

Good Reason for His Enthusiasm.
When a man has suffered for several days with colic, diarrhoea or other form of bowel complaint and is then cured sound and well by one or two doses of Chamberlain's Colic Cholera and Diarrhoea Remedy, as is often the case, it is but natural that he should be enthusiastic in his praise of the remedy, and especially in this case of a severe attack when life is threatened. It never fails. Sold by all dealers.

H. Harrington
WILL DO YOUR
DRAWING AND MOVING
promptly and satisfactorily.
They have every facility for handling all classes of goods, and simply solicit a trial. Feed Barn and Fire Proof Vault in Connection.
All kinds of Hauling & Piano Moving
Phone No. 72 Cottage Grove

"Tales of Honey and Tar" from West and East.
Wm. Lee, Paskenta, Calif., says, "It gives universal satisfaction and I use only Foley's Honey and Tar Compound for my children." E. C. Rhodes, Middleton, Ga., writes, "I had a racking lagger cough and finally got relief taking Foley's Honey and Tar Compound." Use no other in your family and refuse substitutes. For sale by all dealers everywhere.

Finds Cure for Epilepsy After Years of Suffering

"My daughter was afflicted with epileptic fits for three years, the attacks coming every few weeks. We employed several doctors but they did her no good. About a year ago we heard of Dr. Miles' Nervine, and it certainly has proved a blessing to our little girl. She is now apparently cured and is enjoying the best of health. It is over a year since she has had a fit. We cannot speak too highly of Dr. Miles' Nervine."
MRS. FRANK ANDERSON, Comfrey, Minn.

Thousands of children in the United States who are suffering from attacks of epilepsy are a burden and sorrow to their parents, who would give anything to restore health to the sufferers.

Dr. Miles' Nervine
is one of the best remedies known for this affliction. It has proven beneficial in thousands of cases and those who have used it have the greatest faith in it. It is not a "cure-all," but a reliable remedy for nervous diseases. You need not hesitate to give it a trial.
Sold by all Druggists. If the first bottle fails to benefit your money is returned.
MILES MEDICAL CO., Elkhart, Ind.

Suffered Eczema Fifty Years—Now Well.

Seems a long time to endure the awful burning, itching, smarting, skin disease known as "tetter"—another name for eczema. Seems good to realize, also, that Dr. Hobson's Eczema Ointment has proven a perfect cure.
Mrs. D. L. Kenney writes:—"I cannot sufficiently express my thanks to you for your Dr. Hobson's Eczema Ointment. It has cured my tetter, which has troubled me for over fifty years." All druggists, or by mail 50c. Pfeiffer Chemical Co., St. Louis, Mo.; Philadelphia, Pa.

"Here is the Answer" in WEBSTER'S NEW INTERNATIONAL
THE MERRIAM WEBSTER
Every day in your talk and reading, at home, on the street car, in the office, shop and school you likely question the meaning of some new word. A friend asks: "What makes mortar harder?" You seek the location of *Lock Katsinon* the pronunciation of *Julius*. What is *ubique*? This New Creation answers all kinds of questions in Language, History, Biography, Fiction, Foreign Words, Trades, Arts and Sciences, with final authority.
400,000 Words.
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On this, opaque, strong, India paper. What a satisfaction to own the Merriam Webster in a form so light and so convenient to use! One half the thickness and weight of Regular Edition.
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On strong book paper, 7 1/2 x 10 1/2 inches. Size 1 1/2 x 9 1/4 x 5 inches.
Write for specimen pages, illustrations, etc.
Mention this publication and receive FREE a set of pocket maps.
C. & C. MERRIAM CO., Springfield, Mass.



BRIEF NEWS OF OREGON

Bert Ingle, the 17 year old son of A. N. Ingle, a wealthy sheepman living near Baker, met his death from an accidental revolver shot while evidently crawling in pursuit of some animal.

Work on the second unit of the Alameda reclamation project is practically completed. Water will be furnished for next year to about 7000 acres.

Advices from Florence say the Port of Siuslaw commissioners voted to issue \$180,000 of port bonds for the purpose of extending the north jetty at the mouth of the Siuslaw.

Representative Sinnott has introduced a bill appropriating \$60,000 for the Pendleton postoffice, the treasury department having reported this amount as necessary to complete the building according to the original plans.

