent under which every successful electric railway system of the country is now being operated. Dr. Wellington Adams, of this city, the inventor of the electric motor used in one form or another on every street car now being run by electricity, and the patent for which is owned by a local company bearing his name, has just returned from Washington. He brought back with him certified copies of all patents of any description granted for devices applying to electric street railways, together with letters from patent lawyers in the National Capitol, stating that the St. Louis Company, as the pioneer in the electric railway field, holds the one patent that covers the vital principle now being used by all great systems, such use directly infringing upon the Adams patent. The suits will involve claims against the various companies aggregating millions of dollars, and should the cases Be decided in the Adams Company's

favor, will mate that corporation the greatest electric monopoly in the world. It is expected the litigation will be second only to that between the Bell Telephone Company and other companies in opposition to it.

Existing Chase Elite Ties via Complainant-Golden-Fraser Chain

Further, Bradford Charles Adams' great-great-grandfather Colonel Alonzo W. Slayback, is founder of the famed St. Louis Veiled Prophet Ball and a man Joseph Pulitzer publicly stated to be amongst those he had entertained at his home and entrenched in the same elite circle. Slayback was infamously slain defending the honor of his best friend and law partner, James Overton Broadhead—the first President of the American Bar Association—and his death historically bound Complainant's direct lineage to the Hearst line of the Ferris genealogy as a consequence of the intense, undying rivalry between Pulitzer and Hearst.

Bradford Charles Adams traces in the public Ferris family genealogy directly from Dr. Arthur Wellington Adams, M.D. (1.1.3.1.4.4.1) to present generation. The identical genealogy documents Electa Ferris (1.1.1.4.8)—Bradford's direct cousin within the Ferris tree—marrying John Thompson, founder and principal organizer of Chase National Bank (predecessor to JPMorgan Chase).

Thompson's granddaughter Mary Astrid Thompson married George Randolph Hearst Jr., merging the Thompson banking dynasty into the Hearst media empire. (**Exhibit** __, *John Ferris Genealogy*, at 0033-0036)

Bradford Charles Adams is a cousin to the Thompson banking heirs—not as “distant relatives,” but as a descendant of the same Ferris family sharing

genealogical roots with John Thompson, the founder of Chase National Bank and First National Bank in New York. The connection is not abstract, and it cannot be dismissed as distant or merely historical. Electa Ferris (1.1.1.4.8), Complainant's direct ancestor, married John Thompson, the founder and principal organizer of Chase National Bank, which is now JPMorgan Chase—one of the largest banks in world history. This marriage connects the Ferris family directly to the creation of Chase Manhattan Bank. Thompson's sons Frederick and Samuel became major players in the bank's early years. Frederick Ferris Thompson and George Baker (another business partner) later took control of First National Bank—another predecessor of Citibank, but Chase National Bank itself was Thompson's creation. The Hearst's entered the picture later when Mary Astrid Thompson (granddaughter of Electa Ferris and John Thompson) married George Randolph Hearst Jr., linking the media and banking dynasties. The relationship is direct, documented, and still relevant today. The Ferris-Thompson family founded Chase Manhattan Bank. Complainant and her father are direct descendants of the Ferris family and therefore cousins. Recent Hearst media publications—such as the MotorTrend article shown above from March 5, 2025—directly and gratuitously invoke the name of Complainant's great-great grandfather, Dr. Arthur Wellington Adams, M.D. (a/k/a/ "Dr. Wellington Adams")—the inventor of the hub motor with an arguable claim as the inventor of the Electric Motor, cited in the Ferdinand Porsche Wikipedia excerpt below, and thus support the notion that this is a real, tangible, ongoing relationship. During his five years with Béla Egger, he

