

Cottage Grove Sentinel

A Weekly Newspaper With Plenty of Backbone

Bede & Smith Publishers  
Editor

A first-class publication entered at Cottage Grove as second-class matter

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ASTORIA RISES FROM ASHES.

That Astoria was not daunted by the fire a year ago that almost wiped it out of existence is demonstrated by the fact that The Astorian has just issued a fiftieth anniversary and reconstruction number.

The newspaper plants were completely destroyed but better plants have replaced them.

Nearly all of the business district was wiped out but the amount of advertising patronage in the special edition indicates that business has risen from the ruins and is more aggressive than before.

It took 54 pages to contain the interesting data about the city of Astoria and surrounding country and to accommodate the advertising. The pioneer history of this earliest of pioneer far west settlements is especially interesting.

Corvallis Gazette-Times: There is a possibility that the state may be getting on to the solution of the auto accidents. This coin has ridiculed the idiotic driver's license law a number of times. Now comes a front page article in the Oregonian as a result of an accident in that town, or rather a series of them, that could not have occurred if the drivers had any driving sense. The article places the responsibility squarely on the law that permits anybody to secure a permit to drive who has 25 cents. That's practically all the law amounts to. We have seen people with a driver's license who were not able to park a car.

Corvallis Gazette-Times: When our oil gusher gushes and Cottage Grove produces gas, says the Cottage Grove Sentinel, it will not be cheap gas, but gas of the highest quality. Is that a promise of the C. G. Editor to quit talking?

KEM ADMITS ERROR; WANTS US TO DO SO ALSO.

Cottage Grove, Ore., Sept. 4.—(To the Editor.)—I am pleased to admit, Mr. Editor, that I am learning as we proceed with this discussion and if you and the public are doing likewise I feel that these articles will not have been in vain. There are but two ways that I know of by which one may acquire knowledge. One is to learn something never thought of previously and the other is to learn that you have been mistaken. I am always pleased to acknowledge an error when I am convinced of that error, because in so doing I am the gainer. I sometimes am in error and make mistakes, however, I would not accuse you of doing a thing like that.

I am free to confess that I did not know that the law embodied the sane and safe features so much discussed and I have a suspicion that you did not know it either in the beginning of this discussion. If you did know it you would certainly have quoted it and saved all of this agony, otherwise you place yourself in the position of purposely and feloniously—yes, feloniously—making, in the language of the immortal Shakespeare, "a great todo about nothing." However, I am glad to know that this is a part of the law, as our task will be easier. All we will have to do now is to lop off a few of the useless appendages that do tend to hobble the movements of the safe and sane motorist.

You point out three errors into which I have fallen. You did not say so but, presumably, as measured by your judgment. Now I get a modicum of satisfaction out of the fact that there may be a vast difference in your judgment and the truth. It seems to be your firm conviction that, of these three errors, the most grievous is my failure to consider the human element. My dear man, the human element is not the key note to this song. The thing that we are so seriously menaced with, the element that is straying the way of the safe and sane motorist with grief and tears and keeps him in a perpetual state of apprehension, is the inhuman element. The road hog, the speed maniac, the fellows who cut blind corners and curves and pass other cars at these spots, are not human. These are the inhuman elements on two legs I am after and which I want you to help me get.

Your jail sentence, I repeat, would be an improvement on the present inefficient methods, but to be as effective as the perpetual license amendment it would likewise have to be made perpetual. But, I timidly suggest, it also might be unconstitutional and, in addition, allow me to suggest that we would have to load an additional burden on the poor taxpayer to feed the brute while in jail, while my plan would remove him forever as a menace to the traveling public and he would have to feed himself in the meantime. I think you must see quite clearly that your jail sentence will not do, so come down now and fess up for the good of your soul and, incidentally, the public.

