

SNODGRASS IS BOUND OVER ON ASSAULT CHARGE

Former Cottage Grove Marshal Nearly Kills Man by Striking Him on Head With Wrench.

Frank Snodgrass, locomotive engineer on the Booth-Kelly Lumber company's loggia railway about Wendling, is under \$1000 bail to await action of the grand jury, charged with assault with a deadly weapon upon James Brady, a brakeman on the same train who is now in the Eugene hospital with a fractured skull and whose condition, the attending physician says, is serious. The assault was committed on Thursday. According to Snodgrass' own story, Brady turned a switch over just before Snodgrass' engine came along and the latter "called him down" for it. After the engine stopped Snodgrass said Brady came to him and told him if he were off his engine he would knock his head off, or something similar. Snodgrass says he grasped a monkey wrench and dismounted from his engine, whereupon he struck Brady on the arm with a heavy stick he carried and Snodgrass struck Brady over the head with the wrench. Witnesses to the affair agree in the main with this story.

Brady fell unconscious and was at once brought to Eugene where physicians found that he had suffered a very bad fracture of the skull. Snodgrass, upon hearing of the nature of Brady's injury immediately asked Dr. Kuykendall to procure a specialist from Portland at his expense. He admits that he acted too hastily and said he would do anything in the world to assist the victim of his hasty temper.

Snodgrass is a former city marshal of Cottage Grove and was deputy chief of the state fire department during a portion of Oswald West's administration as governor.

Brady, who is only 19 years of age, lives in Shasta county, Calif. He was on a different train than the one Snodgrass was working on. Notwithstanding that Brady made a statement that he did not want to prosecute his assailant, a complaint was sworn to and Snodgrass was bound over.

THOUGHT KILLED BY AUTO; VISITS HERE

Mrs. Lizzie Atwater, who was thought to have been killed in an automobile wreck in Santa Rosa, Calif., a short time ago, is spending the week with Cottage Grove friends. Her cousin's wife, who was in the same wreck, died from her injuries. There were four in the car and all were hurt. Mrs. Atwater and the woman who was both being picked up for dead. The ill-fated car was crossing a street and before they noticed another car was bearing down on them, the driver, looking back and seeing the car in the rear, there was no time for warning. It was said that this was the same driver's third offense and he seemed indifferent about his actions.

CHARGES FIRES ARE SET BY JOB HUNTERS

J. A. Churchill, who has come down from the Bohemia district for the winter, states it as his belief that many of the forest fires which cause so much damage are set by persons looking for jobs as fire fighters. All the timber on his place, his blacksmith shop and the timbers in two of his tunnels on the President group were destroyed by the flames. He estimates his loss at \$1000. He says he is convinced in his own mind of the identity of the party who set the fire which destroyed his property but lacks proof sufficiently positive to successfully prosecute.

80 TONS BLACKBERRIES IS CANNERY'S OUTPUT

Eighty tons is the amount of blackberries canned by the Cottage Grove cannery this season, instead of 18 tons as stated in a report from here a few days ago. Last season the amount of these berries put up was 60 tons.

J. Mark Comer at Methodist Church

Pastor J. Mark Comer will fill the pulpit at the Methodist church Sunday morning and evening during the absence of Rev. Joseph Knorr. In the evening he will give his lecture on India. This will be his last appearance before a Cottage Grove audience before his departure for India to resume his missionary work. A collection will be taken in the evening for the personal expense fund of the Comers in India.

Caldwells Have Time of It

C. W. Caldwell writes from San Jose, Calif., that they arrived there safe but not altogether sound. The train ahead of them was wrecked in a tunnel, so they had to look for another train. He says: "It was hot as hades and no water to drink. Some had to be carried and others fell by the wayside but after 10 hours we were on our way again. We were nearly all in but are o. k. now. We will be here for a month or more."

Weather Report for September

Maximum, 85 on the 14th; minimum, 34 on the 30th; mean maximum, 69.8; mean minimum, 55.7; mean temperature, 57.5; precipitation, 2.98 inches. Clear days, 19; partly cloudy, 3; cloudy, 8.

