

# WATERWAYS SESSION ASSURED SUCCESS

United States Senator Favors Convention Call.

OPINIONS ARE EXPRESSED

Polndexter Says Harbors and Canals of Minor Value if Their Use Is Forbidden.

Responses received by the Oregon State Chamber of Commerce from senators of the western states, members of congress and authorities on matters to be considered at the rivers and harbors convention to be held here October 4 and 5 indicate that it will be a representative gathering of Pacific northwest interests.

W. D. B. Dodson, manager of the Portland Chamber of Commerce, Washington, D. C., that his attendance depends upon whether or not the shipping board recognizes the rights of Portland, and he accepts the invitation to speak, conditional upon his concluding the work he is doing in time to return.

That the purposes for which the convention has been called meet with the approval of congress and the entire region is shown by the acceptance of the invitation by port bodies and assurance that the appointment of five delegates from each will be made, and the delegates will be present to take part.

Hoguan was one of the first to reply, and L. G. Monroe, secretary of the commercial club, writes:

"This conference is very timely one insofar as this section is concerned. As you are perhaps aware the port commission of Grays Harbor has just been voted bonds in the sum of \$500,000, which with the current levy will raise a fund of \$1,000,000 for the purchase of equipment and the construction of the first unit of terminal facilities as the initial move to make Grays Harbor a world commercial port.

"The plan contemplates the expenditure of \$2,500,000 covering a period of five years."

Senator Nugent of Idaho highly commends the chamber for having called the convention and signifies his desire to be present if circumstances will permit. He calls attention to the need for closer relations between the people of the northwestern states and declares that the intermountain states are placed at a disadvantage in the rate increase granted to the railroads, and that readjustment is necessary for the best interests of development, and that the producers shall not suffer through the operation of the established tariffs for movement of their products to market.

Senator Polndexter Favors Idea.

Senator Miles Polndexter writes that "nothing that can be done to promote and develop actual use of the navigable portions of the Columbia, and putting on the west coast to operate by way of the Panama canal, are practical and important matters." He also suggests that every possible effort be directed to putting into effect the provisions of the recently enacted railroad act, which was intended to co-ordinate the railroad and water transportation and do away with the hostility which heretofore existed between the two systems.

In this connection he writes: "The abolishment of preferential railroad rates for the long haul as against the short haul, which was used to destroy water competition between the two coast, is an important factor in the opportunity to build up the maritime interests of the coast cities.

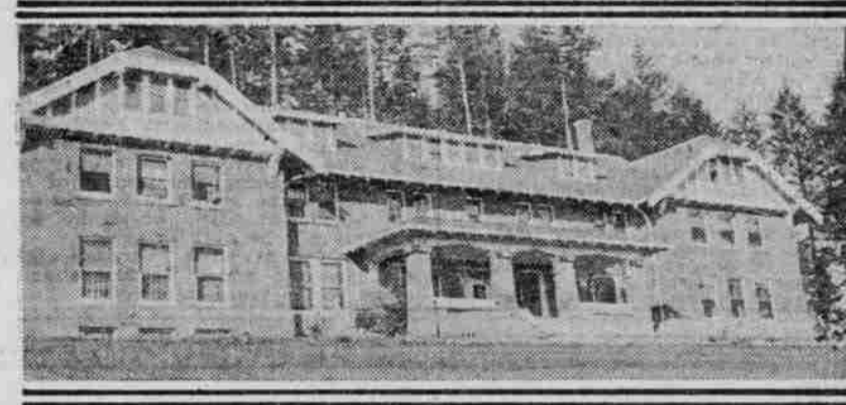
"The improvement of harbors and the construction of canals are of comparatively small value if their use is forbidden, prevented or impeded by artificial means.

"Those interested in the promotion of waterway transportation and use of this great natural facility for relieving the congestion of freight which is now tying up and delaying so many of our industries and inconveniencing our people would render a great service to the nation if they would use their influence in an active effort to restore to the statute books an American law giving free use of the Panama canal to American shippers. The canal was built by American energy with American money.

"No foreign country contributed a dollar, and neither Great Britain nor any other European country owned a foot of land necessary to the construction of this great work. There is no reason why we should not utilize it to its fullest advantage for the benefit of our own people, giving to all foreign countries equal privileges in its use at uniform rates."

# GIRLS OF INDUSTRIAL SCHOOL TO BE TAUGHT SELF-RELIANCE

Oversupply of Theoretical Training Abandoned in Policy Shaped by Mrs. Clara Patterson, Newly-elected Superintendent.



