

Dr. E. Meade Wilcox
Univ. of Neb.
10-31-11

Gives all the news of
Box Butte County and
City of Alliance.

THE ALLIANCE HERALD

Largest circulation of
any newspaper in West-
ern Nebraska.

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ALLIANCE, BOX BUTTE COUNTY, NEBRASKA; THURSDAY, MARCH 20, 1913

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A FEARFUL BLIZZARD

Worst Storm in Twenty Years Ties up Railroads, Causes Wrecks and Loss of Thousands of Head of Stock

A COMPLETE REPORT

The worst blizzard seen in this section of the country for over twenty years slowly settled down like a heavy cloud Thursday afternoon and raged with unabated fury until Saturday morning. Business was practically at a standstill in Alliance all day Friday. It was almost impossible for a person to venture out into the storm with safety. Thursday morning a heavy snow started and as the wind increased in velocity during the afternoon it developed into the worst blizzard many have ever seen. Had it not developed slowly it is very probable that many people would have perished, who were able to get to safety and warmth.

would reach Alliance Saturday night and that it could be used to rescue 41, but it was badly damaged and was repaired in the Edgemont shops Sunday morning. It did not reach Alliance in time to be of any value. Sunday morning the warm weather caused the snow to begin to loosen and better headway was made by the push plow working east. At three o'clock Sunday afternoon the rescue engines reached 41 and an hour later the train was rapidly traveling for Alliance, where it arrived at 5:30 and was met by a monster crowd, many of whom had relatives or friends on board. Train No. 43, due in Alliance Friday noon, which had a similar ex-



Immense Drifts of Snow in Main Street of Alliance
(Photo by Lloyd C. Thomas)

The Railroad Situation

The first train from the east to reach Alliance after Thursday night was train No. 41, due at 4 o'clock Friday morning. It pulled in at 5:30 Sunday afternoon, after being stuck for 56 hours in a drift two and one-half miles east of Ellsworth. The train had started out from Seneca with two engines to pull it against the fearful wind. The Alliance officials kept track of them as far as Lakeside, which they passed at 8:23 o'clock Friday morning. After that all trace of them was lost until Conductor Ponath walked into Ellsworth Friday night and reported that they were stuck a short distance east.

The train had about eighty passengers on board, who were well looked after by the train crew. When the passengers reached Alliance they were loud in their praise of the fine treatment given them while stranded in the drift. The engines died from lack of water shortly after being stalled in the drift and the fires were drawn. Coal was carried from the tenders of the engines and fires started in the Baker heaters, which were in all of the cars except two of them. The engines died from lack of water shortly after being stalled in the drift and the fires were drawn. Coal was carried from the tenders of the engines and fires started in the Baker heaters, which were in all of the cars except two of them.

perience and which was stuck in a drift this side of Theford until Saturday when they were dug out and brought as far as Seneca. This train arrived in Alliance about nine o'clock Sunday evening. The other trains from the east arrived Sunday night. They had been held up at Ravenna and Lincoln.

The big rotary snow plow did not get the west lines between Crawford and Edgemont, where the worst drifts were, cleared up until Sunday night and the trains from the west, which had been held up at Edgemont and Sheridan, did not arrive until late that night.

Supt. Griggs, of the Sterling division, worked north from Sterling with a push plow, reaching Sidney Sunday morning. Three engines worked south from Alliance and at 3:45 Sunday afternoon a passenger train was sent south. The first passenger train arriving from the south, which had been held up at Sterling, came in Sunday evening at eight o'clock.

Wires All Down East

During the storm all telegraph and telephone wires went down east of Bingham and communication with Omaha and other eastern points was had by way of Denver.

Herald Issued Bulletins

All day Saturday and Sunday hundreds of anxious Alliance people and those from outside who had been tied up here by the storm, watched The Herald bulletins which were posted at different points in Alliance and which were issued at frequent intervals, giving particulars of the train situation.

