

DEATH OF NELSON HOWARD GAROUTTE

Nelson Howard Garoutte, one of the oldest pioneers in this section of the country, passed away at 2 o'clock Wednesday morning at his home three miles south of this city.

Mr. Garoutte was born in Cincinnati, Ohio, July 31st 1838, and soon after moved with his parents to Missouri. After a three years residence in that state he moved to Iowa and lived there until 1863, when he, in company with others, started across the plains with the old reliable ox teams. The party came to California and after living in the golden state for one year, moved to Oregon, and one year later located on the Coast Fork River near this city.

In 1865 in Douglas county, standing on the Elk Creek bridge, a private highway—Mr. Garoutte was joined in marriage to Miss Jane Taylor. Six children were born to this union, three of whom are now living. They are Mrs. Callie Brown, Miss Augusta Garoutte and Walter Garoutte, all residing near this city.

Besides a wife he leaves two sisters and two brothers. One sister, Mrs. Jane Gross, lives in this city and another makes her home in Bandon, Oregon; a brother, Michael L. Garoutte, resides in Brownsville and another, Joseph Garoutte, resides in this city. Besides those mentioned the deceased has more than a score of other relatives living in and around this city.

Mr. Garoutte was one of the old land marks in this vicinity, having resided here for over forty years, and was known by everyone to be an honest, straight forward citizen.

The funeral service was held Thursday afternoon at the farm home three miles south of the city and interment was made in the Taylor cemetery near by. Rev. Robert Sutcliffe, pastor of the M. E. Church of this city, conducted the services.

Twenty-Five Killed.

Twenty-five persons were killed and about 60 others hurt August 25, when passenger train No. 4 on the Lehigh Valley railroad jumped the track at Mauchester. Two cars rolled down an embankment 60 feet in height and it was in these cars the great mortality occurred.

The wreck was due to defective rails, the engine and two coaches passing over the bad spot without accident, but when the diner struck the defective rails they spread and the last two coaches were thrown from the track. The train was forty minutes late and running fast, hauled by two powerful engines, in an effort to make up lost time.

Several persons in the diner were killed, but the largest portion of the dead were in the last two cars. Many veterans returning from the Grand Army encampment at Rochester were in the train.

Several trains bearing nurses and doctors rushed to the scene of disaster from different points and at 2:45 twenty-two bodies had been taken from the wreck. Most of the victims were old men and women.

The first section of the relief train brought twenty-six injured in to Rochester at 3:40 Friday afternoon. Most of them were unconscious and have not been identified.

Surprise Party.

A very pleasant surprise party was given at the Wooley residence on the west side last Wednesday evening, the occasion being the (sixteenth) birthday of Miss Martha Wooley. The surprise was complete and a delightful time reported.

The following young ladies were present: Misses Neita and Hazel Hazelton, Mabel and Lola Wilson, Nancy Whitset, Mildred Pringle, Cloe Hedrick, Verne Brown, Maud Hooper, Jean DeLong, Margaret O. Mara, Bernie Hale, Nettie and Martha Wooley.



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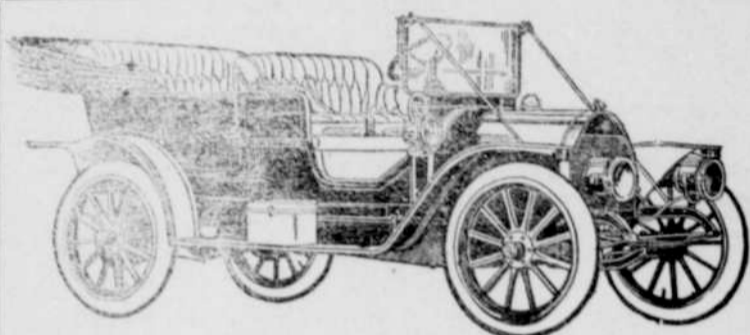
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CHAS. MATTHEWS, Prop.

