

# Cottage Grove Leader

**COTTAGE GROVE, OREGON.**  
 Located on the upper Willamette River 144 miles south of Portland on Southern Pacific and Oregon & South Eastern Railroads. Population 2500; two banks; public and high schools; five churches; water, light and sewer systems; creamery; flour mill; two brick yards; saw mills; wood-work factory; match factory; steam laundry and the **Leader**.

**INDUSTRIES AND RESOURCES.**  
 Great forests of timber tributary to Cottage Grove; fifteen saw mills; three shingle mills within a radius of 15 miles. Headquarters for Bohemia gold mines and Black Butte quicksilver mines; valleys and foot-hills well adapted to fruit growing, farming and dairying. For information regarding this great country subscribe for the **Leader**.

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 BOHEMIA NUGGET

COTTAGE GROVE, OREGON, FRIDAY, AUGUST 28 1908.

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## COTTAGE GROVE LOCAL WRECKED

Engineer and Fireman Met Horrible Death

TWO YOUNG MEN KILLED

Wreck Caused by Locomotive Running Over a Bullock--Engine Turned Complete Somersault

The horrible wreck of the south bound Cottage Grove local, four miles north of Eugene last Sunday evening demonstrated the fact that a good straight track in a level open country is no insurance against such unforeseen disasters, even with a right-of-way fenced to prevent just such disasters as this one, which was caused by a Jersey bullock in some way gaining access to the right-of-way and lying down for the night between the steel rails of the track.

### How the Accident Happened.

The train, in charge of Conductor Charles Minkler, was howling along on schedule time. At a point two miles south of Irving there was a sudden shock which threw the passengers from their seats. Then followed a grinding of iron wheels on the wooden ties, accompanied by a crash of glass as the coaches plunged and careened. As related by the Register, lying beside the track, mute evidence of the cause of the grim catastrophe, was a large bullock, his severed head and neck reposing upon the opposite side of the train. The engine turned a complete somersault and its iron nose was pointing in the opposite direction. Underneath the boiler was found poor Frank Bolter, the fireman, his head and shoulders protruding from the iron bulk. One tramp was taken piecemeal from the mass of wreckage, while two others, their clothes in shreds and both lying on their backs, their features showing rigid and pale in the flickering light of lanterns, reposed where the mad career of the buffeted cars had thrown them, clear of the wreck.

The scene beggared description. Here the wheel of a truck protruding through the bottom of a coach, nearby the twisted iron of the engine, warped running gears of cars torn from their fastenings, rails twisted from the track-bed, the whole distorted mass forming an obstruction which required many hours to clear away to restore traffic to its normal condition.

The mass of junk which was formerly the engine, rested within two coaches of the rear of the train, with the smoking car resting upon it. The engine tender was carried forward with the rest of the train past the engine which was lying in the ditch and finally fell to the east side of the track, off the grade, forming a bridge across which the combined baggage and mail car, stripped of its trucks, shuffled over where it rested midway in an almost level position. Had it not been for this fortunate circumstance, the whole train would have crashed down the embankment and the loss of life would have been much greater.

### The Dead.

Engineer Jack Nichols, of Portland.  
 Fireman Frank Bolter, of Portland.  
 George Bailey, Eugene.  
 Ray Swartz, Junction.

### The Injured.

Verne Apperson of Eugene, back wrenched and body and face scratched and bruised.  
 John Wright, of Portland, arm badly gashed.  
 John Francis Wilbright, of Pittsburg, Pa., left leg broken.  
 B. C. Gilbert, of Eugene, back injured.  
 Albert Rahn, of Portland, left leg injured.

The Engineer's Story.

A brakeman was the first to reach the engine. There he found Engineer Nichols, face downward near the throttle, a cab seat upon his back. In an effort to free the unfortunate man from the wreckage, the rescuers seized him by the arms and the scalded flesh came away in their hands. Mr. Nichols was still conscious and was able to give his story of the wreck.

In substance, he said that he thought he discerned some obstruction on the track, but before he had time to act, the engine was upon the cow brute. An examination of the engine's appliances revealed the fact that Nichols had thrown the reverse lever back to the last notch, and the air brake was set hard down.