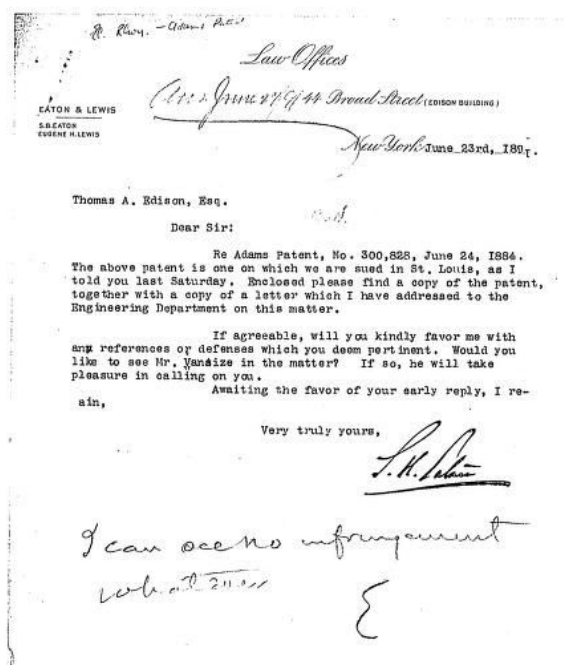
built their first electric wheel-hub motor, the concept for which had been developed by American inventor Wellington Adams.

Edison Papers

Dr. Arthur Wellington Adams appears twice in the Edison Papers—"a comprehensive edition of the papers of Thomas Alva Edison (1847 –1931), inventor of the phonograph, the motion picture camera, and a long-lasting, practical electric light bulb. Dubbed "The Wizard of Menlo Park," Edison applied the principles of mass production and large-scale teamwork to the process of invention, and because of that, he is often credited with the creation of the first industrial research laboratory. The NHPRC also funded a microfilm collection (1989-1999) containing approximately ten percent of the 5 million pages of Edison documents at the Edison National Historic Site."

"I can see no infringement. Whatever."

Exhibit _, 1891-06-23 – *Edison Papers – Adams Electric Suit on Patent No. 300828*



In railroad historiography (e.g., Thomas R. Bullard's 1988 biography *Chained Lightning Doctor: A Biography of Arthur Wellington Adams* and references in works like William D. Middleton's *The Interurban Era*), Adams is characterized as a visionary yet controversial figure whose bold ideas foreshadowed modern high-speed rail, but whose efforts were marred by overpromising, limited execution, legislative controversies, and financial outcomes unfavorable to many investors. The scheme remains a notable early chapter in the rise (and frequent failure) of American interurban electric railways.

I. ADAMS LINEAGE — Dr. Joseph Flavius Adams, M.D.
(Bradford Charles Adams's Great-Great-Grandfather, Adams-side)

Dr. Arthur Wellington Adams' father, Bradford's progenitor, Dr. Joseph Flavius Adams, M.D.—amongst the most prodigious Freemasons of the nineteenth century—appears published in Albert G. Mackey's American Quarterly Review of Freemasonry and Kindred Sciences (Vol. I, New York 1858), positioned directly adjacent the author, Albert G. Mackey, M.D., Freemasonry's preeminent chronicler and author of over forty volumes including the Encyclopedia of Freemasonry.

II. SLAYBACK LINEAGE — COLONEL ALONZO W. SLAYBACK (Bradford Charles Adams's Great-Great-Grandfather, Slayback-side)

A. Colonel Alonzo W. Slayback — Identity and Institutional Profile

The contentious, historical events surrounding Adams' great-great grandfather Colonel Alonzo W. Slayback's death further bind his direct lineage to the Hearst line of the Ferris genealogy. Colonel Slayback was a prominent Confederate officer during the Civil War, where he fought as a Confederate military officer and commander of a cavalry unit bearing his name—Slayback's Missouri Cavalry Regiment (a/k/a Slayback's Lancers). Slayback was also the founder of the Veiled Prophet Parade and Ball in St. Louis, a notoriously elitist social event widely denounced for alleged deeply racist origins.

B. The Veiled Prophet Ball

Slayback's daughter, Adams' great grandmother, and Dr. Arthur Wellington Adams' wife, Suzanne Slayback, was the first Queen of the Veiled Prophet Ball, a distinction that in more recent times was given to famous actress Ellie Kemper, best known for her role in the Office as Erin, who in 2021 publicly apologized for her association with the ball after her selection as Queen in 1999 publicly surfaced:⁶

In 1999, at age 19, she was presented a debutante at the Veiled Prophet Ball, and was named the Veiled Prophet's Queen of Love and Beauty. Her participation sparked controversy in 2021 due to the Ball's

⁶ <https://www.nbcnews.com/think/opinion/ellie-kemper-s-veiled-prophet-debutante-ball-past-more-celebrity-ncna1269569>;

<https://variety.com/2021/tv/news/ellie-kemper-veiled-prophet-ball-response-1234985436/>

background, which was described as "racist and elitist". The backlash prompted Kemper to release a statement denouncing white supremacy and apologizing for participating in the event.

