



Madison County Genealogical Society



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Happenings May and June 1883

It happened and was recorded in . . .

A look back in our newspapers gives us a glimpse at the events in the lives of our ancestors. The following items were compiled from a newspaper called Norfolk Journal. The time was May and June of 1883.

Married

Parke—Kauffman---Monday, April 30, 1883, 7:30 a.m., at the residence of the bride's uncle, W. H. Widaman, Norfolk, Neb.,---Charles W. Parke to Miss Dora Kauffman, all of Norfolk, Nebraska---the Rev. Mr. Spencer officiating.

The young couple, after having been made one took the train for Chicago and Springfield, Ill., where the honeymoon will be spent in a round of enjoyment among the groom's family and friends. They return in about thirty days and take up rooms in the second story of Asmus' brick block. Source: Norfolk Journal, Friday May 4, 1883, page 3.

This will be about the most important term of District Court that Madison county has had in some years. The case of Madison county versus F. W. Fritz's bondsmen, the Corovon damage suit against the Sioux City & Pacific Railroad Company, the Bear versus Koenigstein town lot suit and several other important cases involving interests of no small magnitude are on the docket and expected to come up for hearing at this term of Court. The Grand Jury will also have some important work before it.

The lunch festival held at the Methodist Church on Tuesday evening happened on an unfavorable time, as the weather was too unpropitious for many to venture out. However, there was a reasonable turn-out and a social time. Lunches and hot coffee were sold, and later the surplus cakes were auctioned off. The receipts were \$10. No expenses.

A number of Dr. Schwenk's Norfolk friends assembled at his house per invitation last Sunday, and "toasted" his fortieth birthday. It is needless for us to say that the Doctor entertained his guests with characteristic courtesy, for this will go without saying where the Doctor is known. A couple of hours were pleasantly spent. Source: Norfolk Journal, Friday May 4, 1883, page 3.

Terrible Railroad Accident

One Brakeman Killed Outright

Engineer Badly Mutilated

Engine, Tender and Five Loaded Freight Cars Completely Demolished.

Owing to the terrible rain of last Tuesday night, the Sioux City train over the C. St. P. M. & O. railroad, due here at 7:45 P. M., laid over at Wayne, which is thirty-five miles from this place, through fear that washouts might have occurred and would not be seen in the night. On their way in on the following morning, at about half past six o'clock and when they were about five miles out from Norfolk, they ran into a culvert or small bridge which had been completely washed from under the track, yet the rails and ties were still left in position so that the damage was not noticed until too late to be avoided. The locomotive dropped directly into the opening; the tender and first freight car were completely demolished; the second car passed completely over all yet mentioned, reaching its full length upon the solid grading and then rolled upon its side into the ditch. The third car lay smashed above the engine, while the fourth and fifth were pitched right and left cross-wise of the track, each with one end in the water and the other reared high in air; both were very badly broken up. The locomotive is apparently completely destroyed.

Joseph Pheasant, the head brakeman, who at the time of the accident was riding in the cab with the engineer, was so completely buried up that his body was not recovered until about four o'clock in the afternoon. His injuries were such as would likely have caused death even had he not been held under water as he was. He was a resident of Norfolk and leaves a wife and six sons and daughters, one of whom is married.

Samuel T. Reed, engineer, was caught below one knee by some of the timbers of the floor of a car, and held in the water up to his chest until eleven o'clock when he was released. The leg below the knee was mashed to pieces, and also a portion of the foot. The left hand also sustained some injuries. During the whole time of this trying ordeal of four and a half hours duration, with one leg mashed and firmly held fast by timbers, and nearly the whole of his body under water which was very cold, Mr. Reed bore it all like a hero.

The fireman, at the time was outside at work upon the engine, and was thrown into the water and hurt by something striking him on the back. He was also badly strangled, but succeeded in making his way to the bank.

Word was at once sent to this place, when the U. P. engine, which was just starting out on its regular trip to Columbus, was recalled and with two box cars dispatched to the scene of the disaster and remained there until eleven o'clock when Mr. Reed was released and brought to town. A large number of our citizens went out on the special train, and when there all who could see where their services could be of any benefit turned in and worked with a zeal that was commendable. Especially did the railroad boys exert themselves to the utmost, getting into the water frequently up to their necks, in their efforts to free the imprisoned foot of the unfortunate engineer. This, however, could not be done with all the power that could be brought to bear upon the obstruction, until the U. P. engine was backed up and hitched to the same with their cable and hooks, which had the desired effect and the poor fellow as set at liberty. A shout of joy went up from the crowd, but the recollections of the victim still undiscovered suppressed any great demonstrations. Mr. Reed was at

once placed upon the train and brought to town, and in the afternoon Drs. Bear and Richards amputated the leg below the knee.