Inasmuch as you and I have agreed as to what constitutes careless and reckless driving, is it too much to conclude that the speed cops and the courts could do the same? You certainly are not egotistical enough to assume that our sense of proportion is superior to that of the executors of the law. Any casual observer can know when a driver is careless and reckless, in fact he could not help knowing it when seeing him perform. There is a difference of opinion among these officers as to violations of the present traffic laws and there would be some difference under any code of laws but I can see no reason why it should be greater under the proposed change. Fool officers, I presume, will continue to slip into office just as they do in all walks of life. I think it is safe to predict that the time will never come when all of the element of danger will be eliminated from motoring. Our problem is to select a plan or method that will eliminate the most.

You seem to contemplate with much satisfaction that all the wind has been taken out of my sails. O no, son! this is just the conclusion of your overworked imagination which has led you astray several times in this discussion. Just a case of mistaken identity, as it were. The wind will not all be out of them till the evils I have repeatedly called attention to have been removed. You come at me with the law, red eyed and grinning, just as though it contained none of these objectionable features, that the remedy lies within the law as it is and I did not know it. True the law recognizes the safe and sane feature, of which I was not aware, but it provides no adequate remedy for violations and has the useless and burdensome speed limit in mileage. The fool provisions relating to school grounds and cross roads and requiring one to buckle down to 12 miles at intersections, even though there is no one within 40 rods of you, is there also.

The voluminous and technical provisions of the law, as I have already pointed out, make law breakers of us all, including the executors of the law. Just recently I had a practical illustration of the truth of this and also of the folly of the law making it illegal for a driver to drive his car in a sane and safe manner. The day my last article appeared in print I was coming down town behind a car driven by one of the magistrates of our city and caught him red handed passing another car at a street intersection and doing it, too, at a clip of 15 miles per. They just can't help it, you see. No one can

obey these fool laws and in this act we have the horrifying spectacle and disloyal example of an executor of the law violating the same in two particulars in one act. Here is a clear and forcible illustration of the folly of the law that I have been calling attention to. He could see a half block before reaching the crossing, that for two blocks up the street the coast was perfectly clear and that there was no safer place in town to pass a car than that very spot at that particular time, even at 20 miles an hour. In doing so he did a perfectly safe and sane act, endangering the life, limb or property of no one and there was no reason on earth why he should not do it, with the one exception that he violated the law, and that sounds especially bad for a magistrate. Under the law as it is, he is a fit subject for punishment. Under my provision he would have committed no wrongful act, either morally or legally, but, now, mark you, had he passed this car at this particular spot when other cars were coming down the cross street or another car was coming on the same street, or pedestrians were close by, the act would have been one of reckless driving and would have established beyond any question of doubt that the driver was neither sane nor safe in the manipulation of a gas wagon. Under my provision his license would be suspended for six months and upon a repetition of the offense, which would prove him a degenerate, he would be eliminated for all time. That is if you did not interpose a constitutional objection. Hal Hal.

You hold that if this remedy escaped the constitutional objection it would be of no avail for the reason that the full penalty of the law would not be carried out. Now I am going to turn your own guns on you by quoting "Bede versus Bede. Turn back to issue of August 3, page four, third column, near bottom, and you will find the following: "It is quite true, as Mr. Kem says, that restrictions against speeding have not entirely eliminated speeding. But is that a good argument why restrictions should be raised?" Now, if your argument is good for tweedledee, why isn't it good for tweedledum? Don't answer hastily or with rancor.

You say that I err seriously when I say the present speed limit is a defense in case of accident. That sounds discouraging and, if true, I'll recant. However, up to date, I see no reason for modifying that statement except to make my meaning a little more clear, if I can. Perhaps I should have said it is a plausible defense and, in closely balanced trials, might clear the culprit. It gives the accused a standing in court that he otherwise would not have and properly backed by other evidence, would have weight with the jury. I recently read of just such a case.

You say that the state has not said that a speed exceeding 30 miles is dangerous but that it has adopted that limit to protect the lives and property of its citizens. In the name of mud and the seven horned spoons, what kind of talk is this? If an excess of 30 miles an hour is not dangerous how could the lives and property of the citizens be in danger? Stop splitting hairs and grabbing at straws and come up to the help of the weak against the mighty, let us push these inhuman dry land navigators off the map. We will not allow the constitution to save them. If it is in the way, we will just push it aside. Don't be stubborn just because you inadvertently got on the wrong side.