With the remarkable score of 103 out of a possible 105 points, Sergeant S. W. Pearson, Company Four, Coast Artillery, who lives at Roseburg, won the Catrow cup match in the National Rifle association shoot at Camp Perry, Ohio.

D. L. Rood, of Marshfield, has been appointed official sealer of Coos county to carry out the provisions of the new Oregon law providing for the inspection of weights and measures used in selling commodities.

Locked in a cage and playing with a swarm of bees will be the form of entertainment for state fair patrons furnished by James Davis, a bee expert. Mr. Davis has signed an agreement with Frank Meredith, secretary of the fair board, to give "demonstrations" daily.

The fishermen of Tillamook bay near Bay City have organized to sell their own fish, being dissatisfied with the prices offered by local canneries. They will seek markets in the east, and have decided to build a salting and cold storage plant to handle the season's catch.

The authorities of Pendleton have arranged to purify that city's water supply with hypochlorite of lime. There have been but few cases of typhoid fever in Pendleton this summer, but it was deemed best to take measures of prevention until the gravity waterworks system is completed.

Charles V. Galloway, tax commissioner, in an opinion, holds that fishing rights and water rights are "rights and privileges" and "local advantages" belonging to the land. He says they should be taken into consideration in determining the value of the land for assessment and taxation.

Recall petitions have been circulated at Salem against three councilmen, the chief of police and city recorder, and it is reported that a recall petition will soon be put out against Mayor Stevens. It is alleged that the officials have not been faithful to the city's best interests.

The state railroad commission suspended the freight schedule recently adopted by the Sumpter Valley Railroad company on the ground that several increases in rates had been made in violation of orders of the commission. The suspension will continue until November 8.

Steps are being taken to eradicate the fire blight which is threatening the destruction of the orchards of the Grand Ronde valley. The disease has progressed to an extent that it will be necessary to cut down many valuable trees to save the entire orchard from destruction.

In a fit of ungovernable temper and insane jealousy, D. L. Cartwright shot and killed his brother's wife near Rye Valley, and dangerously wounded his nephew, David Powell, who may not survive. Cartwright then killed himself. Although himself a married man, Cartwright is said to have been jealous of his sister-in-law, who was a woman of estimable character.

Sixteen per cent of those who took the spring state teachers' examination failed. How this compares with former examinations is not known as it has not been the custom to keep this record. There were 1562 applicants who took the examination, the largest number yet given the examination at one time in Oregon.

A large gasoline tractor of the caterpillar type will be put to use in ore hauling by the management of the Ben Harrison Mines company near Sumpter. It is expected that the cost of hauling its ores to the Sumpter Valley railroad, 21 miles distant, which now reaches \$80 per day, will be largely reduced.

M. J. Loselle, the dairy expert from Corvallis, has opened an office at Hermiston under joint auspices of the government and the Oregon Agricultural college. Cooperative dairy extension work is to be carried out under his direction in a region embracing 150,000 acres already under irrigation or soon to be.

Oregon youths who aspire to reach positions in the United States navy by way of appointment to the naval academy at Annapolis may take competitive examinations at Oregon Agricultural college on September 19 and 20 next, to determine eligibility for admission to the entrance examinations to be held in February and April, 1914.

Popular Talks on Law WHO OWNS THE AIR?

By WALTER K. TOWERS, A. B., J. D., of the Michigan Bar

"Free as air" is proverbial and so long as man had not succeeded in mastering the air this was true enough. There was air sufficient for all of us and as none could navigate it with any success, questions of the control of the air did not arise.

But now we have the aeroplane and the airship and we are in what promises to be the beginning of an age of aviation. So it is that the law is beginning to develop to keep pace with the development of aeronautics. As yet, flying machines are few in number, but it seems that we may well look forward to a time in the not far distant future when the passage of aeroplanes and airships above us will be no uncommon spectacle. What right has the aeronaut to pass above our property? What are his liabilities in case he causes injury to those below him? These and many similar questions are arising, and the law is preparing to answer them as they arise.

