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FOR

Headache

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STOMACH.
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EUGENE PEOPLE

ON A LAUNCH LOST IN FOG

DESCRIPTION OF NIGHT SPENT AT SEA WRITTEN BY A MEMBER OF EUGENE PARTY—LAY ON DECK OF VESSEL DURING NIGHT WITH LIFE PRESERVERS FOR PILLOWS

(Special Correspondence)
Newport, Aug. 7.—Thinking that our friends in Eugene would be interested in hearing of our experience on the Pacific on Tuesday and Tuesday night of August 4, on the gasoline launch "The Rose," thought we would send a brief description to The Guard.

We, Mrs. Hazleton, Mrs. Sigman, Pearl Cartwright, Nellie Quimby and Mr. and Mrs. Ed Hoselton, with about fifty other passengers, left Newport at 9:30 in the morning and went to Seal Rocks, twelve miles south of Newport. The rocks were black with seals and sea lions, and by the time the men got within firing distance they began shooting at them. They killed eight sea lions and brought one back to Newport with them. A large whale was also seen close to the launch, but it left as soon as the men began firing at it.

The captain served lunch at noon to those that were able to eat, but many did not care for it, as the ride on the sea made them too sick.

By the time we were ready to start back the fog was so dense that the captain was afraid to cross the bar, so he anchored the launch there until 4 o'clock Wednesday morning.

It was so close down in the cabin that our party, with a man and his wife, didn't go down, as it was but very little better, so we lay down on the deck, with life preservers for pillows, the floor of the deck for our feather bed and a tarpaulin for a cover. The wind blew like a hurricane all night long and the fog was

so dense that one could almost cut it with a knife, and of course, with that and being seasick, everything was very pleasant (?). Although while we were anchored there there wasn't the least danger, still one couldn't help thinking of "home and mother." We slept (?) by the waves rocking the boat and the roar of the sea lions.

The crew lifted the anchor about 4 o'clock Wednesday morning, and when we got about two miles out we met a steamer and the life-saving crew out looking for us. The fog came down upon us again, but by the aid of the steamer and life-saving crew we were towed into port.

All Newport was pretty anxious about us and so we were greeted with waving of handkerchiefs and shouts of joy upon our return from the "briny deep."

The day before we visited the haunted lighthouse of the Pacific coast and met Mr. Briggs, Mr. Meshley and another gentleman whose name we did not learn, all members of the life-saving crew, and they told us that if we fell into the Pacific they would save us, but little did we think that the next day they would be out after us.

Since it is all over we wouldn't have missed it for anything, because we got to see all kinds of things and many comical sights, and there was no respecter of persons in a time like that.

ONE OF THE PARTY.

HONORED PIONEER OF DOUGLAS COUNTY PASSES BEYOND

News was received by The Guard this morning of the death at Roseburg of Enoch Wimberly, one of the oldest and most respected pioneers of Douglas county, after a lingering illness covering many months. The deceased leaves a widow and the following sons and daughters: Mrs. Wimberly, a merchant of Drain, L. Wimberly, publisher and proprietor of the Roseburg Review, Mrs. Charles Cleveland of Grants Pass, and Elmer and Elva Wimberly of Roseburg, all highly respected in the communities in which they reside.

Mr. Wimberly's long life, largely spent in Douglas county, earned him the universal esteem of his neighbors and those with whom he came in contact in the affairs of an active life that was stamped with the virtues of sterling integrity and pioneer simplicity. His death calls attention anew more to the rapid thinning of the ranks of the sturdy first settlers of Oregon, the men and women who, in the days fraught with danger and hardship, founded homes and reared families to follow in their footsteps and take up their work where the infirmities of age compelled them to lay it aside. Possibly it was the "wall of the old" that attracted the pioneers to the wilderness over half a century ago, and that they "built better than they knew" but we of the youngest generation, who have an opportunity to view the work they did, and who

cherish the memory of their virtues, feel that something of a prophetic sense drew them on; that the voice of the wilderness, mountain and trackless stream whispered of an empire that was to be and called them to a work that demanded only stout hearts and true manhood and womanhood. Of all these honored pioneers who have passed beyond, none has left as a heritage to his descendants the memory of a higher character as a citizen and a neighbor, husband and father, than Enoch Wimberly.

COURT RECEIVES ROAD PETITIONS

(Continued From Page One.)

Eugene to Mapleton, providing that rock in suitable quantity can be secured at a reasonable figure. The court will at once investigate this matter.

Another improvement talked of is the reduction of the grade at Beecher Rock, a dangerous point on the road, by blasting away a large portion of the rock in the roadway. The road extends over this rock, there being a heavy grade on each side and at one side there is a sheer precipice of many feet leading to the swift waters of the Suslaw river. It is planned to blast away enough of the rock to make the road level at that point. If this is decided upon, Commissioner Price will superintend the work. He thinks it can be done for \$500.

MARRIED.

At the U. B. parsonage, August 5, 1908, by Rev. J. W. Sprueker, the pastor, Leon E. Sullivan, of Portland, and Miss Edna Kerr, of Willamette. They will reside at 591 East Seventeenth street, Portland.

ELECTRIC RAILWAY LINESMAN IS KILLED

Straddling the top arm of a 42-foot electric pole at the mouth of the alley near the Bayne building on State street, George A. Goss was instantly electrocuted by receiving about 2300 volts through his body yesterday afternoon at 4:30.

Goss was a fireman in the employ of the Portland, Railway, Light and Power Company. He had been working on the same pole on which he met his death for the past two or three days, handling live wires, and his death was caused by his coming in contact with two wires at the same instant.—Salem Statesman.

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Veloce A Grand Percheron draft, (registered). Color, dapple weight, 2300 pounds. The champion Percheron at the last Oregon State Fair, where he won two cups, four gold medals, several banners and blue ribbons. G. R. PRICE, Manager.

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