The names and addresses of most of the passengers on train No. 41 are as follows: O. W. Wells, Whiteside, S. D.; E. Neas, Buffalo, Wyo.; Frank Budyer, St. Tibory, Neb.; R. K. Scofield, Billings, Mont.; E. P. Thompson, Chillicothe, Ill.; John Fass, Grand Island, Neb.; Ed. Ecklebury, Sheridan, Wyo.; Jack Rutherford, Sheridan, Wyo.; Bert A. Brooks, Sheridan, Wyo.; J. L. Joseph, Herton, Okla.; R. E. Barge, Central City, Neb.; Rosa Carroll, Hemingford, Neb.; J. M. Smith, Mt. Vernon, Ill.; Mrs. M. C. Kelley, Indianapolis, Ind.; Ruth J. Worth, Buffalo, Wyo.; F. J. Dempsey, Preston, Neb.; Mrs. Maggie Myers, Broken Bow, Neb.; Geo. N. Williams, New York City; G. H. Black, Rapid City, S. D.; J. G. Burhat, Lincoln, Neb.; L. T. Thompson, Pecora, Ill.; Edgar Hawley, Dillon, Mont.; Noel Baught, Hemingford, Neb.; Wm. Hornsbach, Spokane, Wash.; Giff. G. Steer, Iowa Falls, Ia.; Arthur Carroll, Hemingford, Neb.

Union Pacific Wrecks
The blizzard was the cause of two disastrous rear-end collisions, occurring on the main line of the Union Pacific railroad in western Nebraska at about the same time Friday morning, causing the death of ten persons and the injury of twenty-two more.

The first disaster was directly in front of the passenger depot at Gothenburg at 3:37 a. m. Union Pacific passenger train No. 12 ran past two automatic block signals and crashed

AFFIDAVIT OF CIRCULATION

STATE OF NEBRASKA)
COUNTY OF BOX BUTTE) ss

Lloyd C. Thomas, being first duly sworn, on his oath, deposes and says, that he is the President of The Herald Publishing Company, owners and publishers of The Alliance Herald, that there were circulated of the regular issues printed for the first ten weeks of the year 1913 (not including the two extra editions), through the United States mails, by carriers, from news stands, and from The Herald office, a total of fourteen thousand eight hundred copies, an average of one thousand four hundred and eighty copies per issue, and that the above is true according to his knowledge and belief.

LLOYD C. THOMAS,

Subscribed and sworn to before me this 20th day of March, 1913. My commission expires June 23rd, 1917.

[SEAL]

JOE L. WESTOVER,

Notary Public.

into the rear of passenger train No. 4, both east-bound. Four were killed and twenty-two injured.

The second collision, occurring at almost the same time, was identical in character with the first. Extra east-bound freight No. 501 drove into the rear of extra east-bound freight No. 504 at Herndon station, twelve miles west of Sidney. Conductor Ray Phillips and brakeman C. M. Cradit, both of Cheyenne, Co. No. 504, and three stockmen were killed.

As an indirect result of the Gothenburg wreck Flagman Dorcher of Grand Island lost his life. He was sent out ahead of the relief train from North Platte about 4 o'clock to see if the bridge was safe for the passage of the train. That was the last seen of him.

Following is a list of the victims of the two wrecks:

At Gothenburg

THE DEAD

Edmund R. Oustenhaut, a traveling man from Salamanca, N. Y.
August Myers, Lake View, Ia.
Mrs. August Myers, Lake View, Ia.
Mrs. Edith Hoon Stockwell, Cheyenne, Wyo.

THE INJURED

O. R. Ordler, Walker, Ia., internal injuries.
W. H. Dickerson, Omaha, back sprained, cuts.
W. G. Tinney, Omaha, ankle sprained, bruised.
A. R. Colvin, Sioux Falls, S. D., hip injured, back sprained.
F. J. Laughlin, Omaha, Pullman conductor, body bruises, cuts.
E. L. Ross, Omaha, back sprained, cuts and bruises.
Mrs. A. E. Bagley, Allen, Neb., leg sprained, bruises.
J. G. Kinkadd, Norfolk, Neb., back sprained, body bruises.

middle west and the south Thursday and Friday, cut their way through towns and cities of five states, destroyed scores of lives, made hundreds homeless and destroyed property valued at millions of dollars. The cyclone storm area took its heaviest toll of life in Alabama, Tennessee and northwestern Georgia.