Maximum temperature for September, 1918, 90; minimum, 36; precipitation, 1 inch.

Sues Mining Company

Alleging that wages due him amount to \$2500, P. C. Christensen has begun suit in circuit court against the Green Rock mining company for the recovery of that sum, together with interest at the rate of 6 per cent per annum from July 1, 1918. The Green Rock Mining company operates in the Bohemia district.

Carload of Fords Arrives

Woodson Brothers received a carload of Fords Tuesday. In the shipment were three touring cars, a one-ton truck, a roadster and a coupelet.

Shipping Many Billy Goats

S. C. Veatch is becoming an exporter of billy goats. During the past week he has shipped three to Sutherland, one to North Bend and one to Eugene.

Lane Gets Fourth Prize

Lane county won fourth prize on its county display at the state fair.

THIEVES RING FIRE BELL TO DISTRACT ATTENTION OF CITY MARSHAL

For the first time burglars have put one over on Marshal Fisher, an officer whose hunches have resulted in making him a reputation as a man-getter. Friday morning about two o'clock the fire bell rapped once which is a signal that the marshal is needed. Fisher could find no one who had put in a call and concluded that the electrical apparatus had gone off accidentally. A few minutes later a big car passed him and the occupants gave evidence of being in a hurry. In the morning it was found that burglars had taken two casings from the Woodson garage, having entered by taking a glass out of the rear. Fisher is certain that the alarm bell was rung to take him to another part of the city while the robbery was being committed and he is certain that the occupants of the car that was in such a hurry got the casings. To add insult to injury, the thieves left a note saying that they would send back the money to pay for the tires.

SCHOOL ATTENDANCE HAS REACHED 500

Superintendent Beattie Calls Attention to Probable Violators of Compulsory Education Law.

Despite the handicap due to the lack of text books, school work is now in full swing and progressing nicely. The attendance is about 500 and is so much larger than last year that it has been found necessary to add an instructor in general science, Miss Mae Harbert, of Springfield, has accepted this position and will start upon her duties next Monday. She is a University of Oregon graduate. A teacher was dropped last year, so that the faculty is now the same as before that time.

EUGENE MAKES BIG PLANS FOR AIR CIRCUS

Eugene is planning to entertain a large part of Lane county in an aerial circus, the date of which will probably be a week from Sunday. In addition to the several forest patrol planes already located at Eugene, several stunt planes are expected from Mather field. The circus will be exactly what its name implies with stunts of every description given by veterans of the air.

ONLY ROCK IS NEEDED TO MAKE HIGHWAY PASSABLE

All that now prevents Pacific highway both north and south of here from being made passable for the winter is the lack of rock. The work of laying the rock. North of here the highway can be made passable by the rocking of about half a mile to connect the old road where torn up by the new work. South of here a distance of a mile of rocking will be required. But a day or two of dry weather would complete the grading work on both sides of the overhead crossing.

\$70 IS AMOUNT RAISED FOR THE ALBERTINA KERR HOME

The amount raised up to date in Cottage Grove for the Albertina Kerr nursery home in its "Be-a-brick, Buy-a-brick" campaign has now reached the total of \$70 and this probably will be increased before the conclusion of the campaign. The committee wishes to thank the people of Cottage Grove for their generosity.

Wakes Citizens Looking for Room

Residents in the vicinity of the Presbyterian church were disturbed Tuesday night by a man who professed to be looking for a place to sleep. He called first at the J. H. McFarland home. After being several times asked his name he said he was a stranger in the city, that the hotels were crowded and that he was looking for a place to sleep. He carried a grip. He held out to the Leonard home. While the man's actions seemed peculiar he made no attempt to gain entrance anywhere, although he frightened several in the neighborhood. It was fact that every hotel room in the city was full.