If one passes over your land, on the surface, without permission, he has committed a trespass and though he may have caused no appreciable damage to your premises you may recover small damages in a court of law by way of vindication of your rights. What are your rights against the aeronaut who passes through the air above your property? It is a fundamental rule of English law that a person's property extends indefinitely upward and indefinitely downward. This rule has existed since the beginnings of law, and under it one has control of the area above his land. A strict observance of this rule would lead to this result: An aeronaut who passes above your land is a technical trespasser, and though he drops nothing upon you or yours, though he causes you no real injury, he has violated your rights—he has trespassed—and you may sue him and recover damages. Such would be the logical result of the application of the law as it has long existed in English-speaking countries.

But it seems highly improbable that the law will be allowed to remain in this condition. Aviation has come to stay and it would seem to be a necessity that aeronauts be allowed to pass freely over the property beneath, whether it be privately owned or a public highway. This necessity seems certain to cause a change in the law, which is likely to come in the form of legislative enactments concerning flying machines. The French have already taken action, a law having been recently enacted, which extends to aeronauts free right to navigate the air, passing where they will. The nation retains the general control of the air, however, so that it may prevent any but French airships from flying over French territory, and make such regulations as may be necessary.

Among the American states Connecticut has taken the lead in passing legislation of this character. A law entitled "An Act Concerning the Registration, Numbering, and Use of Air Ships, and the Licensing of Operators Thereof" was passed by that state in 1911. Under this law, airships are subject to regulations similar to those generally applied to automobiles. The owner must file certain information with the Secretary of State, pay a fee, receive a certificate entitling him to fly, and a number. This number must be displayed on the airship in letters not less than three feet in height. Airships may be operated only by licensed aeronauts.

This law fixes the responsibility for all resulting damages in the following section:

"Every aeronaut shall be responsible for all damage suffered in this state by any person from injuries caused by such voyage in an airship directed by such aeronaut; and if he be the agent or employee of another in making such voyage his principal or employer shall be responsible for such damage."

The states of Massachusetts and New York are considering similar legislation and before many years it seems probable that every state will have acted on this subject.

The question of fixing the responsibility for damages, which has been cared for in the Connecticut act is one that is likely to be of immediate importance. The dangers of airships passing over property are considerable. Parts, baggage, or ballast might be dropped, causing injury to persons or property beneath. The fall of an aeroplane upon a city might occasion severe damage to those on land, as well as to the unfortunate aeronaut. But fancy the damages resulting from a collision between two giant airships of the Zeppelin type!

With the present interest in aviation and the popular encouragement which it is receiving, the attitude of the lawmakers is likely to be favorable to them as far as granting to them the right to freely navigate the air is concerned. Landowners are not likely to endeavor to demand a fee from aeronauts passing over their property.

The legislators are likely to grant great freedom of passage and the courts are likely to sustain the legislation. Of course, a property owner might object that when the legislature grants the right to navigate the air freely it gives a right to pass over his land and thus takes away from him a portion of his property. Such a contention, if made, will raise some interesting cases, the result of which no one can foresee.

But as to fixing the responsibility for injury resulting from the operation of airships, the law seems inclined to hold the aeronaut to strict account. If the aeronaut wishes to take the risk of riding in the air, he must further take all the risk of causing injury to persons or property over which he passes. As matters stand now, even in the absence of a statute fixing the responsibilities, as in Connecticut, a person injured by an airship may almost certainly recover damages from the aeronaut. If a passing airship lets fall any object which injures property you may sue the person who is responsible for the operation of the airship.

A few cases have already arisen in England. A British aeronaut was driving his aeroplane and attempted to descend into a field. The field was occupied by a cow and the cow apparently resented the appearance of this strange object from above. As the aeroplane descended the cow rushed toward it, making hostile demonstrations. The aeronaut endeavored to avoid the infuriated bovine, but was unsuccessful and her cowship succeeded in plunging beneath the machine just as it reached the earth. The results were disastrous to the cow, and the sequel came when the farmer who owned the cow sued the aeronaut and recovered damages for the loss of the cow.

The aeroplane has found its way into the classified ad. columns as well as into the courts, as witness the following interesting ad, which appeared in a German newspaper:

"Lost from an aeroplane, gold watch and chain. Last seen disappearing in large stack of rye on a field near Ulzen."
(Copyright, 1931, by Walter K. Towers.)

Don't Mistake the Cause

Many Cottage Grove People Have Kidney Trouble and do Not Know It.