On Thursday at 12 o'clock an inquest was held by Coroner Tanner and a verdict rendered to the effect that Joseph Pheasant came to his death by being crushed about the hips and drowning. The extent of each cause the jurors were unable to decide. Following are the names of the jurors: Herman Pasewalk, J. A. Light, D. S. Crow, Louis Sessions and J. C. Morey. Source: Norfolk Journal, Friday May 11, 1883, page 3.

Last Tuesday night we were visited with the heaviest fall of rain which this country has experienced in several years. For about two hours and a half the rain fell in torrents, until the whole surface of the ground was literally covered with water. How many railroad washouts this will be the cause of it is hard to tell, but at this writing (Wednesday P.M.) we have the accident on the St. Paul road, of which we give an account elsewhere, and the morning train due here from Creighton, still stands on the track two miles north of town, with a washout of one hundred and fifty yards of grading which will have to be replaced. Passengers will be transferred by a special train sent up that far from the lower depot.

Later---The above mentioned break has been repaired so that trains are now making their customary runs. Source: Norfolk Journal, Friday May 11, 1883, page 3.

Charles Ransom, conductor on the wrecked train where Reed and Pheasant lost their lives, was quite sick for several days afterward from the effects of working in the water at that time. He is now out and around again, though not able to resume his place on the train.

We hear of a railroad accident which happened between Blair and Omaha last Monday which was very similar to the one between here and Wayne, of which we gave an account last week. In this case the engineer, named Getty, brother of our fellow townsman, was scalded to death.

Samuel T. Reed, the unfortunate engineer on the smashup of the St. Paul train last week, died on Friday night at half-past ten and was buried on Saturday. He leaves a mother and several children, his wife having died in Iowa a few years ago. He was about thirty-three years of age.

Markets---Wheat, No. 2, 80c., No. 3, 70c; Rye, 35c; Corn 30c; Oats, 30c; Hogs \$6.00 Butter, 10c; Eggs, 12c; Flour (straight), \$3.25; Coal. Wyoming, \$7.00; Anthracite, \$14.00. Source: Norfolk Journal, Friday May 18, 1883, page 3.

C. F. A. Marquardt and lady are the happy possessors of a brand new baby. Came last Tuesday.

Mrs. T. P. Childs and Miss Mily Grohe will open a millinery shop to-day in B. Grant's new building on Main street.

Married---By the Rev. August Leuthaueser at his residence in Norfolk, May 17, 1883, George Hoffman to Kate Kuefner, both of Madison Co.

Some of the farmer friends living just east of town, feel themselves considerably injured by the encroachments of the town herd which passes by there every morning and evening. There being no fences to the highway, and only boys without ponies to drive the herd, some of the cows often get out of their place and travel over growing crops, orchards, etc. This of course is a matter of damage

as well as annoyance to the owners, and if possible some method should be devised to avoid it as those who have the stock in charge lay themselves liable to prosecution.

Card of Thanks

The undersigned respectfully takes this method of expressing her sincere thanks to friends, neighbors and citizens for their kindness, sympathy and aid in the time of affliction. Mrs. Joseph Pheasant. Source: Norfolk Journal, Friday May 18, 1883, page 3.

Card of Thanks

A card of thanks is most heartily rendered by the family of S. T. Reed to all those who assisted and sympathize with us over our grief and great loss. The memory of them will ever be cherished in the hearts of the remaining members of his household. M. J. Reed.

Source: Norfolk Journal, Friday May 18, 1883, page 3.

The Atlantic House, Chas. Litke, proprietor, is now open to the public. It is the only Dollar House in town, and will doubtless do well.

Married---Harmon—Selah—At the residence of M. S. Bartlett, West Point, Nebr., Tuesday morning 9:30, by Rev. J. L. St. Clair, of Albion, Frank Harmon, of Fremont, Nebr., to Miss Alice Selah, West Point.

The German Church Society have sold their three lots on the corner of Main and Third Streets, to Burrows and Egbert, for the sum of eighteen hundred and fifteen dollars. The church building will be moved onto their new lot on Fourth street.

Ed Feather has a cane made from the recently wrecked engine on the St. Paul road. The body of the cane is made from the black walnut moulding of the cab and the handle was the metallic handle to the head-light. Ed had it made as a memento of the sad catastrophe. Louis Sessions put the cane up.

Sealed bids for moving the German Lutheran Church about four blocks south and one west from where it now stands will be received by the trustees and building committee of the said church society on or before the 20th of June, 1883. For further particulars call at Koenigstein's drug store. By order of the Building Committee.