Slayback also, like Bradford's aforementioned prominent Freemason forefather Dr. Joseph Flavius Adams, had deep Masonic ties, having studied at the Masonic College in Lexington, Missouri, which he entered at age ten.

(**Exhibit _**, *Colonel Alonzo W. Slayback*)

C. The Slayback Death and Pulitzer Connection

Colonel Slayback was also a man Joseph Pulitzer publicly stated to be amongst those he had entertained at his home and entrenched in the same elite circle. **Slayback was the infamously slain as a byproduct of the quarrel that erupted in response to his defense of Broadhead's honor, who was Slayback's best friend and law partner, James Overton Broadhead—the first President of the American Bar Association**—who was the target of a political campaign by the St. Louis Post-Dispatch. Specifically, after Pulitzer's managing editor, James Cockerill published a letter from one of Broadhead's political opponent years prior containing the excerpt shown below:

Mr. Alonzo W. Slayback, an individual whose chief claim to distinction rests upon the fact that he is the law partner of Col. James O. Broadhead, rose in a meeting of Democratic ward politicians in this city last night and without personal provocation proceeded to apply a string of vile and virulent epithets to the Post-Dispatch and its conductors, making charges which he knew to be false.

In fact, so far from being a brave man, the Colonel ... is a coward. He dare not be brave except in a courtroom or a church and he will beg or cringe out of any difficulty which his vapping humor may have

gotten him. ... Now the “Colonel’s” title[,] I believe, is Colonel Alonzo W. Slayback. The word Alonzo is of Etruscan origin and Means ‘coward,’ ... and the title ‘Colonel’ is never applied except in derision and originated in the gallant manner in which the ‘Colonel’ once marshaled a female sewing society.”

Slayback’s military record was genuinely distinguished, which is precisely what made the insult so vicious. He raised his own cavalry regiment from scratch, commanded it in multiple engagements including the Battles of Westport and Pea Ridge, and was promoted for meritorious conduct at Farmington and Corinth. He was so committed to the Confederate cause that at the end of the war, rather than surrender, he rode into Mexico with General Shelby’s column.



The Ferris family genealogy’s entry for Dr. Arthur Wellington Adams states:

Dr. Adams 'was a genius born way before this time'; graduate of Medical School, Georgetown University 1876; . . . invented important electrical equipment for use in medicine: the otoscope; laryngoscope; and many cauterizing tools, but suffered from patent infringement. {See a biography of Dr. Adams, written by Thomas Bullard, 1988, in the Chicago Transit Authority Library.)

Suzanne spent at least the first six years of her life living with her grandparents, William Bradford & Susan C. (Byram) Waddell)[this William Waddell was partners

with Russell, Majors & Waddell and owned the Overland Express, Pikes Peak and Overland Stage that went to Denver and the famous Pony Express] as her mother spent the duration of the Civil War in banishment for having crossed the southern lines to be with her husband and nurse him through typhoid fever and had to wait out the duration of the War before she could return. Colonel Slayback was the commander of the Missouri Cavalry Battalion in General Shelby's Division and as described by General Shelby, "Colonel Slayback won for himself a name and reputation for daring and gallantry that has no superior". Colonel Slayback chose exile in Mexico, with General Shelby, rather than live under Northern rule.

And of Colonel Slayback's death:

*he went to the office of the St. Louis Post Dispatch to take it up with the managing editor the fact that he printed lies in the newspaper owned by none other than Joseph Pulitzer and the Editor (Cockerill), shot Alonzo dead. Nothing was ever done to Cockerill and he lied and claimed it was self-defense. **The controversy over that death still rages today, especially within this family.***

The significance of this episode is amplified by the fact that it arose from direct conflict with Joseph Pulitzer's newspaper empire at the very moment Pulitzer was emerging as the "Father of American Journalism." Pulitzer's later rivalry with William Randolph Hearst was not incidental or symbolic; it became the defining struggle between the two greatest titans of the newspaper industry, so central to the history of American media that Pulitzer's most

authoritative biography devotes extended treatment this Hearst Rivalry, as it does the Slayback shooting.⁷

Against that backdrop, the Slayback–Pulitzer confrontation—still described in the family genealogy as a controversy that “*still rages today, especially within this family*”—places the Adams/Slayback line in direct historical contact with one pole of the Pulitzer–Hearst rivalry—Hearst’s—while Mackey’s employment places her, too, within the Hearst sphere.