O. M. KEM.

We regret that we unintentionally led Mr. Kem to believe that the statute books did not contain the law about which he so volubly vociferated. When he stated that a strict observance of speed limits was a defense in court, we immediately understood that he had fallen into the error that so many others have in believing that the speed limit gives permission to drive at that speed under all conditions. So many lose the significance of that word, "limit." Mr. Kem had not before referred to his safe and sane features except in connection with lifting the speed limit and we had not the least idea but that he knew that careful driving always has been required.

Mr. Kem is both reasonable and unreasonable. He is unreasonable in the fact that he takes so much of our available space to make his argument that he leaves us little space for a reply.

He is reasonable when he admits an error. We are in doubt whether it is reasonable to ask us to do likewise.

At least Mr. Kem is shrewd, as witness the fact that he has turned our own guns on us. We are inclined to be convinced by our own argument. His explanation of how he turns our guns onto us may not be clear to many. For that reason we explain that he means that we have admitted that we are not willing to do away with other laws that do not accomplish their purpose, therefore and for that reason our argument that his proposed law might not accomplish its purpose is no argument against it.

Very well, Mr. Kem, we surrender before the thunder of our own guns. Bring on your perpetual license suspension law and we'll try it out—as an additional punishment to those we already have. We believe that this is your intent.

But, if the punishment is to be so severe, and we are perfectly willing that it shall be, we can not throw the burden of making law onto traffic officers and police judges. Even were we willing to do so, there is not one chance in fifty million that a sane legislative body would enact laws making such a thing possible.

Mr. Kem should bear in mind that, under his proposed changes in traffic laws, every citizen would continue to have the right to cause the arrest of reckless drivers. We would have as many interpretations of reckless driving as we have citi-

zens. If he would get a few such interpretations, let him start a traffic argument with a dozen citizens. One will state that 20 miles at intersections for an experienced driver is safe under any conditions. Another will state that any kind of driving is not reckless so long as no one gets hurt. Another will say that the babe who runs out onto the street has no rights which the motorist is bound to respect. These interpretations are not the "conclusions" of an overworked imagination, as Mr. Kem is likely to suspect. They are statements that have been made by highly respected citizens of Cottage Grove who are considered men of judgment.

We repeat that Mr. Kem neglects and avoids the human element, or incorrectly interprets what is meant by the human element. The head of the state traffic department was in the city a few days ago. When questioned on that point, he said that traffic regulation of the kind suggested by Mr. Kem would be impractical and would create chaos in the traffic enforcement department. We are willing to take the judgment of a man who has been the head of that department for many years and has the respect and confidence of even the traffic violators, a man who has made a reputation as a safe and sane traffic official that has spread beyond the state boundaries. We did not question him as to the proposed license suspension.

Mr. Kem wishes to know why, if the state does not say that over 30 miles is dangerous speed, it should set that as a speed limit. He fails to see why the state should set a SAFE speed limit, instead of a dangerous one. Really that is quite simple. If the state is going to protect the lives and property of its citizens what is there for it to do except to set a SAFE speed limit. If it be proved that a higher speed limit is reasonably safe the speed limit can be raised. The Sentinel has the best of the argument in one detail: There always will be what is considered a SAFE speed limit, provided the speed manias and reckless drivers do not get control of the law-making bodies. More strict regulation is likely to come. The "fool" speed LIMIT is here to stay.

THINGS WE THINK

Things Others Think and What We Think of the Things Others Think

While traveling through this vale of tears we can at least supply dry handkerchiefs to those less fortunate than ourselves.

HARD WORDS

The Scotch come naturally by their hard-headedness. It was necessary that they have thick skulls to keep their vocabulary from puncturing jagged holes in their craniums.

Annulus was the first man to adopt the policy that any kind of free advertising pays.

The man who tells lies that please is sometimes more respected than he who tells truths that have a sting.

We know some people who ought to go to heaven—and some others.

The person naturally inclined to growl and grumble always has his troubles.

A man is never too busy to stop and tell you how much work he has to do.

