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Name _____

Address _____

Several Injured In Tornado.

Considerable damage done to Stock and Property

Last Thursday evening about 5 o'clock the heavens became overcast with the inkiest black clouds ever noticed by our people and darkness settled over the city. To the west immense clouds were seen approaching, rolling and tumbling over each other in extricable confusion. As the clouds approached from the north-west moving rapidly they assumed a lighter cast giving the appearance of a lighter cast giving the appearance of great wind in the heavens. People sought their caves, preparing to get into safe quarters and all feared results. However the bigger end of the storm passed to the north of the city and save for a high wind, heavy rainfall and some small hail, no evidence remained in a short time after, when the storm passed, the air balmy and the sun shone forth with brilliancy.

However, elsewhere all had not been so well. Two miles out from North Loup on its way to Ord, the passenger train with Joe O'Bryan at the throttle got the full benefit of the storm. Will Peterson, who was at Grand Island, as a federal jurymen last week, had a talk with Engineer O'Bryan the day after the storm and he gave the following account of the disaster to his train, which was blown from the track and a number of passengers injured. He said he pulled out of North Loup and saw the storm approaching and attempted to cross its track. The wind coming so strong and hail so heavy he and the fireman could not stay in the cab, and fearing the result should the train be going, came to a full stop just before the full force of the storm was on, and he and the fireman got under the engine for safety. Soon they heard the noise of the air brake system and thought something wrong when about that time the baggage-man came forward and crawled under the engine with them. The baggage-man informed them the cars had been blown from the track and were lying on their sides, some of them leaving their trucks on the rails. Climbing back into the cab they pulled rapidly to Ord and getting physicians returned to the scene. They found some 14 passengers more or less injured and took them to Ord while a special was called from Grand Island with physicians on board, who assisted the locals in caring for the injured. When the storm struck the train it was accompanied by huge hail stones the size of a base ball, while one picked up measured 11 inches in circumference. All the window lights in the cars on the storm side were

broken out and when the cars went over the passengers were huddled together on the far side, and the train being at a standstill probably accounts for the less fatal results, although one passenger was feared to have concussion of the brain, at last accounts as he was found unconscious and afterward relapsed into unconsciousness after coming out of it for a few moments.

The complete list of injured is as follows: Chas. Davis, Ord, abdominal bruises, bruises on right leg and cut about head; S. C. Stephenson, Aurora, wrist cut; M. H. Mann, right arm and shoulder bone bruised, possibly slight internal injuries; Levi Hamilton, Ord, brakeman, face cut and hands bruised; S. R. Battson, Lincoln, bruised on leg and cut on head; Wm. O'Hara, Kansas City, hip hurt and knee bruised; C. A. Hager, Ord, head bruised; Mrs. Stevenson, Inglewood, Colo., left arm sprained; J. S. McDonnell, Omaha, sprained wrist; Myrtle Schaus, North Loup, ear cut; F. W. Henderson, Grand Island, bruised thigh; Henry Herald, Plattsmouth, scalp wounds and cut about face; Oliver Fox, North Loup, face cut; George M. Simms, Burwell, left wrist sprained, leg bruised; Paul Lane, Lincoln, right knee bruised; B. F. Masters, conductor, right ankle sprained; I. V. Woods, mail clerk, slight internal injuries.

A phone message from Adam Zahn, in the extreme northwest corner of Elm township tells of severity of the same storm probably that wrecked the Ord passenger. About two miles west of Mr. Zahn's the storm, which partook of the nature of a twister, tore to pieces the new residence, and other buildings of Wm. Smith, leveling everything to the earth, scattering farm machinery, waggons, buggies and other articles all over the land. Farther east at Corey's it still got in its work, leveling things here, if we understand aright, it took five head of horses, hurling them into the air, carrying them some ten rods and down through a bunch of trees, one of the animals being so badly injured it had to be shot. Two miles further, it struck the Mills farm doing destructive work, reducing buggies and wagons to kindling wood and making havoc generally. And from what we can learn from other sources, the storm took windmills, barns, out-buildings and loose stuff all along its route eastward, and how much beyond the wrecked train we are not informed.

Telegraphic dispatches later in the dailies say the storm played smash all over the country between Ansley and Mason City in Custer county, the Algernon school house, in which were the teacher and twelve pupils, was lifted in the air and carried over 150 feet, and being literally torn to pieces in the fall, but only one of the pupils being slightly injured. A man and wife, named Runkey, in a buggy

between Ansley and Mason were in the path of the storm, their buggy being torn to pieces and the woman injured so badly her recovery was doubtful. Another schoolhouse near Ansley was badly demoralized, but no serious results to pupils. The home of one Debosh was unroofed and kitchen blown to pieces, while at the Lyman West farm the same results prevailed, the entire house being moved from its foundation, but in neither instance were any of the families injured. The home of Ernest Bristol was blown away, except one corner, in which Mrs. Bristol and children took refuge and were unhurt. The home of a Mrs. Ashworth, near the first-named school house, was blown from its foundation and turned around. At the home of Andrew Comer, the wife was pinned under a heavy cupboard until released by her husband later, the wind playing havoc with the house. A Burlington passenger just missed the same results attending the Ord train, just getting into Mason ahead of the storm.

