

# Pretty Easter Gifts

Are always appreciated if selected from articles that can be kept and are of service. Our new goods will add to the attire and others are useful mementos of Easter tide. Pretty Bar Pins, Cuff Pins, Beauty Pins, Link Cuff Buttons, Hair Ornaments, Blue Bird Pins, Rosaries. New Scapular medal locket, crosses and crucifixes. We are always showing the new goods.

**DIXON, The Jeweler,**  
U. P. Watch Inspector.

## DR. O. H. CRESSLER,

Graduate Dentist.

Office over the McDonald State Bank.

## Local and Personal

Bruce Brown returned Saturday from a business visit in Ogallala and Big Springs.

Mrs. Homer Handley has returned from a short visit with her husband at Lodgepole.

Roy Lubbers will leave this week for Sheldon, Ia., to spend a week with the home folks.

Mrs. Thompson, of Maxwell, spent the latter part of last week in town with friends.

Francis Dunn expects to leave this week for Wood River to spend Easter holidays with his parents.

Mr. and Mrs. E. M. Smith expect to motor to Sterling, Colo., soon on a combined pleasure and business trip.

Mrs. Wolback returned the latter part of last week from an extended visit with her daughter in La. Hunt, Colo.

Bills are out announcing the production of "The Crowning of the Gypsy Queen" to be given by the Yeoman Dramatic club at the Keith on March 26th.

Mrs. Howard Graham, formerly of this city, who visited her sister Mrs. Earl Stump last week, returned to Council Bluffs Saturday evening.

Charles Cunningham, route inspector for the Cudahy Packing Co., of Omaha, visited his brother Joseph Cunningham and wife last week and left Saturday evening.

## Reserve Power.

By reason of this great reserve power, Buick cars do not labor or strain under the stress of hard roads and high hills. This is why they continue to give satisfactory service for years after other cars are worn out and discarded and why they produce as much power as long service as many moderate price cars do when new.

# What are You Paying for Groceries?

## We Sell

20 lbs Granulated beet Sugar, .....	\$1.00	Fels Naptha Soap per cake, .....	5c
18 lbs Granulated cane Sugar, for, .....	\$1.00	Soda Crackers large boxes per lb., .....	6c
Tomatoes, full size can standard per can, .....	10c	Oyster Crackers large boxes per lb., .....	6c
Corn standard per can 7c 4 cans for, .....	25c	K. C. Baking Powder 25 oz can, .....	20c
Quaker Oats large pkg., .....	20c	Royal Baking Powder 16 oz can, .....	45c
Quaker Oats small pkg., .....	10c	Dr. Prices Baking Powder 16 oz can, .....	45c
E. C. Corn Flakes 4 pkg., .....	25c	Kraut per can, .....	10c
Broken Rice per lb., .....	5c	Hominy per can, .....	10c
Rice Jap type 4 lbs for, .....	25c	Pink Salmon per can, .....	10c
Prunes small size per lb., .....	5c	Sweet Potatoes per can, .....	12c
Corn Starch per pkg., .....	5c	Potatoes 15c peck per bushel, .....	50c
Gloss Starch per pkg., .....	5c	Coffee fair grade per lb., .....	25c
Corn Starch Kingsfords per pkg., .....	8c	California Fruits in good syrup per can, .....	20c
Silver Gloss Starch per pkg, .....	8c	Cocunut best grade 1/2 lb package per pkg., .....	15c
Yeast Foam 4c pkg 3 for, .....	10c	Evaporated Apples per lb., .....	10c
Lewis Lye per can, .....	8c	Horse Shoe Tobacco, per lb., .....	45c
Eagle Lye per can, .....	8c	Spear Head Tobacco per lb., .....	45c
American Lye per can, .....	8c	Star Tobacco per lb., .....	45c
		J. T. Tobacco per lb., .....	40c

We pay cash for your butter and eggs.

**Wilcox Department Store.**

## Details of Gothenburg Wreck.

In Friday's issue rather scant mention, owing to inability to secure definite information, was made of the serious collision at Gothenburg early Friday morning between trains No. 12 and No. 4, which resulted in the death of four people and injury to a score of others. Those killed were Edwin Osterhout, of Salamanca, N. Y., who had been visiting his brother at Sidney, and was enroute home; Mr. and Mrs. August Meyer of Dennison, Iowa, and Mrs. Edith Hoon, a graduate nurse of Cheyenne. Several of those injured suffered severely, one man having both legs broken. Following the accident a relief train with Drs. McCabe, Kerr and W. J. and J. B. Redfield was dispatched from this city and a relief train in charge of Dr. Jonas was sent out from Omaha. The injured were properly cared for and later taken to a hospital at Omaha. The dead were kept at Omaha and the bodies prepared for shipment, or to await the arrival of friends.