D. Lalla Rook Recurrence — Prestige Culture Persistence

The genealogy further shows that the Slayback-associated prestige world did not terminate with Colonel Slayback, but continued across later branches tied to prominent institutional, architectural, and fraternal networks. The following Charles H. Tompkins Jr. entry is illustrative: it links a descendant line bearing the name “Lalla Rook” to the Charles H. Tompkins construction family, publicly associated with major Washington, D.C. projects including the White House East Wing, to the Charles H. Tompkins Endowment Fund at George Washington University’s School of Engineering and Applied Science, and to family biographical materials reflecting Masonic affiliation.

(1.2.2.7.1.5.2.1.6.3) CHARLES HOOK TOMPKINS Jr
born June 8, 1919 Washington, D.C. and died January 28,
1968 Warrenton VA; married August 10, 1942 Lalla Rook
Johnston [dau of Alan & Lalla Rook (Simmons) Johnston]
born July 20, 1920 Baltimore MD and died April 23, 1975
Warrenton VA – The Charles H Tompkins Construction
Co of Washington, D.C. - - George Washington U, in D.C.,
School of Engineering and Applied Science has the Charles
H. Tompkins Endowment Fund created in 1958 the Charles
H. Tompkins Co and gifts in in honor of Charles H.

⁷ Denis Brian, *Pulitzer: A Life* (John Wiley & Sons 2001).

Tompkins, Honorary D. Engineer, 1946, the income to provide critical support to a highly visible engineering project each year.

The significance of “Lalla Rook” is that it is the source-text marker for the Veiled Prophet Ball itself: Charles and Alonzo Slayback borrowed “the Veiled Prophet of Khorassan” from Thomas Moore’s *Lalla Rookh* when they created the Ball’s mythology. Its recurrence in a later branch of the same extended genealogy is therefore not trivial, but evidence that the same prestige culture associated with Slayback persisted across generations and across seemingly disparate family lines.

III. Dr. Arthur Wellington Adams, M.D. (Bradford Charles Adams's Great-Grandfather, Adams-side)

A. St. Louis–Chicago Air Line

Notably, Dr. Arthur Wellington Adams stands as the earliest documented promoter in world history of a purpose-built high-speed intercity railroad. In the mid-1880s, he advocated for and incorporated entities, including the Adams Electric Railway Company, to construct a dedicated electric railway between Chicago, Illinois, and St. Louis, Missouri—approximately 250–300 miles. Termed the “St. Louis–Chicago Air Line” for its proposed direct, low-curve alignment, the project targeted sustained speeds of up to 100 miles per hour, far exceeding contemporary steam rail averages. Adams secured U.S. Patent No. 300,827 (issued June 24, 1884; filed March 27, 1883) for elements of his electric propulsion system, demonstrated models at the 1884 St. Louis Exposition, distributed pamphlets, addressed the Electric Club, and claimed secured rights-of-way, projecting completion at a cost of several million dollars.

In 1893, Adams promoted a 252-mile Chicago–St. Louis route with the same 100-mile-per-hour target, estimating construction at \$5.5 million (approximately \$192 million in 2024 dollars) and completion within one year. Trade publications ridiculed the proposal, which never advanced beyond planning. Promotional efforts continued into the early 1900s under related companies, including the Chicago & St. Louis Electric Railroad Company. A November 26, 1901, advertisement in *The Sun* (New York) offered 80,000 shares to the public, involving institutions such as St. Louis National Bank, St.