Robbed in Chicago

St. Williams, of Ardmore, S. D., was held up in Chicago just before boarding the train, by two footpads. He struck one under the chin and knocked him down. The other footpad shot at Williams, the bullet taking off the end of his little finger. He was just outside the Union depot when held up. He was attended by a doctor after getting on the train.

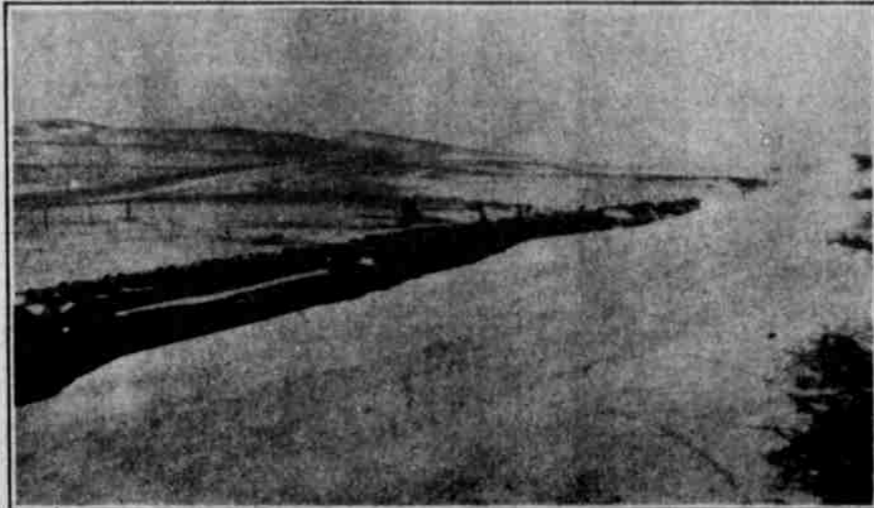
Pictures of 41 in Drift

E. Neas, a stockman from Buffalo, Wyo., had a kodak with him on 41 and amused himself and some of the passengers by taking a large number of pictures while the train was stranded. Two of these pictures are shown on this page. A set of ten others is being made into post card form and will be for sale by the following post card dealers in Alliance: Geo. Fleming, R. S. Powles, Harry Thiele, F. J. Brennan, W. C. Mounts, F. E. Holsten, Geo. Snyder.

Persons desiring any one or a set of these interesting photographs should make reservations at once from one of the above dealers.

Loss of Stock

The loss of stock in the territory tributary to Alliance and in the sandhill region south and east is enormous. It is impossible to give absolutely accurate figures on the loss. R. M. Hampton, president of the Nebraska Stock Growers Association, sent out letters to a large



Train 41 Stranded in Drift 2 1/2 Miles East of Ellsworth
(Photo by E. Neas, Buffalo, Wyo.)

C. N. Torrance, Charles City, Ia., bruises and cuts.
George F. Brown, Tonopah, Nev., internal injuries, bruises.
General Scott, colored porter, Omaha, bruises and cuts.

Anderson, Omaha, colored porter on train No. 12, slightly bruised.

D. S. Wiley, traveling salesman, Benson, Neb., bruised.

Richard L. Neunnebel, Chicago, slightly bruised.

Mrs. Richard L. Neunnebel, Chicago, bruised.

George B. Smith, grain buyer, Ormsby, Minn., slightly bruised.

Otto Kahler, Grand Island, badly bruised.

F. A. Winslow, Waterloo, Ia., badly bruised, neck sprained.

E. J. Wenner, Waterloo, Ia., bruised and cut.

Fred E. Battey, Burlington, Iowa, bruised and cut.

George Ostrom, Portland, Ore., bruised.

Samuel L. Kern, Denver, bruised and shaken.

