

ONE-ROOM SCHOOL RETARDS EDUCATION OF CHILDREN

Reports of Thurston County Districts Show That Less Than 30 Per Cent of Eighth Grade Pupils in These Schools Completed Their Work Last Year—Consolidation Not Only Provides Better Facilities, Including High School Advantages, but Also Leads to Development of Entire Community.

First of a Series of Articles on "School Problems of Thurston County," By County Superintendent Fred J. Brown.

THE ONE-ROOM SCHOOL.

In Thurston county there are at present 29 one-room schools. In these schools there was last year a total enrollment of 619 pupils, of whom 71 were enrolled in the eighth grade.

In the grade schools outside of Olympia there were enrolled 2,486 pupils of whom 228 were in the eighth grade.

That is, while there were four times as many pupils enrolled in the grade schools there were only three times as many eighth grade pupils enrolled in the grade schools as in the one-room schools. Twenty-one of the 71 pupils, or less than 30 per cent of the eighth grade pupils in the one-room schools, completed the eighth grade last year; while during the same time 151 of the 228 pupils, or over 66 per cent of the pupils in the grade schools, completed the eighth grade.

The general idea is that a larger percentage of the pupils finish the eighth grade in the grade schools than in the one-room schools for the reason that the teacher is overloaded in the one-room school, but an analysis of the facts show this to be not altogether true.

For example, there were five schools in the county having an enrollment of less than 10 pupils, but for several years not one pupil has finished the eighth grade from these schools, while, on the other hand, nearly all of the pupils finishing the eighth grade in the one-room schools come from schools having an enrollment of 25 or more pupils. In fact, the two-room schools made but a very little better showing than the large one-room schools.

Only one pupil finished the eighth grade in schools where there was but one eighth grade pupil in a class. Several of the two-room schools had but one eighth grade pupil and in these schools not one pupil finished the eighth grade.

The highest percentage of those finishing the eighth grade was in the graded schools having a large eighth grade class. The records show that the boy or girl in the one-room school remains generally two years in the eighth grade. This accounts for more eighth grade pupils in the one-room schools in proportion to total enrollment than in the graded schools. The bad feature is that most of these pupils become discouraged before finishing the work of the grammar school.

All of these facts go to show that the generally inferior work of the one-room school is due more than anything else to a lack of school interest and that a greater number of pupils in a class tends to stimulate this interest.

There is but one conclusion to be arrived at in the analysis of the foregoing facts: the one-room school is not meeting the requirements of present day education.

In the United States of America the public school is an institution created and supported for the purpose of the education of the boys and girls to the end that they, the men and women of a great tomorrow, may be prepared to meet intelligently those problems in life that especially confront the citizens of a democracy. If the state, for its own defense, must support and defend the public school, it becomes the duty of every citizen to stand loyally by this institution of our government. And we are not consistent if we consider any other interest than that for which the public school is maintained.

Then, if the one-room school is not meeting those purposes for which we look in our school system as well as the graded school, the interest of the boy and girl demands that wherever possible the one-room schools join together in the support of a good grade school system.

Good roads and good schools go hand in hand and where there are two or more one-room schools so situated in location to each other that the transportation is not a difficult matter, the schools should consolidate.

The importance of our school system is such that all main roads over which pupils are transported should be kept in good condition. This will, through adding to the comfort of transportation, also add to the efficiency of the school and will reduce the cost of transportation more than the amount of the cost of road maintenance.

Wherever the transportation is a simple matter there is no argument against consolidation, but what the argument of experience can prove is without foundation.

One of the most common arguments is that through consolidation the community from which the pupils are transported loses its community spirit, or that their property decreases in value.

First, in answer to this, I would say that the school is for the boy and girl and that in consolidation, as in all other school matters, their interest is paramount.

Second, experience does not support this contention but decidedly shows that those communities where good graded schools are organized, are more rapidly settling up and that the settlement is quite uniform over the entire consolidated district, depending more than anything else upon the nature of the soil.

More and more the high school education is considered necessary and consolidation, through transportation, is extending the advantages of a high school education over a greater territory where pupils can attend high school and board at home. It is also noticed that the communities that present to the young people the opportunity of boarding at home and getting to and from a good high school, are growing rapidly and that these young people are more generally satisfied with the country life.

SPROUTING OATS FOR FEEDING.

Oats for sprouting are soaked over night in warm water and then spread from one-half to one inch thick on trays having perforated bottoms, and put into an oat sprouter. Water the oats thoroughly and turn the trays around once daily to promote even sprouting. Artificial heat should be supplied in cool weather by the use of a kerosene lamp or some other means. Use a good grade of oats and allow a square inch of sprouted-oat surface to each hen daily, feeding the sprouted oats on the floor of the poultry house or in the yard. Feed at any time after the sprouts are well started, which usually takes from five to seven days. Keep the sprouter clean and spray it occasionally with disinfectant to prevent the growth of mold spores.

SANDWICH A STANDBY IN LUNCHES FOR SCHOOL.

When the child reaches the age of 6 or 7 years, the time to begin school, new problems present themselves in child feeding, because the school lunch must be carefully considered and planned. This lunch should be planned with reference to breakfast and supper.

As milk is the main diet for the younger child, so is the sandwich for the lunch of the child of school age. Yeast bread is more easily digested than most of the quick breads. White, whole wheat, graham, raisin, nut, and brown bread may be used. The bread should be one day old. The butter should be soft enough to spread easily. Sandwiches are best when wrapped in oil paper to keep moist.