Louis Trust Company, and Farmers' Loan & Trust Co. Historical retrospectives, including a 1961 Tulsa Tribune article, indicate that Adams or his associates sold significant stock in ambitious schemes—promising a 252-mile interurban with high speeds and “electric chariots”—yet “not a spadeful of earth was ever turned” on major segments. Occasional symbolic groundbreakings or minor surveys did occur, but tangible construction never progressed, constrained by technological limitations, capital shortfalls, competition from steam railroads, and broader economic disruptions, including the Panic of 1907. Contemporary and later accounts consistently highlight the aggressive sale of stock in ventures that failed to materialize, resulting in investor losses, a pattern common among ambitious interurban proposals of the era.

B. X-Ray Collaboration

In February 1896, Dr. Wellington Adams collaborated with Professor Francis E. Nipher of Washington University in St. Louis on experiments with the newly discovered cathode or “X” rays, following Wilhelm Conrad Röntgen’s announcement of the phenomenon in November 1895. As reported in the San Francisco Chronicle of February 16, 1896 (page 22), under the headline “THEY CAN BE FOCUSED,” the two St. Louis scientists demonstrated that these rays—previously used by Röntgen to produce photographs of interior body structures and objects through opaque substances—could be focused. This advancement was described as the most significant development to date in connection with X-ray experiments, enabling the targeted imaging of specific organs or body parts without the surrounding tissues appearing in the

photograph, thereby substantially increasing the practical medical value of the technology. The report noted that Adams and Nipher had achieved some success in their initial efforts but anticipated improved outcomes under more favorable conditions. This demonstration represented an early incremental improvement in radiographic technique during the rapid global experimentation following Röntgen's discovery.

C. Congressional Bribery Indictment (1886)

In 1886, a Missouri grand jury indicted Dr. Arthur Wellington Adams, along with attorney Charles A. Davis, for attempted bribery in connection with lobbying for an Electric Railway bill in the Missouri House of Delegates. Reports described Adams and others as attending nearly every legislative session urging passage, with arrests, bench warrants, and bond proceedings following.

Reports indicate Adams and others attended nearly every session urging passage; bench warrants issued, and Adams (with Delegate Pishon) was arrested, posting \$1,500 bond each. This occurred amid separate indictments of delegates for bribery and drunkenness tied to unrelated matters (Casino Theater license revocation).

D. Hobart Killing in Washoe County (1882)

In July 1882, a man named Hobart died after being thrown—or falling—from a wagon driven by Dr. Wellington Adams in Long Valley. Witnesses reported that the wagon passed over Hobart's head, neck, and face, crushing him instantly. One observer noted, "Saw the man Adams drive off at a lively

pace as though the wagon was empty.” Adams later gave a guarded statement to reporters, claiming limited awareness of the incident. A coroner’s jury ultimately ruled the death at the scene as accidental. The record demonstrates a striking pattern of narrative manipulation and selective credulity.

In the 1892 Reno inquest concerning the death of Hobart, the testimony attributed to Adams is riddled with implausibilities: a purported threat with a non-existent knife, a “sudden jolt” conveniently timed to eject the deceased from the wagon, and an astonishing claim of complete unawareness thereafter. The inquest report itself betrays the tension between observable fact and the narrative offered, noting Adams’ reticence and guarded demeanor, yet ultimately labeling the death as “accidental” and discharging him. Even in this restrained, contemporaneous account, the investigative record signals the implausibility of the declarant’s story—the temporal mechanics, the claimed nonchalant reaction, and the inherently self-serving account all defy reasoned expectation of ordinary behavior, particularly for someone in a position of responsibility. These historical circumstances mirror the present case.

As the Reno inquest implicitly demonstrated, the substance of the account—and its alignment with reason, behavior, and observable fact—must guide the assessment. Under modern legal reasoning, the combination of (1) a non-credible, uncorroborated “threat,” (2) the application of lethal force through a moving vehicle, and (3) the actor’s failure to stop or render aid, would raise substantial questions as to culpability that extend well beyond mere accident. The inability of the inquest to determine whether the decedent

“fell” or was “thrown” underscores that the proceeding did not resolve the central issue of causation. This historical ambiguity is not offered to assert wrongdoing as fact, but to illustrate how formal determinations—particularly where based on limited or self-serving accounts—can coexist with unresolved and materially significant inconsistencies. The parallel is directly relevant here, where the State has extended dispositive credibility to a narrative that is internally contradictory, unsupported by reliable corroboration, and resistant to logical scrutiny. (**Exhibit** __, 1882-08-05 – *Nevada State Journal*)