Engineer Nichols was one of the oldest locomotive masters on the Oregon division of the Southern Pacific, being about 55 years old. He was popular with railroad men, and besides those in

railroad circles, had a host of friends in the towns through which he had run for the past 25 years. He is survived by his wife. His home was in Portland.

Frank Bolter, the fireman, was also well known. His age was about 30, and he leaves a wife in Portland. The tramp who had his left leg broken stated to the doctor that his home was in Pittsburg, Pennsylvania. He is well built and showed good nerve. He was taken to the Eugene hospital, where he is resting easier.

### Thoughtful Act of Conductor

Conductor Minkler's thoughtful act undoubtedly prevented fire from adding its horror to the wreck. Immediately after the final crash came, Mr. Minkler made a careful tour along the coaches, and found flames issuing from underneath the wreck. Unearthing a bucket from the baggage car he hastily emptied a drinking tank of its contents and soon quenched the flames.

The train crew was well and favorably known, at Cottage Grove, the terminus for this train and the entire community was grieved to learn of the tragic death of Engineer Nichols and Bolter.

**THE PEER OF CHILDREN'S COMBINATION SUITS.**

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THIS stylish Combination suit, with two pairs of knee pants, is guaranteed to stand the hardest wear without ripping or tearing.

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PHOTOS BY SIMMONS



Stories of Cottage Grove People.

Manager Cunningham of the Cottage Grove Electric Light Co. and Chris White, manager of the Brown Lumber Co. of this city, were both passengers on the ill-fated Cottage Grove local, which was wrecked below Eugene Sunday evening. Both occupied the "smoker" which was thrown over on its side and badly wrecked.

Mr. White effected his escape from the wrecked car by way of a window, while Mr. Cunningham after hanging on to a seat for dear life, while the car was bumping and swaying to and fro, finally effected his escape through the broken door and the under part of the vestibule, both uninjured. After alighting in the darkness, Mr. Cunningham found himself wading in a warm, thick liquid substance and at first wondered if it was gore, but upon lighting a match he discovered that it was oil from the tanks of the smashed tender. On coming upon an obstruction nearby Mr. Cunningham, again lighted a match, this time to peer down into the distorted face of a tramp whose body was horribly mangled. This was enough for Mr. Cunningham, so after viewing the remains of the dead fireman under the engine, he hit the ties for Eugene and aside from being slightly bruised and begrimed with oil was little the worse for his thrilling experience. Both men returned to Cottage Grove on the belated Monday morning train.

### Verdict of the Jury.

The jury, after hearing all the evidence, brought in the following verdict:

"Inquisition taken at Eugene, Lane county, Oregon, on the 24th

day of August, 1908, before W. T. Gordon, coroner of said county, upon viewing the bodies of John Nichols, Ray Schwartz and George Bailey, then and there lying dead, upon oath of six good and lawful men of the said county, who being duly summoned and sworn to inquire into all the circumstances attending the death of the John Nichols, Ray Schwartz and Geo. Bailey, do say upon their oath aforesaid:

"That the names and ages of said deceased persons are as follows: John Nichols, aged 59 years; Ray Schwartz, aged 18 years; George Bailey, aged 17 years. That all of said deceased persons were white male persons, residing in the state of Oregon.

"That said above-mentioned persons came to their death on August 23 in Lane county, Oregon, as the result of the wreck of passenger train No. 17, of the Southern Pacific railroad company on their track about one and one half miles south of Irving, Lane county, Oregon, at about 9:20 p. m. August 23, 1908.

"That said wreck was caused by said train striking a bull belonging to Nancy Bushnell; that said wreck was unavoidable, and that no blame attaches to anybody.

In witness whereof as well as the said coroner, as the jurors aforesaid, have to this inquisition set their hands and seals on the day of date hereof.