TRIP TO EUROPE NOW FULL OF HARSHIPS

TRAVELER TAKES WHAT HE CAN GET—BOATS FREQUENTLY DELAYED.

By J. H. Bims, ARTICLE III.

The shadow of war still hangs over the earth for those who wish to travel abroad. Gone forever are the days when a jaunt over to London was a much less serious and expensive matter for a New Yorker than was a trip to New York for a Westerner. In those days a second class passage to Liverpool cost \$45; now it is \$92.50 (including the ever-present war tax), and still going up. Then a passport was something to be applied for only if the tourist contemplated a trip to the wilds of barbarous Russia or unregenerate Germany; now our dearest ally, the British Empire, is just as fussy about proper credentials as Roumania or Switzerland. And it takes a mighty good excuse to get in at all.

An American passport is a very inclusive and satisfying document. Mine lets the whole world know that I am an American citizen, and requests in the name of the government of the United States (per Robert Lansing) that I be allowed "safely and freely to pass," which is rather a large request nowadays, and given "all lawful aid and protection," which may indeed become necessary.

The seal of the United States, my personal description, and a highly flattering family group of my wife and myself, unretouched, complete the face of the passport. The back and two additional pages are reserved for the rubber stamps of inquisitive for-

eigners who will be interested in learning just what kind of propaganda we are spreading.

The choice of a ship was once an interesting indoor sport for the long winter evenings before one's trip to Europe. Now one takes what he can get, and considers himself lucky if it sails within a month of the appointed time. For the traveler of moderate means, a "one class ship," so-called because it carries two classes, is the most desirable. Although the three class liners are faster, the first class passengers have a habit of getting in the way, which is most annoying, whereas on the smaller vessels the cabin passengers own the ship.

The uncertainty of ocean travel is largely due to military control of the principal lines. The American or British government will hold up a vessel for days until a load of food or troops is ready. The ships have been so overworked during the war that all are much in need of overhauling, and their speed reduced. Our ship, the Cassandra, has been three times postponed since we secured our tickets, the last time, we have learned, because she spent three days on a sandbar at the mouth of the St. Lawrence.

Even under these conditions, the trip is certain to be much more pleasant than the last time I crossed, when no lights were shown, smoking on deck was forbidden after dark, and the ship stopped three nights in the fog because it was feared that the fog horn would attract German submarines.

However, we must be cheerful, for we have the railway strike in England to compensate for the absence of submarines. Derailing trains seems to be just as fashionable as sinking without a trace once was, and we may have some exciting times before we reach Oxford.

Nothing has been published in the papers here to indicate that there is more than one side to the strike, and perhaps it is, as Mr. Lloyd George

says, a direct attack upon the government. In any case, I shall try to do a little investigating on my own account, and tell the readers of these letters how the British labor situation compares with that on the coast.

The reports of food and sugar shortage due to the strike have scared us into buying 10 pounds of sugar and enough food to keep us starving in a genteel manner until we learn the British regulations on finishing the job. The American tourist, who once advanced upon Europe proud and confident, is now reduced to the status of the oldtime logger, who ate where he could find food, carried his bundle with him, and lay down to sleep where night overtook him.

***** TYPES OF BABY-BEEF COWS *****

In selecting cows from which baby beef is to be produced, says the United States Department of Agriculture, three very important factors should be kept in mind:

1. The cows should have at least a fair amount of beef blood. Pure-breds are not necessary, but two or three crosses of such breeding is essential. Cows with a preponderance of dairy blood will not do for the production of baby beef.

2. Cows best suited for this type of breeding usually weigh 900 pounds or over in thrifty breeding condition. So long as early maturity is not sacrificed, the heavier cows are the most suitable for baby-beef production. Size of frame rather than weight should govern in selecting cows which are to be used for this purpose.

3. The cows used to produce baby beef should produce enough milk to keep the calves fat and growing without much additional feed up to weaning time.

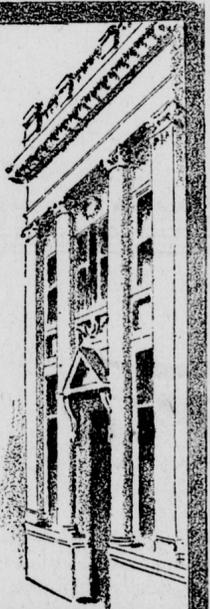
In addition to these three factors, such things as constitution, uniformity of breeding, color, size, and early maturity should be considered.

Exchanging the Old War Bonds for New

YOU know many of the issues of Liberty Bonds were only temporary—carrying just a few Interest Coupons.

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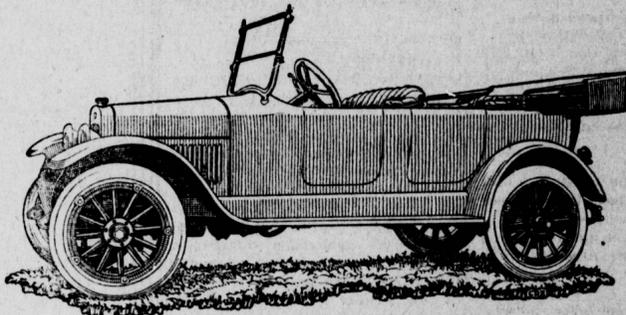
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