## DR. FOOTE'S STORY.

Dr. Foot, of Omaha, who spent Thursday in this city assisting Dr. J. S. Twine in surgical operations, was a passenger on train No. 4 and tells the following story of the wreck:

"I went down to the North Platte depot intending to take No. 4 into Omaha, but when it arrived, some two hours late, I found that every berth was occupied and concluded to wait for No. 12. When this train came along I bought my ticket and berth and soon after getting aboard went to bed and in a short time was sound asleep. The next thing I knew I was violently thrown from my berth and into the aisle. Quickly slipping on my clothes and finding everything in confusion, I hurried out of the car and up to the train. Looking at my watch, I found that it was 3:45 o'clock and that we had been on the road about an hour and a quarter, covering the thirty-five miles between North Platte and Gothenburg. "Getting up to the front of the train, I found that the engine of No. 12 had plowed entirely through the last sleeper on the rear of No. 4, reducing it to kindling wood, its pilot resting on the platform of the chair car in front. "There was practically nothing left of the sleeper, the engine having gone right up the center, splitting the car in two and scattering the wreckage to either side. "By this time the trainmen and the uninjured passengers had turned their attention to the wreck. The dead were dug from the wreckage and I think the dead were all on the north side of the car. Strange as it may seem, none of the bodies were mangled or disfigured, apparently they were killed by the concussion instead of being cut or bruised. "As soon as the wreck occurred engine whistles were blown and the fire bell commenced to ring. This aroused the citizens of the town and they lent valuable assistance in carrying the injured to the hotels, where they were made as comfortable as possible. "I worked over the injured until the track was cleared so that No. 12 could get around the wreck, which was about three hours. Then these people were taken back to the station and all put into the rear sleeper, after which the train came on to Omaha. "The storm at Gothenburg and in fact most of the way from North Platte to Grand Island was the worst that I have ever seen during my twenty-five years' residence in Nebraska. It was not so cold, but the ground was covered with from eight inches to a foot of light snow and it was being driven along by a fearful gale, the velocity of the wind being estimated at from fifty to sixty miles per hour. The air was so filled with the snow that it was impossible to distinguish objects ten feet distant. "After the wreck I talked with Engineer Weinberger and the other trainmen, both on No. 4 and No. 12. No. 4 had not been at the Gothenburg station more than a minute when it was struck by No. 12. The flagman had been sent back, but he had not gone to exceed 100 feet before No. 12 bore down upon him. He waved his lantern, but if the signal was seen, it was too late, for an instant later the engine struck the rear end of the sleeper. "That the block signal was at fault is apparently certain, for it was said that it was so filled with snow and ice that it failed to work and consequently did not show the red light. And if it had shown the light, it is doubtful if it could have been seen by the engineer, so dense was the snow. "Practically every person in the sleeper on the rear end of No. 4 was killed or injured and the only wonder is that all were not killed. It seems like a miracle that any escaped. Those who were not killed were buried beneath timbers and boards and it was with considerable difficulty that they were dug out. Another wonder is that the car did not take fire. "There was but one sleeper on No. 4, everything ahead being chair cars. In the chair car next to the sleeper several were injured by being thrown against the seats, but none of them seriously. "In the sleeper in which I was riding, on No. 12, the impact of the shock was something terrific. Going at a speed of no more than thirty miles per hour and then coming to a dead stop in less than a car length, you can get an idea of what it means to be sound asleep and the next instant find yourself thrown out into the aisle, perhaps, three to six feet away.

## TESTIMONY OF EMPLOYEES.

Engineer O'Brien of train No. 4 testified he had been with the Union Pacific company twenty-six years and had been an engineer for sixteen years. He declared the block system and signals were working well in spite of the severe weather. He had been able to make out signals, although at times this was difficult owing to flying snow and smoke. "The one block which did not work, O'Brien testified, was west of the Platte river bridge, owing to which fact he was twenty minutes farther behind time when he reached Gothenburg, which was at 3:36 o'clock a. m. "O'Brien said his train left North Platte three hours late. When he arrived at Gothenburg, he was able to make a good stop getting right under the coal chute and water tank. He said the fireman had already filled the water tank and the man at the chute was just lowering it when the collision occurred, driving No. 4 forward two car lengths, when the engine and first car broke loose from the rest of the train. The man lowering the coal chute dropped



The New Dress Skirts for the Coming Spring will Surely Attract all Well Dressed Women.

The assortment is most complete and built according to the latest dictates of Dame Fashion, made of materials that will at once be recognized by fashionable and particular women as representing the best. The trimmings and workmanship includes all that is desirable and serviceable, combined with elegance, attractive models, in all sizes. No woman should have any trouble to select just the garment wanted while prices are unquestionable at low water mark.

May we have the pleasure of showing them to you tomorrow?

**Wilcox Department Store.**

Said one woman:--

"Corset Economy is best expressed in this phrase:

I wear

**THE Gossard CORSETS**  
"They lace In Front"

WE too often confuse economy with low prices thinking that we save when we spend little. It is a false assumption as applied to Gossard Corsets. Their popularity here in North Platte is largely due to their long wearing service and absolute conformity to their original lines. "They keep their shape."

The model here shown can be worn by the average woman who insists on the utmost for her expenditure. Here is a true economy. Seeing it will interest you—but wearing it will convince you.