Top—Mrs. Clara Patterson, superintendent Girls' Industrial school. Below—School building.

SALEM, Or., Aug. 21.—(Special.)—Wholesome home instruction and environment in addition to technical and theoretical training is to mark the future conduct of the state industrial school for girls located a short distance from this city. This was the decision made at a recent meeting of the state board of control when Mrs. Clara Patterson was elected by unanimous vote to succeed Mrs. Margaret Mann as superintendent of the institution. The members of the board openly deplored the resignation of Mrs. Mann, but with the change of management they expressed the belief that it would be opportune to supplement the technical knowledge previously imparted to the girl charges by a course of training which would better fit them for worldly battles.

Mrs. Patterson was not an active candidate for the position, and her selection was made after numerous names had been considered. She was born in Oregon, and is the widow of the late Edward Patterson, who for many years held the position of chief of the state automobile department. She has two daughters, is a home loving woman and received invaluable training as an attendant at the state hospital under Dr. R. E. Lee Steiner. Although employed only a short time at the asylum, Mrs. Patterson displayed unusual character and ability and soon advanced to the position of supervisor of the night attendants.

Advance Is Rapid. After leaving the hospital, Mrs. Patterson accepted a position in the office of the secretary of state. Although her first assignment in this department was humble she advanced rapidly and at the time of her election as superintendent of the girls' school she had the title of assistant bookkeeper.

"I believe in common sense instruction to the degree that state charges will be made capable of solving their own destitute," was Mrs. Patterson's comment when urged for a statement regarding her policy of conducting the state institution. "I intend to conduct the school as I would my own home, and I will treat the girls as though they were my own daughters. Playing square is a foremost essential in the conduct of any institution, and with this as my motto I anticipate no trouble in attaining results. The state industrial school for girls

pride and delight in making it homey and attractive. To prevent escapes, which have been few in comparison with the number of girls housed in the institution, the windows of the sleeping rooms are equipped with wire netting, and to the casual observer the structure lacks the appearance of the usual state institution.

Girls Work on Farm. The school is located on a tract of 65 acres which formerly was a part of the site of the home for the feeble minded. In front and at the sides of the main building are spacious lawns, while at the rear is a shaded spot where the girls find recreation in summer months. As a feature of maintenance a large part of the tract is cultivated and practically all the garden truck consumed at the institution is produced at moderate cost to the state. There is also a large and well-equipped barn, a herd of splendid cows, chickens, hogs and other animals which contribute in combating the high cost of living.

Half of the girls attend school during the morning while in the afternoon they work on the farm, in the laundry, kitchen and other parts of the institution. The remaining girls work on the farm in the morning and attend school in the afternoon. Under present discipline the girls are required to retire at 8 o'clock in the evening, but according to Mrs. Patterson this rule is to be made more elastic.

Domestic Science Taught.

The girls leave their beds at 6:30 o'clock in the morning, and after caring for their rooms assemble in the spacious dining room, where they breakfast. It is after this meal that the routine work of the day really starts. Besides learning to care for their rooms and receiving other instruction, the girls dress in pretty gowns. They are taught domestic science under a capable woman who has charge of the kitchen of the institution. Making their own clothes also adds to the practical training at the institution. Although not attired extravagantly, the girls dress in pretty gingham, navy blue skirts and middie blouses. Jealousy among the girls is guarded by the public institutions, and passes through the institution he or she hears the inmates addressed as Mary, Tilly, Ruth and other given names.

The staff of the institution includes the superintendent, farmer, bookkeeper, domestic science teacher, attendants and school teachers. Discipline in the school room is much the same as in the public institutions, while in the remainder of the home the girls are allowed liberties almost in common with their more fortunate state. Oregon industrial school for girls is conducted along purely reformatory lines, and with few exceptions the inmates leave the institution with a feeling of gratitude for the state and their superintendent.

Punishment Seldom Given.

It is seldom, according to Mrs. Mann, the retiring head of the institution, that punishment is meted out to the girl charges as they seemingly appreciate the comforts and advantages of the home and wish to do right. In the recreation realm the girls are not neglected. Entertainments of various nature are held frequently.

The main building is heated by steam while electric lights furnish illumination. The kitchen is equipped with all labor-saving devices, while attractive carpets, durable furniture, attractively curtained windows and a combine to make the interior cozy and comfortable.

Two classes of girls are committed to the institution, the younger of which are known as juveniles and are subject to liberation when they reach the age of 18 years. Other girls between the ages of 18 and 25 years may be committed to the institution when it is apparent to the committing magistrate that this institution provides the best training and equipment for their reformation.

