

Cottage Grove Sentinel
A Weekly Newspaper With Plenty of Backbone

Bede & Smith, Publishers
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FRIDAY, AUGUST 31, 1923

KEM GETS SKATE; SKATES ON THIN ICE.

Cottage Grove, Ore., Aug. 23.—(To the Editor.)—The principal incentive of the letter is a desire to inform the public that I made good my promise to catch a whale while away on my outing at Bandon. Soon after that promise I succeeded in landing a whale of a skate. Now, I'll venture to say that, sometime in their lives, the greater number of your readers have compared someone of their acquaintances to "an old skate" without in the least knowing what one looked like. For the information of these and so they may know whether the appellation was properly applied, I will describe it briefly.

It is a combination animal, combining some of the features of the human, the fish, the pig, the turtle and the sheep. It is flat like a flounder, has a skin similar to and swims like one, has a mouth like a human, a tail like a turtle and an appendage on either side that terminates in cloven ends similar to a sheep's foot. The two eyes are on the opposite side of the head and the mouth, are deep sunken and may, not inaptly, be compared to those of a pig. It is almost a perfect triangle in form and the head is at one corner of the triangle, which is a little more pointed than the other two. The tail protrudes from the center of the flat side of the triangle opposite the head and has two small fins near the outer end. The one I caught measured 3 1/2 by 2 1/2 feet. I was like the fellow who caught the elephant, I didn't know what to do with it so I allowed it to slide back from whence it came.

There are many fine camping places within the vicinity of Bandon where one can have all the thrills of the wild coupled with the conveniences of civilization and we left them with regret. Our time was fully and pleasantly occupied in fishing, picking berries, reading, writing, getting firewood and visiting places of interest within easy reach, which means within 45 miles of camp. Oh, yes! I must not forget crabbing, which consists of raking them out of the pools left by the receding tide. It was while I was thus occupied that I caught the skate. I am here reminded that there is much and hot controversy among crab hunters (almost as hot as the traffic controversy between you and me) as to the best method for disposal of the many legged gentlemen after capturing him. Some say his back must be torn off while alive and others contend he is not fit to eat unless he is boiled alive. Both of these methods to me seem to be inhuman to the extreme and, as usual, I do not agree with either. I have learned by many trials that the most hu-

mane and effective method of disposing of a crab, which is neither snake nor lizard, is just to hit his apron up. An' stick 'im through th' gizzard. He dies quickly and we found that he makes a most palatable dish served either straight or as a salad.

One of the places of special interest, 28 miles from camp, is Cape Blanco and the lighthouse there. This point of land extends farther west than any other portion of the United States and rises almost straight up from the water's edge, as a rugged bluff or precipice, for a hundred feet or more but also extends out just under the water's surface for several miles as a dangerous shoal or reef and has been the graveyard of many a brave mariner. One half of a vessel that went to pieces on these shoals three years ago, when all but two perished, lies stranded near the light house now.

Despite the fact that heavy weights placed on the edge of various things will topple them over, I throttled my fears and boldly sat down on the ragged edge of the United States and allowed my feet to hang over and, strange to say, there wasn't a single topple.

And now, Mr. Editor, allow me, incidentally, to briefly review our traffic controversy. I sincerely hope the public understands me better than you seemingly do for, if it does not, I am a goner. Whether you and I agree about it matters not, the public does not care a whoop whether we agree about anything, but I do believe it is concerned in having eliminated from our code of traffic laws the useless, senseless features that vex the driver without bringing any good results. I want to be a law abiding citizen but I can't do it under the code as it is and drive a car, neither can you, neither can anyone. Every time one drives a car, including the traffic cop and the court, they violate some feature of the law.

You ask me to tell you how a traffic officer is going to know how great a speed any driver can safely travel. He can't know and it is not necessary that he should know. This is why I have pointed out the foolishness of fixing any number of miles as the safety limit, because it all depends on the conditions under which one is driving. However, the speed cop can tell very readily whether the driver is careless or reckless in the operation of his car, without knowing whether his speed is 10 miles or 50. The number of miles has nothing to do with it. It is not necessary to know whether a driver can safely operate a car safely at 50 miles an hour but it is necessary to know if he can operate it safely at any number of miles and this he can very readily ascertain by observation and without holding a speedometer on him. You have no desire to operate a car on the highway where there is no speed limit, neither have I, neither have I advocated anything of the sort. I want the speed limit to be sane and safe driving regardless of any designated number of miles and you want the present number of miles as the limit regardless of whether it is either sane or safe. Frankly, which do you think is safer?

The simile you use of robbery is no simile because there is no similarity in the two propositions and requires no answer. That of murder may be answered in the same way with the added statement that I have not advocated lifting the restrictions on reckless and careless driving, but, on the contrary, have advocated more severe penalties. You say that you have been instrumental in having two driver's li-

censes suspended with no good results and that the courts have followed the same plan with no better results. Now, right here is the milk in this cocoon. If the two drivers you refer to had known at the time of suspension of their license that a second offense would result in a forfeiture of their license for all time, in all probability, they would not have repeated the offense and if they had they then would have been removed to the safety zone where they no more would menace traffic.

With reference to children playing on the street, I go you one better and say twenty miles an hour is too great a speed for safety under those conditions, but, under the present law if you were to run a child down within the 20 mile limit, it would be a defense. Under my plan you would have no defense because any speed that would not permit you to stop your car within the length of itself would be reckless driving where children are near in the street. (Editorial note.—See quotation of law at end of this letter.)

Perhaps I should have said that the same character of evidence that would convict one of exceeding the speed limit would convict one of reckless or careless driving. Now let me make it so plain that there can be no misunderstanding of my meaning. The speed cop testifies that you were exceeding the speed limit and the court does the rest. Under the new regime the speed cop would not testify that you were exceeding the speed limit in miles but that you were exceeding it in safety, or the safety limit, and the judge would touch a button and you would cease from troubling and the traveler would get a rest.