F. M. DENEFER,  
 W. E. BROWN,  
 WM. PRESTON,  
 J. M. HOWE,  
 L. D. FORREST,  
 GEO. H. IRISH.

### Fine New Threshing Machine.

L. C. Scott's new separator arrived from Portland Saturday and was set up ready for business Monday, being taken to the Felix Curran farm east of town, where Mr. Scott's machine was burned last week before he had completed his threshing contract on that place.

### Killed Another Cougar.

The Addisons, who killed a large cougar at Lorene Tuesday of last week which was reported in the Leader, killed another large cougar in the same vicinity Friday probably the mate of the first one killed.

**Our Wreck Pictures.**

No. 1.—Removing body of Fireman Bolter from under the engine boiler.

No. 2.—Rear view of "smoker" and engine along side.

No. 3.—Locomotive reduced to scrap iron; nose facing opposite direction from which it was running.

No. 4.—John Nichols, the dead engineer.

No. 5.—Frank Bolter, the dead fireman.

### London Springs Items of Interest.

James Sutherland and Frank Cooper have just returned from an outing at Newport.

Black Butte mines have closed down temporarily on account of lack of wood for the furnace.

J. E. Banton, London's postmaster and progressive merchant, made a business trip to Cottage Grove Friday.

As has been his custom for a number of years, Dr. M. C. Harris in company with his family is spending a couple of weeks at the Springs, visiting his many friends and relatives.

Wm. Lively had the misfortune to lose his entire crop of hay by fire the first of the week. He had stacked his hay with the intention of erecting a barn over it in a short time. The cause of the fire is unknown.

J. B. Rouse has shut down his sawmill till after the November election, and is furnishing his neighbors free entertainment with his new Edison phonograph. He has a complete set of records of Bryan's speeches.

T. J. Geer has purchased a new buggy and harness to use with the trotter he bought from Messrs. Powell and Tuller, a short time ago. Mr. Geer says he can make the drive to Cottage Grove in 50 minutes with the new rig.

### Will Pay 80 Cents Per Hundred.

The Brady hop yard at Creswell will pay 80 cents per 100 pounds for picking. Yours  
 R. O. BRADY.

## NEW SAWMILL PLANT ARRIVES

To Replace Mill Recently Destroyed by Fire.

FOR MCKIBBEN BROTHERS

Larger Capacity than Old Mill--Will Cut 25,000 per Day--Ready for Orders in a Week.

The new 60-horse power boiler and engine for the McKibben Brothers sawmill arrived at this place, together with their new cut off saw, Saturday morning and was sent out to the mill site a few miles east of town over the O. & S. E. railroad the same day. It will be remembered that the McKibben mill was destroyed by fire a short time ago, but the boys pluckily went to work at once rebuilding with the result that by the time the new machinery came to hand everything was in readiness for its installation and in a comparatively few days the saws were humming again. This new power equipment will give the mill a capacity of 25,000 per day and the boys expect to experience no difficulty in averaging 20,000 per day. Several days will be occupied in sawing lumber with which to replace the 200 feet of flume which was also destroyed at the same time the mill burned, but by the close of another week the mill will be ready to take care of its orders.

The Leader is informed by the McKibben Bros. that the outlook for the lumber business is more encouraging just now than it has been since last October, that prices are steadily advancing and more and larger orders for lumber are being placed.

The Leader wishes to congratulate the McKibben boys for the philosophical manner in which they faced their recent great adversity, and the speedy and business like manner in which they have overcome it.

### Sawmill Changes Hands at Drain.

The Paul Dimmick interest in the Mack sawmill north of Drain, including the mill, donkey engine, about 200,000 feet of rough lumber, and about 1,000,000 feet of timber, was sold this week to W. L. and Thos. Cobb, W. S. Hamilton and E. L. Giles of Roseburg, for \$2400. The property had been in the hands of a receiver—C. W. Kirk—for several months. It is probable that the mill will resume operations soon.—Nonpareil.

### Lost a Valuable Colt.

John Coleman, who resides on a little farm one mile west of town lost a valuable two year old colt last Tuesday. In coming from the pasture to the barn in the evening it attempted to jump over a small pile of poles, one of which pierced its body causing it to bleed to death in a few moments. It was valued at \$150.

## GREAT REDUCTION

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