Priced at \$5.00. Other Gossard models up to \$25.



**Wilcox Department Store.**

# Postponed Sale!

**Saturday, March 22, 1913**

at 10 o'clock p. m., at my Implement Store corner 5th and Locust Streets, North Platte, Neb.

## Farm Implements.

Some New and Some Second Hand.  
Farm Wagons Spring Wagons Plows  
Cultivators Riding Attachments for Plows  
Hay Presses Mowing Machines Hay Rakes  
Disc Grain Drills Deering Harvester and Binder  
Stackers and Sweeps Heavy and Light Harness

## Milch Cows and Heifers

Fresh or near fresh, including some grade Jerseys;

## Poultry

Including some pure bred Plymouth Rocks

**Terms:** Sums of \$20 and under, cash. On sums over that amount eight month's time will be given on good bankable notes bearing ten cent interest from date of sale. Three per cent off for cash. No property to be removed until settled for.

**Jos. Hershey, Hattie M. Hershey.**

F. C. Fielsticker, Clerk. T. F. Watts, Auctioneer

off on the roof of the second car.

The only instructions Engineer O'Brien had, he said, were that if train No. 12 caught up with him between North Platte and Gothenburg he was to allow it to pass.

Fireman F. N. Koons, of North Platte, testified in corroboration of the statement of his engineer O'Brien.

Flagman Frost on No. 4 testified that he had gone back along the track thirty feet, when he distinctly heard the whistle of No. 12 at the mile post. He said that he lit a fuse and that Engineer Weinberger on No. 12 tooted his whistle twice to indicate that he saw the signal.

J. L. Gibbon, train dispatcher at North Platte, testified that Brady Island reported No. 12 four minutes behind No. 4. He said that this was not considered dangerous.

John Weinberger, engineer on No. 12, said that he had been a resident of North Platte, twelve years and that he had been in the employ of the Union Pacific for twenty-seven years. "I did not know that No. 4 was right ahead of me," he stated, "I was two hours and thirty minutes late and was trying to make up time. At that time I was only running two minutes over the regular schedule time. I saw some of the signals fairly well, but owing to the storm it was mighty hard for me to see anything clearly."

"If I had had two car lengths further to go I think I could have stopped my engine," he said.

William R. Harding conductor on No. 12, said that he had been with the Union Pacific ten years and that he was willing to admit that orders had been violated in crossing the Platte river bridge. The rule was for the flagman to walk ahead of the engine, but that he rode over on the cowcatcher as the bridge was unfit to walk on. He said that he remembered seeing No. 4 leave North Platte, but that he had not thought to speak about it to the engineer.

"We were going at a forty-mile clip until we struck the first caution signal, then we slowed down to about ten, and were going at that rate when we struck No. 4."

"I picked up a woman who was in a dying condition and carried her into the station."

Charles T. Aldrich, the fireman on No. 12, said that he knew No. 4, was close ahead of them, and with this exception his evidence corroborated that given by the engineer.

He remembered that the signs were all clear until after he had crossed the North Platte river, when he struck a caution signal about four blocks out of Gothenburg. The next signal, he said, was clear, the next yellow, and that when looking for the next signal to appear he ran into a red fuse. He declared that he was running about fifteen miles an hour when he saw the fuse and that he had only gone two car lengths when he crashed into No. 4.

## FINDING OF INQUIRY BOARD.

Gothenburg, Neb. Mar. 15th, 1913. The board of inquiry convened at Gothenburg on March 15th, 1913, for the purpose of placing the responsibility for the accident between trains Nos. 4 and 12 at Gothenburg, Neb., at 3:37 a. m. of March 14th, 1913, find

That after a thorough investigation into all the facts and circumstances in connection with said accident and after an exhaustive examination of all of the witnesses having knowledge in regard to same, that at the time of said accident an extraordinary and unusual blizzard was prevailing at and in the vicinity of Gothenburg. That the safety appliances for the safety of travel upon said railroad of Union Pacific Railroad company were operating perfectly at time.

That the cause of the accident was the failure of the engineer, John Weinberger, of train No. 12, to properly observe the signals and place his train under control passing the second block signal west of Gothenburg, which was the distant signal, and failure to stop at the home block signal located 1100 feet west of the point of accident.

Signed: Charles Ware, General Manager, U. P. R. R., W. R. Cahill, Superintendent, U. P. R. P., W. C. May, Gen'l. Mgr. Telephone Exchange, Gothenburg, C. C. Hampton, Cashier, Gothenburg National Bank.

## CORONER'S VERDICT.

The verdict of the coroner's jury was returned Saturday night, ascribing the collision to weather conditions and absolving the trainmen from felonious intent. The finding reads in substance: "The deaths were due to a rear end collision between trains No. 4 and 12 on the morning of March 14, 1913; that in the judgment of the jurors the accidental death of the passengers was due to the very unusual severity of the storm, making observation of signals very difficult; that the death of the parties was not due to felonious intent."