Coming back to Sherman county, the storm struck hardest, seemingly at Fritz Bichel's, where the center of a branch of the big storm passed between his big residence and mammoth barn, picking up loose stuff and lifting a hay rack up over the barn and plunging it head down into the ground. Luckily the house and barn escaped. Some joker without the fear of such storms, cabled to the Northwestern that Fritz had not seen his big auto plow since the storm, while another fearful liar sent us a wireless that the storm lifted the mammoth machine over into an adjoining field and plowed up an hundred acres of Bichel's soil before the storm let up.

Besides the reports above, the Northwestern has not received from its corps of correspondents notice of any further damage the tornado-twister did in its wild race for doing destructive work.

Our people who have the friendship and acquaintance of Mr. and Mrs. R. H. Perry, since Mr. Perry has been connected with the Keystone Lumber Co., will regret to learn that they left us yesterday morning for Holdrege, this state, where they will make their future home, Mr. Perry being connected with his father in his big lumber interests in this state, and will have his headquarters in that city. The worthy couple have made a host of friends who will sincerely regret the change in Mr. Perry's future business relations, which takes him away from the best town and people in the state (with apologies to the people of Holdrege for the truthful remark) when we had thought him bound to us for the future in business with the Keystone. However our loss is Holdrege's gain, and we wish Mr. and Mrs. Perry abundant success and happiness in their new home.

Resting On Ocean Bottom.

Monster Liner Now Probably A Flat Wreck.

Does the wrecked liner Titanic now rest at the bottom of the Atlantic two miles below the surface, the depth of the ocean where it went down, or would it stop and float at a considerable depth under the water owing to the enormous pressure? This is a question that many have asked during the past week.

According to university professors the wreck is now resting on the ocean bed two miles below the surface. It is probably crushed to some extent and occupies less space than when on the surface, owing to the enormous pressure of the water at that depth. With a column of water two miles high pressing down on it it is apt to be more or less flattened out. The pressure at a depth of two miles under the water is 4,000 pounds per square inch, or twenty times the pressure in a locomotive boiler under high pressure.

There are fortunes in money, jewels and other valuables in the wreck, but these will never be recovered. Divers are never able to get anywhere near a wreck unless it is comparatively near the surface. According to Naval Recruiting Officer C. B. Bradley, the limit below the surface at which divers usually work is 100 feet. Some have worked as far down as 120 feet, but several of these daring ones have paid the penalty with their lives, expiring after being brought to the surface. The pressure at even that depth is too great for man to live in. The depth which the divers can reach is about the same in the diving suits and in the diving bells. Ultimately it is a question of pressure, and it is necessary to keep up enormous air pressure for a depth of 120 feet, so that few can stand it and live.

Mr. Bradley said that it would be difficult to see an iceberg at night at a great distance. A light could be easily seen a long distance away, but a berg is so near the color of the water, and then too the Titanic was steaming through ice. The ship was traveling at a good rate of speed, and it could not have cleared the iceberg unless the berg was sighted close to a quarter of a mile away. For the great length of the Titanic would make short turning difficult, as the stern would tend to keep her on the straight course.

The compartment doors on the big liners are worked from the bridge, Mr. Bradley said, and, when such a vessel strikes, the officer, by jerking a lever can close the compartments and prevent the water from getting back into the other compartments. Had the Titanic struck squarely, he said, the first compartment would have filled, but the drop or side-closing water-tight doors would have been closed at once and prevented the other compartments from being filled, the ship would have gone down a little by the head and it could have kept afloat. But the Titanic struck a glancing blow and ripped the steel plates from the bow back through several compartments, so there was no way to keep her afloat.

The bodies, with the exception of those in rooms of the ship, if any were in rooms when the vessel sank, would not go to the bottom as did the ship. They would go down to considerable depth and there float about until destroyed or disintegrated. The ship probably does not rest directly beneath the point where she went under, but may be a mile or even several miles away. For she went down bow first and would take a slanting course to a great depth and then probably slowly would settle for the remainder of the distance.—State Journal.

Results of the Primary Election

| Republican | President | Democrat |
|------------|----------------------|---------------|
| Roosevelt | Clark | |
| Norris | U. S. Senator | Shallenberger |
| Howell | Committeeman | Hall |
| Aldrich | Governor | Morehead |
| McKelvie | Lieut. Governor | Diers |
| Wait | Secretary of State | Kelley |
| Howard | Auditor | Richmond |
| George | Treasurer | Hall |
| Martin | Attorney General | Morrissey |
| Delzell | Superintendent | Clark |
| Taylor | Railway Commissioner | Harman |
| Beckman | Land Commissioner | Eastham |
| Kinkaid | Congressman—6th | Taylor |
| Hermansen | Senator—22nd | Wink |
| Wolfe | Representative—57th | Trumble |
| Pedler | County Attorney | Pedler |
| Owens | Assessor | Charlton |

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| Red Cross Myrtar | " 11th |
| Brutus | " 18th |
| Blot in the Scutcheon | " 25th |
| Cardinal Woolsey | " June 1st |
| Girl and her Trust | " 8th |
| How Washington crossed the Delaware | " 15th |
| Panama Canal | " 22nd |
| The Bounder | " 29th |

These are pictures that you should not miss because you may never have the opportunity to see them again. Don't forget the date. Admission 5 and 10c.

A. O. LEE, PROPRIETOR.