J. R. Medley Funeral Held

The funeral of J. R. Medley, whose obituary was published last week, was held Friday at Oakland, the family home for many years. Rev. Walter Callison, of this city, officiated. The surviving children, whose names were not published last week, are Mrs. Helen Bees of Marshfield; E. R. Medley, of Reedsport; Mrs. Cordia Harmon, of Portland; Mrs. Corlia Neas, of North Bend; E. B. Medley, of Tigard; Mrs. Bees of Gold Hill, and Miss Adelia Medley, who lives at home. A sister, Mrs. Mary C. Adams, lives at Kelso, Wash. All were present at the funeral.

Memorial for Soldier Dead

A committee has been selected from the citizens of Lane county for the purpose of raising funds for the erection of a monument as a memorial to a member of Lane county who gave his life in the late war. The members from Cottage Grove are Elbert Bede, C. E. Umphrey and T. C. Wheeler.

Taylor Commands Soldiers' Home

S. W. Taylor, of Eugene, Civil war veteran and former county treasurer of Lane county, has been appointed commandant of the soldiers' home at Roseburg. He entered upon his duties October 1.

Flour Stolen in Daylight

A Bernard reports that two sacks of flour were stolen from his delivery truck in broad daylight Monday while he was making a delivery on Birch avenue.

WATCH YOUR LABEL

Footprints of Old Pioneer Days

Mrs. S. E. McKinney reports being among the earliest settlers of this section. She arrived in 1852, her parents, Jonathan and Mary Tibbetts, settling in the Elkhead country over the line in Douglas county. They came down the Columbia on the Lot Whitecomb, the first boat ever built in Oregon. It was commanded by Captain Answorth and traveled between Cascade falls and Portland. Mrs. McKinney's grandfather on her mother's side was wounded in the Blackhawk war.

Wm. A. Kelly, of Dorena, arrived here in 1853. He was the son of Mr. and Mrs. Ira Kelly. "Aunt" Jane rode horseback much of the way, carrying little William a large part of the way on her horse.

Did old Chief Halotish drink fire water or did he not drink fire water? It is the recollection of Boone Shortridge that it was his thirst for liquor that caused the loss of the teeth which resulted in his being named Halotish. It is the recollection of Boone Shortridge that Halotish, Charlie and Spore's Jim, all Indians of the Calapooia tribe, sneaked under the store of Anderson Hamilton (about where Saginaw now is) bore a keg through the floor, a keg of whisky on the other side of the floor, emptying the keg into their stomachs, that Hamilton caught the Indians and hit Halotish in the mouth with a gun barrel. When he was a number of his teeth and that thereafter was given the name which signified "no teeth."

Boone remembers old Moses, a Molalla chief who did not drink water and was a enemy of firewater. He seemed to have a hold over the Calapooias, as well as over his own tribe, and all listened to him with respect. Boone describes him as a man with a red face and a white hair.

Boone remembers the Indians well because they often made winter camp on his father's place and also on the old Hawley place. When he was a kid he could talk Molalla better than he could English. He remembers that he once had blood poisoning of which he was cured by an old Indian squaw who lived in the woods. The squaw took a great interest in him because she found he was a nephew of her friend "Uncle" Burne Veatch.

Boone also remembers how the Indians tanned hides, as described re-

cently by W. A. Kelly. Boone says he also could tan hides the same way he had the time and patience. He adds that the Indians often colored the hides with the smoke of rotten wood and sometimes they were so pliable they could be colored that way. It was almost impossible to tell them from broadcloth.

"Uncle" Burne Veatch is another who remembers much of the old Indians and their habits. He was an old Halotish was burned to death while under the influence of liquor. "He was as lazy as any of the Indians. None of them would do any work to amount to anything, but upon the day of his death he had been shocking oats in order to get a supply for his horse for the winter. This he piled in his shanty and he left the oats to rot. The fire and Halotish was burned to death in his own cabin."

"Uncle" Burne Veatch speaks entertainingly of the Indian war. The stories here were warned by Halotish that an uprising was imminent, but this section never was molested. There were some 60 or more, however, who went from here to southern Oregon. Of these, "Uncle" Burne, now aged 91, and "Uncle" Thos. Bovey, who must be 83 or 84, are thought to be the only ones now living. Mr. Bovey is thought to be living somewhere in the northern part of the state. The commander of the company was Captain Noland, of Creswell, a fearless fighter with previous military experience in the Mexican war but who is local use has been associated with the men. Jeremiah Taylor, who died only recently, was the only Cottage Grove man who was wounded. "Uncle" Burne speaks of the feeling that came over them when one of their number was killed. The impulse was to clean out every one of the Indians.