E. Hypnotism Revival Scheme (1890)

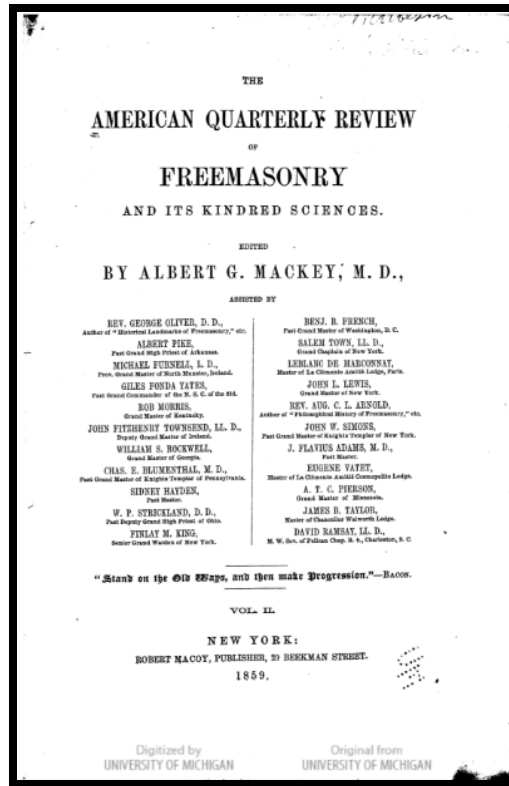
In 1890, Dr. Wellington Adams (also known as Arthur Wellington Adams), a physician and inventor in St. Louis, Missouri, together with Dr. Theodore Dilley—identified in contemporary sources as alienists and students of hypnotism—participated in the revival meetings conducted by Mrs. M. B. Woodworth (Maria Beulah Woodworth-Etter).

Contemporary reporting in the *Oakland Tribune* (Sept. 1, 1890) described the revival as fraudulent, noting nightly gatherings of 10,000, trance-like states in 50–250 attendees, and mass baptisms of 15,000 the preceding day. Attendees were said to be “brought under control of ‘the power,’” a phrase used by Woodworth but interpreted by critics as hypnotic or suggestive manipulation. The article explicitly named Adams and Dilley, indicating their active presence as observers or participants versed in hypnotic principles.

Historical accounts confirm that local physicians and psychiatrists—including alienists—initiated legal proceedings alleging mental derangement

based on the reported visions and trances. These charges, though largely dismissed or withdrawn, underscore the contemporary perception of manipulation rather than genuine religious experience. Adams' involvement coincided with his prior legal scrutiny, including an 1886 Missouri Grand Jury indictment for attempted bribery related to lobbying for an Electric Railway bill, highlighting a pattern of high-profile but ethically dubious ventures.

Viewed in context with his ambitious yet largely unrealized Chicago–St. Louis electric railway project, Adams' presence at the revival demonstrates conspicuous participation in a scheme widely regarded at the time as fraudulent, lending professional authority to activities of inarguable illegitimacy.



vi. Existing Chase Elite Ties via Complainant-Golden-Fraser Chain

- [1] Can We Please Get EV Motors Out of the Actual Car?, MotorTrend (Mar. 5, 2025), <https://www.motortrend.com/news/orbis-electric-car-ev-hybrid-motor-technology-torque-cost-performance>
- [2] U.S. Patent No. 300,827 (issued June 24, 1884).
- [3] The Inventions, Researches, and Writings of Nikola Tesla, https://en.wikipedia.org/wiki/The_Inventions,_Researches,_and_Writings_of_Nikola_Tesla
- [4] Notable Alumni Thomas Commerford Martin, <https://www.census.gov/library/photos/1900/thomas-commerford-martin.html>
- [5] Thomas Commerford Martin, https://en.wikipedia.org/wiki/Thomas_Commerford_Martin
- [6] <https://www.nbcnews.com/think/opinion/ellie-kemper-s-veiled-prophet-debutante-ball-past-more-celebrity-ncna1269569>; <https://variety.com/2021/tv/news/ellie-kemper-veiled-prophet-ball-response-1234985436/>
- [7] Denis Brian, Pulitzer: A Life (John Wiley & Sons 2001)