Mrs. Esther M. Hopkins, who came to Salem from Bellingham, Wash., was the first superintendent of the school, being succeeded in April, 1917, by Mrs. Minnie Darst. Mrs. Darst resigned on October 10, 1917, and was succeeded by Mrs. Mann, who remained at the head of the institution until succeeded by Mrs. Patterson last Monday.

Advisory Board Provided. Through the thoughtfulness of the legislature creating the girls' school there was provided at its inception what is known as the state industrial school advisory board. This board originally was composed of Lola G. Baldwin and Arnestine Felts of Portland and Mrs. W. Carlton Smith of Salem. Mrs. Smith later resigned and she was succeeded by Mrs. Mollie Dancy of Salem. At a subsequent date Mrs. Felts severed her connection with the board, with the result that the vacancy was filled by Mrs. Dancy of Hood River. Mrs. Baldwin, who is the veteran member of the advisory board, was at one time in charge of the woman's protective bureau of the Portland police department, in which capacity she continued until the outbreak of the war, when she entered government service. She has always taken an active interest

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- 36-Inch Granite and Armure Cloth in a large range of colors at, yard.....\$1.24
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- 36-Inch Plaid Suitings in all colors at, yard.....98¢, \$1.50
- 50-Inch Black and White Shepherd Checks now priced, yard.....75¢

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- Hooks and eyes, the card.....5¢ and 10¢
- Black and White Snaps, the card.....5¢ and 10¢
- Belted in black and white in all widths, upward from, yard.....10¢
- Silk Thread in all colors, spool.....10¢ and 20¢
- Cotton Threads in colors, 7 1/2¢; in black and white.....12 1/2¢
- Bias Tapes at, yard.....15¢ and 25¢
- Basting Cotton at, spool.....10¢
- Machine Oil at, bottle.....25¢
- Common Pins at, paper.....5¢ and 10¢

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- 34-Inch Black Satens for school bloomers, at, yard.....65¢
- 32-Inch light and dark percales; a number of patterns, yard.....43¢
- 32-Inch Striped Romper Cloth for children's play clothes, at, yard.....50¢
- 32-Inch Striped Devonshire of the best quality at, yard.....50¢
- 36-Inch White Striped Suitings and Skirtings.....59¢ and \$1.95

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land and Mrs. W. Carlton Smith of Salem. Mrs. Smith later resigned and she was succeeded by Mrs. Mollie Dancy of Salem. At a subsequent date Mrs. Felts severed her connection with the board, with the result that the vacancy was filled by Mrs. Dancy of Hood River. Mrs. Baldwin, who is the veteran member of the advisory board, was at one time in charge of the woman's protective bureau of the Portland police department, in which capacity she continued until the outbreak of the war, when she entered government service. She has always taken an active interest

in the welfare of girls, and her influence and business judgment have proved valuable in the conduct of the institution. Mrs. Patterson enters upon her duties in full accord with the suggestions of the state board of control, and has the solid support of the advisory body.

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| Ashland—Ashland Vulcanizing works, M. C. Lindner & Son, Eastern Supply company, 375 East Main street. | Freewater—Virgil G. Goodman, Depot street.                        | Lakeview—F. L. Kaser.                                       | Roseburg—Clarence O. Baker.  |
| Astoria—Highway Tire Service, 311 Duane street.   | Grants Pass—Charles A. Hansen.                                    | McMinnville—B Street Garage, 218 South B street.            | Salem—The Quackenbush Auto Supply company, 219 West Commercial street. |
| Baker—A. H. Robinson, care Masters & Perkins.   | Heppner—Stephen M. Irwin.   | Medford—R. A. Potty Jr., 132 South Riverside street.        | Seaside—Williams Brothers' Garage.                                     |
| Condon—Hopper & Fatland, C. V. Hopper and E. R. Fatland, Curvalls—E. M. Hogue, 108 North 2d street.   | Hood River—Heights Garage, Inc., 1210 C street.                   | Milton—L. J. McFayre, Prop., Milton Tire Shop.              | The Dalles—Motor Service, 107-13 East 2d street.                       |
|   | Junction City—S. M. Fries.  | Newberg—W. S. Stull, 2d and School streets.                 | Woodburn—N. Becker & Son.  |
|   | Klamath Falls—Charles R. Johnson, Sixth and Klamath Falls avenue. | Oregon City—Smith's Tire Shop, 200 7th street.              | WASHINGTON, Goldens—Hudson Tire Shop, W. B. Hudson, Prop.              |

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