"Uncle" Burne remembers well Indian Mary, wife of Indian Jack and a character well known to all the pioneers. She is buried in a corner of the McFarland cemetery, where "Uncle" Dave McFarland caused a monument to be erected to her memory.

Next week The Sentinel will publish a list of the early settlers of the Coast valley furnished by Boone Shortridge and the How right and Morley creek valleys furnished by "Uncle" Burne Veatch, who has also promised to furnish a list of all the early settlers from Camas swale south to Cottage Grove.

J. S. BENSON FINDS IT IS BEST TO DO THINGS FOR YOURSELF

J. S. Benson planned on having some fine string beans for dinner a few days ago. He sent them home for that purpose. They were served for dinner last night, but Jim didn't get any of 'em.

Jim has come to the conclusion that if you want to be sure a thing is done you should do it yourself. The beans home by George Myers, an employe of the store and a near neighbor. Myers took home a number of other packages and put his own packages and the package of beans down on the kitchen table at the home of his daughter, Mrs. Elbert Smith.

When Benson got home an hour or so later he found no beans, but he later found them in the Smith home, where they had been made up for the family bill of fare. Mr. Myers had forgotten to deliver them and Mrs. Smith thought they were meant for her. Mr. Benson, on his return, of his own garden, which were found to be much superior to the ones which should have been delivered.

SENTINEL AND KEM LETTER ATTRACT NATIONAL AND LOCAL ATTENTION

The discussion by The Sentinel and O. M. Kem upon the proposed league of nations has attracted both local and national comment. The Sentinel is in receipt of the following letter from Hon. Jonathan Bourne, Jr., president of the National Republican Publicity association, of Washington, D. C.: "We thank you for your kindness in sending us a clipping from your editorial page of September 12.

Your discussion of the league is not only logical, but forcible, and is written in a very readable style. We shall reproduce a portion of it in our next clipping sheet. The copy for your clipping sheet has already been made up, so that it will be about ten days before you will receive a copy of the sheet containing an excerpt from your editorial."

O. M. Kem relates that one morning shortly after the appearance of his reply to The Sentinel, a citizen of the city opened the door of his office and inquired, "How much are hides today? You ought to know because I see you are getting 'em." There seems to be glory for all.

CLAUD COFFMAN GETS TWO JOBS WHERE HE THOUGHT TO GET BUT ONE

Claud Coffman last week proved himself a friend to two women of the city who are without the handy adornment of the house who builds the fires, gets in the wood, etc., and such proof of friendship was no without recompense to Claud, for he got two jobs when he had expected but one.

It seems that his father made arrangements for him to accept a job putting in the winter's wood for a woman who had so far been unable to hire anyone to do the job. Claud followed paternal instructions and reported to the woman that he had secured a standing of names he put in the wood for Ida Veatch, when he should have reported to Ida Miller. He did not learn of the mistake until after the job was done. Mrs. Veatch was surprised to have her wood put away but was glad to pay for having it done. Claud then reported to Mrs. Miller.

Woman Lookout Discovers Fires. Mrs. W. M. George, the woman lookout at Fairview, discovered two small fires during the past week. They were in the headwaters of Sharp's creek and both were extinguished before they had made any headway.

BALKY FLIVVER, LIKE MULE, KNOWS ITS MASTER AND GOES

Anyone interested in a facial demonstration of disgust in its most virulent form should have seen the look on the "face" of C. A. Bartel a few mornings ago. "Bart" recently acquired a flivver which had been converted into a "bug." Upon the morning in question Bart was in a hurry to get somewhere, and the bug was to be a means of conveyance. For 45 minutes he twisted 'er, intermittently trying the spark and gas and once in awhile squaring off and looking 'er as if he wished the outfit was in some place where there would be no ignition troubles. Many came to gaze, to offer advice and pass on, while Bart turned acid and the flivver steadfastly refused to chug.