Do you have backache? Are you tired and worn out? Feel dizzy, nervous and depressed? Are the kidney secretions irregular? Highly colored; contain sediment? Likely your kidneys are at fault. Weak kidneys give warnings of distress. Heed the warning; don't delay—Use a tested kidney remedy. Read this Roseburg testimony. G. W. Kezartee, carpenter and contractor, 102 N. Flint St. Roseburg, Ore., says: "Once again I confirm my recommendation of Doan's Kidney Pills and time has only added to my confidence in them. I have had no serious trouble from kidney complaint for a long time, thanks to Doan's Kidney Pills. However, I have taken them for slight trouble with my bladder and have had good results. I believe Doan's Kidney Pills are the best of all kidney and bladder remedies." For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other. a21-28

COUNCIL PROCEEDINGS

(Official Publication.)
August 18, 1913. Council met in regular session. On motion ordinances number 380, 381 and 382 were passed, being for the assessments for the paving of Douglas and Monroe Streets, Cherry Court and Seventh Street. Meeting adjourned to meet August 25. J. E. YOUNG, City Recorder.

Rodents to be Poisoned.

Within a week, according to A. E. Cahoon, supervisor of the Siuslaw National Forest, a dozen men will be sent to Tillamook County to spread poisoned grain over some 2000 acres of burned over lands, to kill field mice, gophers and other animals that might eat the Douglas fir seeds which are to be planted there. As soon as the poison crew has finished its work, 60 or 70 men will be sent to do the seeding, taking three months or more in the planting. Two thousand acres will be sown.

The value of a paper's advertising is gauged by the number of people it reaches. No other paper reaches more than a quarter as many Cottage Grove people as does The Sentinel.

FIFTY-SECOND ANNUAL
OREGON STATE FAIR
Salem, Sept. 29-Oct. 4, 1913
A Whole Week of Pleasure and Profit
\$20,000 Offered in Premiums
on Agricultural, Live Stock, Poultry, Textile and Other Exhibits
Horse Races, Shooting Tournament, Fireworks, Band Concerts, Eugenics Exposition, Children's Playground and other Free Attractions, including Boyd and Ogle's One Ring Circus—Free Camp Grounds
You Are Invited
Send for Premium List and Entry Blanks
REDUCED RATES ON ALL RAILROADS
For Particulars Address
FRANK MEREDITH, Secy. :: SALEM, ORE.

Every patron of The Sentinel is helping to give Cottage Grove what eminent authority has stated to be the best country weekly on the coast.

Sherwin-Williams House Paints
FOR ALL PURPOSES
They are without a peer. We do not sell stoves or hay rakes, but we do sell
Doors, Windows, Shingles, Building Paper, Beaver Board, Lime, Cement Etc. :: Ask for a "Home Decorator"
Cottage Grove Manfg. Co.

If you don't read The Sentinel you don't get more than half the news of the Cottage Grove country.

HOMESTEADS!
ARE YOU LOOKING for the BEST HOMESTEAD there is to be found in the Northwest? Well, I have it for you and it will only cost you the usual location fee to get it. It is 320 acres and will grow almost any crop you wish to plant. Plenty of water, wood, etc. Close to the town of Imperial with all advantages of small town. Daily freight and passenger automobile stages connecting with railroads. Railroad now building.
I spent several hundred dollars and nearly a year's time investigating all the homestead districts of the Northwest and found nothing as good as this land here at Imperial. You will find the same thing if you make a thorough investigation, but why waste your money, come here first and you will be satisfied.
Write me, enclosing stamp, for further information. Address
SHERMAN MONTGOMERY
IMPERIAL, CROOK COUNTY OREGON a14-04

A newspaper that gives you twice as much as some other paper is worth twice as much as the other. Are you getting your money's worth? That's the vital question.

WHY NOT SPEND August at Newport?
Get away from the heat and dust of the valley. Newport is now at its best, and the beach season is in full swing. Recreation and sport for all. Deep-sea fishing, surf bathing, drives to Otter Rock, the Punchbowl, Lighthouse, etc., with boating and fishing on Yaquina Bay.
Low Season, Week-end and Sunday Round Trip Excursion Fares
AND
Double Daily Train Service
Leave Albany 7:30 a. m. and 1:00 p. m., connections with north and south bound S. P. trains.
Call on our Agent for copy of "Newport" booklet, or Vacation Days, they are free for the asking.
JOHN M. SCOTT
General Passenger Agent
Portland, Ore. a14-28