AUTO OVER GRADE NEAR MYRTLE POINT

As the result of an automobile accident which occurred on the Sugarloaf grade near Myrtle Point last Wednesday evening, Mrs. Minnie Stevenson, late of Klamath Falls, but who had with the other members of her family been at Roseburg a month, was instantly killed and W. E. Pierce, the driver and owner of the car, was considerably bruised, while the other passengers, of whom there were six in all, were severely shaken up.

The cause of the accident was the crumbling of the road on a new grade which allowed the machine to roll down the mountain side a distance of some thirty feet, and Mrs. Stevenson was caught between the car and a large stump and her life crushed out.

Good Roads Conventions.

Convention sites for the next four years have been definitely decided upon by the officials of the Pacific Highway Association. The announcement of these sites is made at the present time, so that persons intending to make the convention tours can lay their plans in ample time.

Next year's convention will be held at Shasta Springs; in 1913 at some city of Southern California; in 1914 at Hazelton or Fort George, northern British Columbia; and in 1915 at San Francisco. With these rendezvous, which allow the tourist to successive meetings to cover practically all the territory along the route from Mexico to the distant North, one may become thoroughly acquainted with the highway itself from actual experience and observation.

During the past month a large number of inquiries have been made to members of the Association, regarding the condition of Pacific highway in British Columbia, and especially in the northern part between Fort George and Hazelton. Little seems to be definitely known about this stretch at present. In response to the requests for information, the Association is making every effort to collect data on the Fort George-Hazelton section, particularly as to whether or not it is at present passable for automobiles. Some time ago, when improvement work was being begun, two motorcyclists made the trip, finding it necessary to ship their machines only a small fraction of the way. Since then the road has been considerably bettered as a result of the large sums being spent by the Provincial government. The Association hopes that it will be possible to make a report on this important northern link of the international chain in a short time.

The Canadian section of the Pacific highway was formally opened this month; F. J. MacKenzie, M. P., Government Agent Fletcher, and Alderman Palson of New Westminster being the first persons to travel in an automobile over the new section, a nineteen mile stretch along the old Yale road. Great difficulties were overcome, which may be realized from the fact that four tons of powder were used to clear two miles of road. The Pacific Highway Association cannot but feel greatly encouraged by the progressive measures the Provincial government is taking in developing its share of the route.

Card of Thanks.

We wish to express our sincere thanks to our relatives and friends for their many acts of kindness and expressions of sympathy during the recent illness and death of our husband and father Howard Nelson Garoutte.

MRS. H. N. GAROUTTE.
WALTER T. GAROUTTE.
MRS. CALLISTIA BROWN.
AUGUSTA M. GAROUTTE.

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TIME TABLE NO. 5

To Take Effect June 19 1909

E. BOUND		W. BOUND	
No. 1	No. 2	No. 1	No. 2
A. M.	M. S.	STATIONS	A. M.
7:30	3:5	LV. COTTAGE GROVE AR.	12:00
7:50	4:15	WALDEN	11:25
7:59	4:27	CERRO GORDO	11:16
8:14	4:42	DORNA	11:05
8:40	5:12	STAR	10:40
8:50	5:23	WICKS	10:33
8:55	5:28	RED BRIDGE	10:25
9:15	5:48	WILSON	10:15
9:45	6:20	AR. DISSTON LV.	10:00

Subject to change without notice. All outward freight shipped only at the joint risk of shippers and consignee. Stage leaves Disston after arrival of train on Monday, Wednesday and Friday for Orseco, returning on Tuesday, Thursday and Saturday.

Freight will not be received at the O. & S. E. R. R. Depot after 5 p. m. To insure forwarding on next train freight must be delivered in ample time to permit of its being billed.

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S. P. Ry. Time Table

NORTH BOUND.

No. 10.....1:48 a. m.
No. 20.....3:56 p. m.
No. 18.....11:02 a. m.

SOUTH BOUND.

No. 15.....1:26 a. m.
No. 17.....10:27 p. m.
No. 13.....6:42 a. m.
No. 19.....3:02 p. m.

G. F. King, Agent, Cottage Grove, Oregon.

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