Billy Johnson happened along, enjoyed the performance for a few moments and then exasperatingly remarked "Bart, the only trouble is that you don't know how to twist 'er." "Well, if you think you know more about it than I do you're welcome to try it." Billy took hold of the handle in just the way Bart had held it, he twisted 'er around once in exactly the same manner that Bart had already twisted 'er several thousand times, the only difference being that she "chugged" right off the first twist. "That was the moment you should have seen Bart's face."

GOVERNMENT RECOGNIZES MUNICIPAL FIELDS

Cities Are Informed as to Requirements Exacted for Fields of Different Classes.

In view of the fact that Cottage Grove has already established a temporary flying field and a large number of residents are interested in the establishment of a permanent field, the following information communicated by the department to Milton K. Klepper, president of the Aero Club of Oregon, and by him sent to the commercial club, is of interest:

The government is now taking steps to secure the cooperation of certain municipalities in the United States in establishing landing fields primarily for the use of the air service and the aerial mail, but in addition, for such local use as may be determined upon through mutual agreement.

The development of aviation in the United States will be along both military and commercial lines. The army air service, although concerned primarily in the military phase of aviation development, is nevertheless vitally interested in cooperating with and assisting any other legitimate agencies which are engaged in aerial activities. For that reason the postoffice department, which now finds it necessary to establish throughout the country terminal or way stations for its aerial mail deliveries, and which is jointly associated with the air service in presenting this project to the attention of your municipality.

The establishment of landing fields throughout the country, through cooperation between the government agencies and the cities concerned, will certainly operate to the advantage of both the government and the city, because in the rapid development of commercial aviation those cities which have provided the primary facilities for operation of aircraft in their vicinity will have paved the way for local benefits resulting from the development of the air service. Transportation, express service, emergency service, and local photographic mapping or aerial protection.

In furtherance of this, the government has adopted the following general plan:

The air service and postoffice department will cooperate fully in establishing municipal landing fields. The air service will select the landings in cooperation with municipal representatives. The field selected must conform as far as possible to the general specifications contained herein and will be classed according to details of specifications hereto attached.

The establishment of the field will be made in accordance with articles of agreement to be entered into between the United States government and the municipality. The general specification of the municipal must conform to the following: (a) The establishment of municipal landing fields at cities where the aerial mail service requires the stations or where use of the air service, it is intended that such limitation should in any way restrict the establishment of other landing fields at cities and towns where local conditions would seem to warrant such action. Wherever such independent action is considered, it is felt that the air service should be consulted in the selection of the field, in order that the landing field decided upon by the municipality may meet the specifications for a regular air service station in case future developments lead to its incorporation in the network of fields which the government assists in establishing.

The general specifications for the proper landing field may be stated as follows:

(a) The location of the field should be such that transportation to and from the heart of the city will not be unduly take longer than half an hour.

(b) The field should be situated adjacent to a good highway and be near to the city car lines.

(c) It should have public service utilities, such as electric light, water supply and sewerage.

(d) The field should permit of expansion.

(e) It should not be in a position where it is likely to be shut in by future building operations.

(f) Size: The minimum size of any field should be such as to allow a 900 yard runway in every direction, with no interfering obstacles.

(g) Shape: The field should be square or rectangular.

(h) Marking: A circle 100 feet in diameter with a band three feet wide has proven more effective.

(i) Ground: The ground should be smooth and firm under all weather conditions.

(j) Approaches: All landing fields should be free from surrounding obstacles, such as buildings, telegraph or telephone lines, trees, towers, etc.

(k) Accommodations: The field should provide such accommodations as telephone service, transportation,

POWER SERVICE CRITICISM IS QUITE TAME

Manager C. M. Shinn Speaks Before Commercial Club and Says No Apologies Due.

The first meeting of the commercial club for the season, held Monday evening, was largely attended. The question of faulty electric light and power service was discussed for an hour or more but no action of any kind was taken. There has been considerable dissatisfaction during the past few months because of the fact that the lights have been off three nights and because several times there has been interruptions of day service, or when there has been service it has been unsteady and fluctuating, causing considerable inconvenience to users of light and power.