At Herndon Station

THE DEAD

Ray Phillips, conductor train No. 504, Cheyenne.

C. M. Cradit, brakeman train No. 504, Cheyenne.

Three unknown stockmen.

The commissions appointed for the purpose of determining the causes of the wrecks found on Monday that the crews on the two trains which caused the wrecks were to blame. G. G. Hampton, of Gothenburg, who was formerly a resident of Alliance, was on the board that investigated the passenger wreck there.

Extent of the Storm

Southern South Dakota, eastern Wyoming, northern Colorado and western Nebraska got the worst of the blizzard. Widespread storms of cyclonic intensity swept over the

number of ranchmen in the territory adjacent to Alliance, asking for an estimate on losses to stock. F. J. Was, assistant cashier of the First National Bank, who is keeping the tabulated list of estimated losses, said to The Herald reporter this morning, "So far, 4334 head of lost cattle have been reported to us. Of this number, 1500 head belonged to ranchmen in the Hyannis territory, leaving a loss of 3834 head in the country tributary to Alliance. So many steer heads drifted into lakes that it is hard to estimate the loss in money with accuracy. We should say that an average of \$50.00 per head is not an over-estimate, which means a loss of \$150,000.00 at least in this territory. We do not now expect the loss to Alliance ranchers to exceed 4000 head.

"Our list at this time shows the following losses. These figures cannot be vouched for as absolutely correct, as many of the ranchmen do not know the exact number lost at this time."

Tabulated List

E. M. Eldred	600
Chas. Avery	100
Krause Bros.	100
Jacob Herman	65
Hord	100
L. J. Schill	25
Hill	75
J. E. Rice	20
Hall and Graham	18
Ino. Gerdes	2
Sturgeon	35
Peterson	10
Black Bros.	10
M. Mulhall	57
W. M. Lapsch	39
Richards & Comstock	250
Chas. Clough	12
L. Boyer	12
W. J. Minnick	40
Chas. Zurnmaster	85
T. L. Briggs	46
H. Trenkle	3
Newton	47
Herlan	15

A BUNCH OF BOUQUETS

P. C. KELLEY Speaker HENRY C. RICHMOND Chief Clerk HORACE M. DAVIS 1st Asst. Chief Clerk

HOUSE OF REPRESENTATIVES
33d Session
LINCOLN, NEBRASKA
OFFICE OF THE CHIEF CLERK

Lincoln, March 10, 1913.

John W. Thomas, Esq.,
Alliance, Nebraska.
Dear Friend:

A copy of your very fine Special Edition has just attracted me and I write to congratulate you upon such a bit of enterprise. It is gratifying to know that a newspaper so far removed from the facilities which make for the success of such a venture can cast into eclipse a great many who are well equipped with everything but brains.

Your newspaper must have a splendid staff and to its members through you, I extend the compliments of the season.

Sincerely and fraternally,
HENRY C. RICHMOND.

OPINIONS OF GOOD JUDGES

Printing here some of the compliments that this paper has received is not necessarily a show of vanity. An immense amount of work is expended upon The Herald to make it a credit to the city and country which it represents. As a matter of interest to our many readers and as a help to our business we are glad to publish the opinions of persons who are competent judges of what constitutes a good newspaper.

There never was another paper printed in Alliance that attracted as much attention or received as many commendations as the issue of The Herald of March 6th. We are aware that the above is a pretty strong statement to make, but we are confident that it is absolutely correct. We pass on to our readers a few of the bouquets that have been thrown our way unsolicited within the past two weeks:

Crawford Courier:

The issue of the Alliance Herald dated March 6th, 1913, was absolutely the best, largest and most expensive newspaper publication that we have ever seen printed in North-western Nebraska. The issue contained thirty-two pages of well prepared interesting matter with many expensive cuts representing the efficiency of both branches of that office.

Hooker County Tribune:

The Alliance Herald, a real live newspaper, grasping at every opportunity to develop western Nebraska and her great wealth of natural resources that are just now inviting investment under unusual advantages came to our exchange table this week consisting of 32 pages. It is full of valuable data concerning this part of the great state of Nebraska that should be in the hands of every eastern enterer, and gives much history of both public and private institutions in Alliance and the surrounding country.