SUPINENESS NOT POPULAR

The person of keen judgment who does just about as he pleases seems to have as many friends as the one who doesn't act until after considering whether such action will offend anyone.

YOUR STOMACH KNOWS

There is considerable discussion as to whether that delectable cheese concoction should be pronounced "rarebit" or "rabit." Our humble opinion is that the pronunciation is not nearly so important as the digestion of it.

One thing some folks like about having their nose kept to the grindstone is that they don't have time to spend the money they earn.

It does you no good to hate a man, and it does him no particular harm—so what's the use!

With the reported sausage trust active, everything of which food is made is under control.

It is usually those perfectly able to read and write who invoke the aid of the unwritten law.

With the schools advocating soil culture, how is the poor, overworked mother ever to keep her children clean!

WOULDN'T EVEN PROVOKE SCRATCHING

A noted savant claims to have created a soft-shell crab from chemical compounds. The doctor claims that any form of life can be produced by taking the same chemical compounds found in the natural therefrom at the natural temperature of the organic body. He says his experiments have been successful only during the three summer months. We have seen some human crabs that were apparently produced in this manner, but the compound used was evidently improperly mixed and the experiment tried at some other time than the three months which the doctor has found to be the only ones in which the operation can be successfully performed.

Don't help a man up so far that he feels above you.

When a girl really loves her hubby she can see no need of saying her prayers during the honeymoon.

Wisdom, wouldn't be so noticeable if it were more plentiful.

WILD, WILD WOMEN  
A foreign critic has looked over the military styles and draws the inference therefrom that woman is still a savage. We must admit that the present styles are far from tame—and we've often seen a woman go wild over a new hat.

An anomaly—a woman convicted under the Mann act.

The higher living gets the more we want to live.

A SERIOUS OVERDRAFT  
It is well for the young man to learn that the man who overdrafts on his surplus energy is in as much or more danger of punishment than the man who overdrafts his bank account. The latter deficiency may be easily replaced but not so the former.

A man is seldom overbearing to good looking women.

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TIRES AND TUBES  
FULL LINE AUTO ACCESSORIES  
RED CROWN AND UNION GASOLINE  
CRANK CASE AND BATTERY SERVICE

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Makes Cows Give More Milk

Noxall Milk Producer helps cows to make more milk by providing them with a variety of wholesome grains, oil meals and mill feeds scientifically mixed so as to be easily assimilated and converted into milk.

Machine mixed in large batch mixer.

Noxall Milk Producer  
Is a Uniform Feed and Thus Dependable

Noxall Dealers Are "Live" Dealers

SCHOOL DAYS Call for School Supplies

SCHOOL WORK CANNOT BE CARRIED ON PROPERLY WITHOUT EFFICIENT TOOLS TO WORK WITH, THEREFORE, YOU ARE REMINDED THAT

KEM'S for DRUGS

CAN SUPPLY YOU WITH JUST SUCH TOOLS AND THE NECESSARY ACCESSORIES FOR YOUR SCHOOL PERIOD. WE MENTION A FEW BELOW:

Waterman Fountain Pens.....\$2.75 to \$5.00  
Dum Fountain Pens.....\$2.75 to \$8.00  
Ever Sharp Pencils.....50c to \$5.00  
Ingersol Pencils.....50c to \$2.00

Common pen points  
Common pen holders  
Lead pencils (wood)  
Pencil tablets  
Ink tablets  
Composition books  
Note books  
Memorandum books  
Loose leaf binders and fillers  
Desk pencil sharpeners  
Legal cap paper  
Fools cap paper  
Typewriter paper  
Paper clips and fasteners  
Loose leaf rings

Erasers, Inks, Pen and Pencil Holders, Crayolas, Water Colors, Paste, Mucilage, Glue, Thumb Tacks, Compasses, Dividers, Drawing Pencils, Drawing Paper, Dictionaries, Rubber Bands, etc.

LET US SUPPLY YOUR WANTS

Kem's for Drugs

C. J. Kem Prop. The Rowell Store Cottage Grove 6th and Main