Twice the lights were off because of necessary repairs at the electric light plant and once because of a shortage of water. When the power has been off during the daytime it has been because of accident, necessary repairs or changes in the system.

Previous to a few months ago the electric light company was able to say that not once during its present ownership had the power been off more than a few minutes at a time to allow for doing the necessary repairs. The unsteady and fluctuating service has been explained by the slipping of a new belt recently installed, but which will be remedied.

There has been some street talk of asking the public service commission to make an investigation, but at the meeting Monday night no such suggestion was made and criticism of the electric light company was more mild than that heard on the streets. Manager C. M. Shinn was present and stated that he had no apologies of any kind to make, charging the several interruptions of service to the scales which the city water causes to form in the boilers at the power plant. This, he says, is so much harder than the average scale that ordinary methods of removing it have proved unavailing, and the management is using every effort to procure a process or a special machine that will accomplish the desired result, and that when this is done, the principal cause of trouble will have been removed.

MANY FROM HERE ARE ATTENDING COLLEGES

Not only is the attendance at the local schools the largest in their history, but the number from here attending the higher institutions of learning never was larger.

Those from here attending the U. of O. are as follows: Victor Chambers, Herman Edwards, Warren Edwards, Herald White, Sylvia Veatch, Carey H. Medley, Annabelle Small, Rosecoe Hemeway, Florence Hemeway, Claud Kime, Ruth Stewart, Fern Holcomb, William Porter.

Those from here attending O. A. C. are as follows: Charles Albert Barkholder, Chester Anlauf, Raymond Veatch, Dale Wyatt, Marvin Smith, Ellis Harding, Victor Kem, Arthur Combs, Clyde Burcham, Walter Landwehr, Wm. Haldeman, Ray Nelson.

Those from here attending normal are: Ruth Phelps, Electa Hamilton and Grace Harding.

There may be others attending these institutions whose names have not come to the attention of The Sentinel.

MASONIC CELEBRATION AT EUGENE TONIGHT

The Masons of this city and their wives have received an urgent invitation from Eugene Masons to be present at Eugene this evening to assist in welcoming the Al Kader special of cars from Portland and to participate in the reception and ball at the armory. It is planned to make this the biggest Masonic celebration ever held in Lane county.

LIGHTNING HITS TREE AND RIPS IT TO SHREDS

A tree in the Perkins pasture within the city limits was torn to pieces by lightning Saturday afternoon. The thunder clap which followed the bolt of lightning was the loudest which even the oldest residents remember of having ever heard here. Lightning and thunder of any kind are rare here.

SON IS INJURED AND MOTHER SERIOUSLY ILL

Mrs. Emma Eby was called to North Bend a few days ago to attend her son Frank, who was seriously injured in a mill accident. While she was there she received word that her mother was seriously ill at her home in Cheilis, Idaho. She left for there at once.

Cars Must Not Stand on Willamette. Eugene Register: Automobiles must not be allowed to stand on Willamette street any longer than half an hour at a time, according to the city ordinance.

J. O. Bristol, acting chief of police, says there has been some complaint that the law in this regard is being violated, and he says the officers will try to enforce it.

What do you want? Makes no difference. Try a Sentinel wanted.

gasoline and oil supply and spare parts. The classification of fields will be according to the detailed specifications attached and may be stated in general as follows:

(a) First class landing fields are those which conform to the above general specifications in every way.

(b) Second class landing fields are those which conform to the general specifications in every way except that the field is neither square or rectangular.

(c) Third class landing fields are those fields which are less desirable, owing to size and location, and which fail to meet the general specifications along the following lines: Where the ground is such that a take-off can be made only under certain weather conditions; where accommodations do not include hangar space; where supplies are available only upon request; where the field is so situated that help will be available only upon request. Third class fields must, however, have provisions for guarding airplanes and must have telephone communications with the city.

(d) Fourth class flying fields are those which can be used only for landing in case of emergency.