

## The Evening Herald

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THURSDAY, JUNE 16, 1927

### The Homecoming Students

When the boys and girls come home for the holidays from schools and colleges, they are an object of much adoration from admiring relatives. Many of the home folks are worrying for fear they are studying too hard, but that is probably the least of the things that should excite alarm.

Judging by their new slang, their more self-confident poise, their increased sophistication, they have learned a great deal. Some of the parents may feel they have learned too much.

Not so much is heard of the courses they have studied, which one would think from their conversation, was a very minor element. That does not mean that they are not doing some real work. It would be tedious for anyone to grind away on textbooks week after week. It is no wonder that when the requirements of the class room are suspended for a brief respite, they should kick their heels up in the air, and seek to forget such forbidding facts as lessons and examinations.

In spite of all the holiday doings, there should be some good heart to hear talks with the folks at home. The day will come soon when in their consciousness of their own independence and necessity for self-reliance, they feel they must make their own decisions. The power of the home to influence them will have passed to some extent.

These days before they have made this final flight into the world are precious for those who love them. There is still time to give them good words of counsel. The home folks must realize that the young people can not be held up to all the old-fashioned ideas. Yet the young folks should also realize that age gives wisdom, and that the counsels of the home are usually good.

### The Dour Dictator

Premier Mussolini's guide to health, wealth, wisdom and power—his goal seems to have been the latter—runs true to tradition and nursery rhyme. Among his rules are seven hours of sleep in every twenty-four and "never lie in bed after the instant of awakening."

Now the seven hours of sleep are all right, though some people require a little less and others feel the need of an hour or two more, but that springing promptly and joyously out of bed at the moment of returning consciousness in the morning will never be universally adopted without an argument.

El Duce to the contrary, one has yet to be shown how mankind benefits from jumping out of bed while the brain is still shrouded with clinging webs of sleep. In fact, heart specialists have cautioned even Americans, who have a reputation for fast living and dynamic energy, against a too sudden and strenuous departure from the nocturnal couch.

Some of the past official dictums and the personal habits of the Italian dictator may explain his faith in the efficacy of the morning leap. He has forbidden all celebrations (those in his honor excepted). Italians must work longer and play less. The organ grinder and his monkey are under an official ban. Jazz music is prohibited. All these things are associated with pleasure and jocularly. And who is there (Mussolini excepted) who does not muse with pleasure upon those ten minutes between awakening and arising?

Yes, it is plain that Mussolini is a puritan and ascetic of the first water. The only objection he has to lying in bed is that it is productive of too much pleasure. Is it possible in a moment of weakness he tried it and found it to his liking?

### Pleasures Of Motoring

In a multitude of ways man has found the automobile to be a Good Samaritan. In fact, it is generally conceded now that the automobile is indispensable to civilized man.

Among the good things the automobile is credited with doing for humanity are: It provides him with a valuable auxiliary; it places within his reach a constant source of much pleasure and recreation; it enables him to see more of the country and people beyond the horizon of the community in which he lives; it takes the city man to the country and the rural resident to the city. Then there are the economic benefits of the automobile, such as giving of employment to millions of workmen.

Reversing an ancient adage, it is a good wind that blows no ill. The good that the automobile does is great, but, like all things, it has its disadvantages.

People who save their dollars for a year and even longer to buy an automobile find after the car is bought and paid for that they have neither the time nor the money to motor to every place their motor maps and imaginations beckon them. It is an obvious truth that if every automobile owner responded to the call of the open road as often as he hears it calling him the nation's business and production would suffer a serious slump.

## WORK HASTENS ON EXTENSION OF ROAD SOUTH

Construction Centers on Paunina Praries—Bend Section of Line

BEND, Ore., June 16.—Activity in railroad construction will be centered on the stretch of Oregon Trunk extension between Bend and Paunina prairie. It was apparent this morning following the return here of Kenneth D. Hauser of Hauser Bros. Co., J. R. King, general superintendent, and Art Schacht, assistant superintendent. Since the beginning of construction, the bulk of construction has been going on at the south end of "D" route, near Sycon marsh. This, however, it is indicated by the agreement of the Northern and Southern Pacific for common use of Southern Pacific trackage from Paunina to Klamath Falls, has served its purpose in providing a strong trading point for the Great Northern. Hence, construction on the eastern swing as a main line may no longer be required.