Williams Evans, of the banking firm of Matheson and Evens, Oakdale, was drowned on Saturday last in the Cedar Creek at that place. It seems that he was fording the creek on horseback for the purpose of looking after some cattle, and that his horse slipped or stumbled while in the stream, and threw Mr. Evans into the water where he was drowned immediately. His body was taken to Wisconsin on Monday.

The Norfolk Mill Company has decided to put the new roller machinery into their mill. Mr. Cotton informs us that it will consist of four sets of rollers. They will also put in new purifiers, new bolting arrangements, new elevators and make it the best mill in Northern Nebraska. They will begin the work about the middle of July and expect to have it completed by the 1st of September. The probable cost of the improvements will be in the neighborhood of \$7,000. Source: Norfolk Journal, Friday June 8, 1883, page 3.

Deer Creek

Some pieces of corn to plant yet and some up ready to plow. Quite a considerable breaking will be done this season.

The new mill on Buffalo Creek is all enclosed and the carpenters say it will be ready to turn out a grist the first of September next.

Old gentleman Lewis is building a fine frame home on his place.

Ira Church has lumber on the ground for an addition to his house.

Thomas Real and Miss Porter, of Burnett, eloped to Iowa a few days ago and got married, he being 40 years of age, she 13 years of age. They got back to Battle Creek May 29. Now Mr. Porter, father of said girl, and Mr. Page, his son-in-law, are on the track of Thomas armed with revolvers and swear they will shoot him as soon as they lay eyes on him.

Source: Norfolk Journal, Friday June 8, 1883, page 3.

The Creighton train encountered a wash-out in the road near Norfolk Wednesday morning on its way down, which compelled it to stop and transfer its passengers and cargo to another train.

On complaint of neighbors, the salty sirens were "pulled" from their up-town retreat Monday morning by Sheriff Martin. They were allowed to take the U. P. train for other parts on the promise that they would never again return to Madison county.

The St. Paul train was obliged to return to Norfolk Wednesday morning on account of several washouts on the road occasioned by the heavy rain of the night before. One of the washouts was at the bridge where Reed and Pheasant, lost their lives in the wreck a few weeks ago. Source: Norfolk Journal, Friday June 22, 1883, page 3.

The building on upper Main Street belonging to B. Grant, and occupied in the lower story by a milliner store, was struck by lightning Sunday morning about three o'clock. The building was not set on fire, however. The lightning struck on the west side of the building about the center of it near the top, and tore a hole about six feet square, at the same time breaking the panes out of a window in a bed room occupied by Jerry Freeman, the colored bartender in Hopper & Co's saloon. The head of Jerry's bedstead was also torn and he slightly shocked.

There was considerable excitement in Norfolk last Sunday evening over the mysterious disappearance of little Johnny Parke and his cousin from Ponca, who was visiting him. They started down town on an errand about one o'clock and not returning to dinner the suspicions of their parents were naturally aroused. Hoping, however, that they would return soon no search was instituted by Mr. Parke until about 5 o'clock, when he took a circle of the town and inquired diligently of everyone he met, but his efforts seemed to avail him but little. One small boy had seen them going toward the river on the St. Paul railroad track, another had seen them at the Union Depot, &c. Their going toward the river was enough to excite apprehension for their safety and cause the suspicion that the little fellows might have ventured too near the water and been drowned. At this juncture neighbors were invited to participate in the search and a general reconnoiter of the surrounding country was commenced. The river was examined for straw hats or any other evidence of the whereabouts of the urchins. The railroad track was traveled for several miles, the sloughs south of town were carefully explored, farmers were awakened from their dreamy slumbers (for by this time nature had mantled herself in her black nightgown) and interviewed, the grave yard was visited and the quiet communion of the spooks and spirits disturbed. But, alas! The unsympathetic waters refused to breed straw hats, the railroad track furnished no satisfactory evidence of the truants, the sloughs knew no small boys, the farmers had seen nothing of them and the silent precincts of the departed proffered no encouragement to the searching friends. Tired feet and fallen spirits compelled searchers to return

to town to find that in the meantime the boys had come home by way of the St. Paul road which they had been excursing over a "foot-back" to Hoskins. It was quite a picnic.

Source: Norfolk Journal, Friday June 29, 1883, page 3.

Julius Whittenburg, living about eight miles east of Norfolk, died last Saturday morning from a cancer in his stomach. Funeral services were held at his residence Sunday by Rev. Mr. Pankow, and his remains placed in the German Lutheran burying grounds east of town. Mr. W. was a man about 40 years of age, and was held in high esteem by his neighbors and acquaintances.

Source: Norfolk Journal, Friday June 29, 1883, page 3.