

THE LANE COUNTY NEWS

W. A. DILL Editor and Manager

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THE MOTIVE OF PUBLIC EDUCATION

The broadest kind of education—the kind that will fit a man for all the eventualities of life and allow him to change successfully from one vocation to another if necessary—is the education that should be provided in the public schools, according to Prof. E. P. Cubberley of Leeland Stanford University, who is the assembly speaker at the University of Oregon Summer school this week.

Dr. Cubberley believes that this versatility is one of the elements of strength of the American people. The courses of study, he believes, should be so arranged as to cut down the present tendency for boys to drop out of school before they have reached the age of 16 years. One means, already being used to some extent, to prevent this dropping-out, is through the manual training and semi-vocational courses that are being offered. School officers are coming to understand that those boys who cannot learn from books can be taught through the hand and body.

"When the schools turn out a man who can earn only \$15 a week they have failed; when they graduate a man who can earn \$35 a week they have in a sense succeeded," says Dr. Cubberley. "The \$15 man has the same longings and aspirations as the \$35 man, but he has not the same chances of becoming a good citizen. Each will marry his girl and start to raise a family, but only one is really equipped to do this in the manner that is best for the interests of the state. The \$15 man is the one who is more apt to give up, to desert and leave the woman to bear the burden alone."

After completing a survey of the school system of Salt Lake City, Professor Cubberley told the authorities there that it will be only a short time until a full half of all the taxes collected will be spent for educational purposes.

Originally the state's motives in attempting the education of its youth was to stamp out gross illiteracy. This developed into a desire to encourage intelligent citizenship generally, and now the motive has changed until there is a growing general demand for training in economic lines.

Under the head of "Courtesies All Around" the Cottage Grove Sentinel voices a sentiment that is reflected in all newspaper offices. Says the Sentinel: "The nicest courtesy you can show your guests is to have their visits mentioned in The Sentinel. The nicest courtesy you can show your friends is to let them know of your visits through a news item in The Sentinel. The nicest courtesy you can show the editor is to bring to the office a complete write-up of any news item which you know."

If you do not get your Monday issue of The News until some time Tuesday morning you may know it is because the force is taking a half day off—or is waiting for the results of the day's events.

Even if there is no formal Fourth of July celebration in Springfield, the people of this community will join in proper observance of the momentous event of '76.

With no celebration at home, Springfield people have an excellent opportunity to make fraternal visits to some of the nearby communities who are celebrating.

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RAILWAY CONSTRUCTION TO DEPEND ON PEOPLE

"The railway construction in which I shall engage in the future will be confined to projects of a pioneering and development nature where local initiative on the part of the people will count for much," said Robert E. Strahorn. "By reason of the heavy demands made on the railroads to keep up their properties in the face of rapid increases in cost of operation and construction and declining revenues, they will not undertake new construction except as incidental to giving better service and affecting economies in operation."

"There are places deserving of extension of railways, but it must now be a matter of pioneering such as was done 30 or 40 years ago where assistance by communities was given to a sufficient degree to make such projects attractive to independent outside capital."

With the completion of the electrification of the Southern Pacific subsidiary lines in Willamette Valley so far laid out and operated, Mr. Strahorn will have rounded out the task which he undertook after having completed his work with the Oregon-Washington Railroad & Navigation lines in the Yakima valley, Washington. The formal transfer of the Portland, Eugene & Eastern electric lines to the Southern Pacific July 1 will end Mr. Strahorn's connection with that road.

Mr. Strahorn will devote some time to looking after his private interests and in the meantime will cogitate on some new railway projects in the Pacific Northwest, as he expressed it. Referring to the completion of the electrifying of the Southern Pacific from Whiteson to Corvallis, 40 miles, he said there is a probability of this work, for which most all of the materials are on the ground, going forward in the near future. Less than half of the company's projected electric lines to gridiron Willamette valley, covering about 350 miles, has been built.

With a view to authorizing early construction of the Vale-Riverside extension of the Oregon-Washington Railroad & Navigation company's lines westward 30 miles into Central Oregon, a party of officials left Portland to look over the proposed line. In the party were J. D. Farrell, president; J. P. O'Brien, vice president and general manager; F. A. Pfeil, assistant to the president; J. R. Holman, chief engineer, and Frank W. Robinson, assistant traffic manager. They will go over the completed line from Vale to Riverside, a distance of 77 miles, and from the latter place will travel overland in automobiles along the located line of the proposed extension to Crane Creek Gap, near the northerly edge of Malheur lake, in Harney county. Representatives of railroad construction contractors are now going over the 30 miles with a view to submitting bids for the work. President Farrell and his party will return either by way of Bend or Condon.

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