You say it might be safe to travel 50 miles an hour on some occasions and on others, because of changed conditions, it would not be. Just so, buddy for you, that is just what I have been saying all through this controversy and because of this fact the present law is a foolish one and ought to be repealed. No, I am not willing to do away with restrictions about cutting corners and I have not proposed to do so. There can be no better evidence in the world of careless and reckless driving and one's utter inability to drive a car than the cutting of a blind corner, but it certainly doesn't need any number of fixed miles as the speed limit to remedy the evil.

Any speed that would unduly destroy the roads would be reckless driving and subject to the penalty. You say you are in doubt about the revoking of a license for all time being constitutional. Inasmuch as you are not a constitutional lawyer and I having no reason to think that you know anything more about that than I do, I lay no particular stress upon that statement. I agree with you that the jail sentence would be an improvement over what we now have but I am of the opinion that the permanent suspension of the license would have them all skinned as a remedy.

Certainly the passengers of a car are entitled to protection. What I said was that it made no difference how fast one drove when there was no one to kill but himself, not when he had a car full of passengers with him. I repeat it and will add that I wish that every fool speed maniac and infernal road hog would kill himself if he will not reform, for he had better do that than kill some sane citizen, which he will do sooner or later.

O. M. KEM.

Editorial Note.—The Sentinel is of the belief that it and Mr. Kem agree in what they hope to accomplish—the extermination of reckless and careless driving—coupled with leniency regarding minor infractions of the motor vehicle laws. The Sentinel is inclined to the belief that it and Mr. Kem agree pretty well as to what would be reckless and careless driving.

Despite the fact that Mr. Kem does not seriously disagree with us, he falls into three errors.

First and foremost he neglects to take the human element into consideration. This the laws does.

Mr. Kem's argument for the abolition of the speed limit would cause greater feeling against law enforcement on the part of motor vehicle operators than does the present limit.

It is easy to see why this would be so.

Each traffic officer would have his own idea of reckless and careless driving, just as nearly every motor operator now has.

One operator of a motor vehicle would be taken in for driving on the streets of a city at 18 miles an hour—because the officer he met considered the speed a reckless one—while another operator would get away with 25—because the officer he met considered that a safe speed.

No operator of a motor vehicle would have the least idea of what speed he might travel, because he could not know what interpretation the traffic officer he might meet would put upon the law against reckless and careless driving.

Our courts would become debating societies upon the subject of (Concluded on page 6)

The Ford Motor company has decided to expend \$7,000,000 in advertising during the next year. When a company whose product is as well advertised as the Ford is decide to expend this amount in order to better acquaint the public with its wares, how can an ordinary merchant sit back and say: "Everybody knows me, what's the use of advertising?"—Junction City Times.

There are times when the waiting man plays a winning game, but the town that plays a waiting game holds its own for a few years, then begins slipping, and finally crumbles and decays.

Everything comes to him who waits. But here is something sicker: The man who goes after what he wants Gets it a blama sight quicker. —Ashland Tidings.



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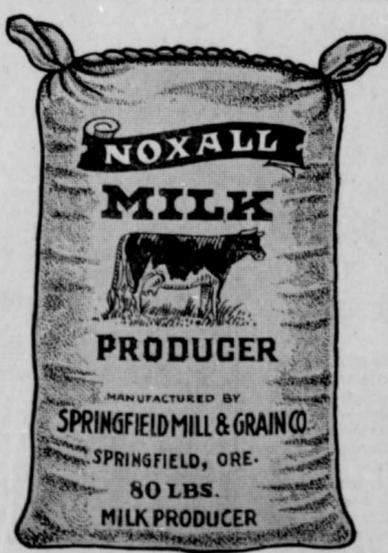
We will give a No. 2 Film Pack Hawk-Eye camera FREE to everyone who buys at our store three or more 2 1/4 x 3 3/4 Kodak Film Packs for this camera at 50 cents each. There is absolutely no other condition attached to this offer which will continue only as long as our supply lasts.

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At Your Dealer

Manufactured by **Springfield Mill & Grain Co.**

In one of Senator Cummins' articles in an Iowa paper on the railroad question he gave a list of the roads that failed in 1922 to earn operating expenses and fixed charges. In that list we find the name of the Detroit, Toledo and Ironton road, and the deficit was \$150,000. The only thing that distinguishes this road from the many others that failed to earn expenses lies in the fact that this is the Ford road, about which so much is heard. That Ford has failed to make this road pay, even after making the engineers and firemen help in loading freight, will be an eye opener to a lot of people.—Cameras (Wash.) Post.

We don't hear anything from the gentlemen who are so keen on giving away other people's money to "stabilize" wheat prices about what ought to be done for the down-trodden poultrymen. They are overlooking a bet. It is an interesting fact that the poultry products of the country are worth each year a quarter of a billion dollars more than the wheat crop and that there are many more people engaged in the poultry business than in raising wheat. The importance of this industry taken all by itself is so great that we probably ought to have a chicken "bloc" in congress.—Yukima Republic.

The Oregonian has started a campaign to cut down the things that are taught in the public schools to the fundamentals. Glory be! If the Oregonian can succeed in getting the frills cut out of the school curricula, it will succeed better in "cutting taxes in two" than some professional politicians we could name.—Corvallis Gazette-Times.

If South Bend can arrest speeders with her own speed cop and thus keep the entire fine in the city's general fund, it must be done. We need the money to build more streets for speeders to speed on so that we can arrest them and collect more fines to build more streets etc.—South Bend Journal.