Bayard Transcript:

Editor Thomas of the Alliance Herald is certainly deserving much credit for the splendid industrial edition which he has just gotten out which contains a write-up of Alliance, Box

Butte county, and a number of their citizens which have been prominent in its upbuilding.

Marshall Tribune:

The Alliance Herald came out last week with a mammoth edition to celebrate Alliance's 25th birthday, and to show what the Herald could do when it tried. It was a creditable enterprise and worthy of the paper and city.

Thomas County Herald:

The Alliance Herald of March 6, came to our desk early this week as an "Industrial Edition". It contained 32 pages, 6 columns to the page, bound in magazine form, and was altogether a new achievement in newspaper making in the northwest. Better than words could have done it this paper illustrated the prosperity of this section of the state. The Sand Hills country is the opportunity of the day.

Alliance Semi-Weekly Times:

The Alliance Herald's Industrial Edition was a very creditable one and demonstrated the fact that Alliance merchants are progressive and enterprising. The issue was a thirty-two page affair, well filled with advertising, news and plate matter, and makes a good advertisement for this section of the state.

Harrison Sun:

The Alliance Herald of last week was one of the best papers that has reached our exchange table for some time. It contained 32 pages, well illustrated, showing views of Alliance, past and present, also some Box Butte county farms. It is a souvenir that all should preserve.

Gering Courier:

Lloyd Thomas, manager of the Herald at Alliance, was a Gering visitor Tuesday. The Herald last week issued a very creditable industrial edition, comprising thirty-two pages, nicely illustrated.

Gentry (Mo.) Sentinel:

We are in receipt of a sample copy of the Alliance (Neb.) Herald, a mammoth trade edition. We notice the name of E. C. Drake as Vice President of the Publishing Co. It will be remembered that Mr. Drake made this town last year as an Optometrist. He is a cousin of Mr. Otis Hunter of this city.

was not opened until about midnight last night. A large train of passengers and mail went west through Alliance last evening, stopping here for supper. This train was from Valentine and was handled by the Burlington from Lincoln to Crawford.

Another Storm Here

Another snow storm started Wednesday and has continued since. This morning it is snowing heavily but there is little wind. Railroad officials state that so far the storm is not serious.

Spedden-Paige Co.

Phelan Opera House Popular Place
of Amusement this Week

Interest in the performances by the Spedden-Paige Stock Company continues in a manner highly gratifying as is attested by the continued large crowds greeting each performance. The popular verdict is that this is the best repertoire company having played Alliance for many years. The company composed of twelve players, all ladies and gentlemen, present an array of talent seldom seen in repertoire and are equal to many of the one-night performances. The vaudeville specialties given between each act are new and entertaining and the shows throughout are of a clean and moral character, with plenty of acting and sufficient comedy as to make them attractive.

The company closes its engagement Saturday with a matinee in the afternoon and closing performance at night. Tomorrow night, Friday, will be presented the feature bill, "DuBarry" by Mrs. Leslie Carter, and the company is well equipped with elegant costumes and special scenery to give it a grand production. Prices being within the reach of all there is every reason to believe that the house will be crowded both tomorrow and Saturday evenings and playgoers are advised to secure their reserve seats early.

Adv't 15-11-1914

Mrs. Chas. Trinkle's little daughter is very ill with pneumonia.

W. G. Wilson	12
E. E. Thompson	12
J. W. Mapps	12
Henry Hire	25
E. A. Beckwell	12
Rentfro Bros.	300
Farm Valley Ranch	350
Perry A. Yeast	150
L. E. Ballenger	250
A. J. Abbott	250
Chas. Tully (Probably 800)	500
Wm. Breckner	30



Interior of Chair Car on 41
(Photo by E. Neas, Buffalo, Wyo.)



Interior of Chair Car on 41
(Photo by E. Neas, Buffalo, Wyo.)