Hausers Show Speed  
All the speed which the Hausers have already demonstrated they possess, in the seizure and bottling up of right-of-way which otherwise might have been used in Southern Pacific extension of its Straborn line, will be used in forcing through construction of the line from Bend to Paunina to allow for the passage of trains before Christmas. Detailed instructions are expected from headquarters within the next day or two. Included in the program of construction, it is forecast, will be a

large percentage of rebuilding of the Sherlin-Hixon logging road acquired from the lumber company by the Great Northern. This must be straightened, and present grades eliminated in order to bring the road up to standard specifications. Instructions on this point are also awaited.

To Concentrate Men  
Decision for common user of the Southern Pacific tracks will release an Oregon Trunk engineering party now in the Sycon country for a survey of yards and division facilities in Bend. Such a survey, it was promised last week by A. J. Wittich, chief engineer for the Oregon Trunk, would be made as soon as men could be spared from the south end of the line. At the time, however, he was unable to state how soon his surveys could be sent here. Now, it is apparent from the agreement between the Great Northern and the Southern Pacific, there is no longer any frenzied need for engineering or construction work beyond Paunina.

It is known, on good authority, that surveys from the Klamath county operations will be coming in to Bend within the next few days, and it is surmised that they will be here for the purpose stated by the chief engineer. This, in turn, is in keeping with the promise of W. F. Turner, president of the O. T. line, that if suitable location could be secured here Bend would be looked

favorably on for the site of the mid-state division point.

Topographical survey will have to be made, determining what areas will be suitable for yard purposes, before it will be possible for the Oregon Trunk to make known to the city what tract it will desire, it is understood.

Leaving Sunday Morning—  
Mr. and Mrs. J. C. Lawson plan to leave by motor on Sunday morning for a two weeks' trip to San Francisco, Oakland, and Los Angeles where they will visit with friends.

### Too Late to Classify

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## CRATER ROADS OPEN JULY 1ST

Work Progresses on Clearing Snow from Highways in Park

MEDFORD, Ore., June 16.—With the resumption of work by the Wright snow plow of clearing away the snow from the Medford entrance road of Crater National park and the mile's further progress toward Anna Spring camp, which brought the plow to about a mile beyond White Horse, it was announced at the Crater National Park headquarters in this city that indications were now that all the park entrance roads would be cleared of snow in time for the opening of the Crater Lake season, July 1st next.

Aiding in this belief was the fact that nature alone had melted the snow over two feet on the roads throughout the park in the week ending today. With continued warm weather and the fast work of the

snow plow, and that of the snow clearing crew of laborers who have been placing dynamite here and there to open up holes in the deeper drifts on the roads it is now apparent that little if any snow will be on the entrance roads and in the lodge vicinity at the rim of the lake, at the end of two weeks.

The snow clearing work of the plow had been held up since the latter part of last week because the park's five ton tractor, which is used to propel the plow, had broken down, and the repair parts could not be obtained until yesterday morning.

Building Attractive Home—  
A beautiful colonial home is being erected in the picturesque Shore Acres district by Mrs. Laura Moore Turpen. Mrs. Turpen plans to move into her new home along the middle of July. She recently sold her property at the foot of Main street to the Oregon Trunk Railroad.



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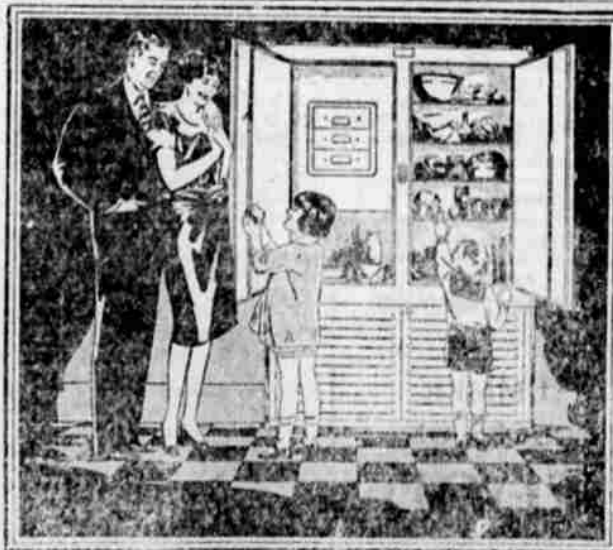
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