

THE UNIVERSITY OF NORTH CAROLINA

# NEWS LETTER

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## LIBERTY BONDS SAVE LIVES

### GETTING RICH IN CAROLINA

So far the people of North Carolina have invested 37 million dollars in liberty loan bonds and another million in war savings certificates. It is just so much laid away against a rainy day. It is almost exactly double the total bank account savings in our banks of all sorts the year the world war began. On top of that we have given three millions more to the Red Cross and the Army Y. M. C. A.; which is treasure laid away beyond the reach of moth and rust. Moreover the cost of living has more than doubled during these four years.

But have we gone bankrupt? Not yet! As a matter of fact, we are richer today than we ever were before in all our history.

Our bank account savings have not been wiped out by war taxes, by the increased cost of food, fuel, clothing and shelter, by our free gifts to the Red Cross, the Army Y. M. C. A., and other war purposes. On the contrary, they are larger than ever before by 13 million dollars. They are now 35 million against 22 million dollars in 1914. Nor has our purchase of liberty bonds and war savings certificates absorbed our bank account savings; we invested 35 million in these two forms of thrift, and at the same time put more money than ever into the lock-boxes of the banks for safe-keeping.

In other words, instead of having 22 million dollars in savings account in the banks as in 1914, our savings today amount to 73 million dollars—35 millions in the banks and 38 millions in liberty bonds and war savings certificates. We are nearly three and a half times better off than we were when this dreadful war began—if you look at it in a cold blooded business way.

### No Brass Bands Needed

But this is not all. Our farm crops in 1917 were worth 375 million dollars more than in 1910. That's how much richer our farmers are. The bank deposits on open account in our state banks alone are nearly 20 million dollars more than they were last year—nearly 50 millions more in both state and national banks.

As for automobiles, we own 60 thousand of them, worth—says the Secretary of State—36 million dollars. What we have invested in automobiles in ten years is more than we have invested in church and school properties in two and a half centuries—more by nearly 5 million dollars. Oh yes, we are rich—rich enough to absorb our share of the new liberty loan and never bat an eyelid.

Indeed the increase in our state bank resources alone, in a single year, is 35 million dollars—which happens to be almost exactly what North Carolina needs now to invest in the new Liberty Loan issue and in Thrift Stamps.

North Carolina is rich enough to buy 40 million dollars worth of these new bonds, and we can do it without the glare of brass bands.

We can eat our cake and have it, three times over, just as we did last year.

### A WORD OF PRAISE

The Banker Farmer out in Illinois gives a page in the March issue to an item reprinted from the News Letter of the University of North Carolina—"a living, breathing weekly which every banker in the state, not to speak of the country at large, ought to read," says Mr. Louis M. Tobin, the editor.

"Obtain a quantity of this issue and send a marked copy to the rural teachers. See that your county superintendent and other school officials read it. Every teacher—especially the more isolated teachers in the open country—ought to read it," he adds in a special note to the bankers of Illinois.

### OUR GREAT DUTY

As we go about our daily tasks, in peace and safety men are dying every minute on the battlefields of Europe to save civilization. Our own gallant soldiers are shedding their blood in France and our sailors are engaged in the waters of the Atlantic as they go in defense of America's rights and honor.

Upon our performance of the work committed to us depend the lives of

thousands of men and women, the fate of many nations, the preservation of civilization and humanity itself; and if we do our full duty by the Liberty Loan the more quickly will this war come to an end and the greater the number of our soldiers and sailors who will be saved from death and suffering and the greater the number of the people of other nations released from bondage and saved from death.

To work, to save, to economize, to give financial support to the Government is a duty to the Nation and to the world, and it is especially a duty to our fighting men who on land and sea are offering their lives for their country and their countrymen.—Liberty Loan Bureau.

### WHAT WE FIGHT FOR

"All sections today are knitted together, which will be of vast benefit long after the war," says Charles Evans Hughes, once Republican nominee for the presidency. "We are today fighting for the principle of democracy. We are testing this democracy with an acid test. Our decision will be regarded as just because it will be spoken by a people who have free speech, a free platform and a free press.

"It is useless for any one to delude himself that peace with negotiations will be effective. Germany is obsessed with the idea of world power and world dominion. We must use all man-power, all available powers of organization and we must oppose this foe until we have a temple where liberty and justice shall reign and where international rights shall not be desecrated.

"We must realize that this is a very serious time; we must realize that a nation which cannot defend the principles on which it was formed, is not destined to endure, and a nation which is unwilling to fight for its principles, cannot endure."

### THE HOME-GARDEN ARMY

President Wilson

I sincerely hope that you may be successful through the bureau of education in arousing the interest of teachers and children in the schools of the United States in the cultivation of home gardens.

Every boy and girl who really sees what the home garden may mean, I am sure, will enter into the purpose with high spirits, because I am sure they would all like to feel that they are in fact fighting in France by joining the home garden army. They know that America has undertaken to send meat and flour and wheat and other foods for the support of the soldiers who are doing the fighting, for the men and women who are making the munitions, and for the boys and girls of western Europe, and that we must also feed ourselves while we are carrying on this war.

The movement to establish gardens, therefore, and to have the children work in them is just as real and patriotic an effort as the building of ships or the firing of cannon. I hope that this spring every school will have a regiment in the volunteer war garden army.

### AFTER THE SECOND SOMME

An enervating idea prevails that if the present German onslaught is pinned down, Germany will forthwith quit. Should her leaders not then be ready to come to terms the people would revolt and force them to.

Few ideas right now are more dangerous and more probably wrong.

Consider your own feelings when you permit yourself to think of the German onrush checked. You experience a sense of relief and of relaxation. There is a slackening in the hopes that go to bed with you and get up with you and follow you about all day. What you feel, the others feel, the nation feels. When the Germans are definitely stopped—if they are stopped—this feeling of relaxation will increase. And relaxation is the mother of demoralization.

Not that relaxation hasn't its times and places. But would a German check on the Somme be one of these? It would not. The Entente press has been comparing what we may call the Second Somme to Verdun. And it has made the

### GOD SAVE THE PEOPLE

There is no mistaking the fervor and grim patriotism with which the people of Great Britain sing, Rule Britannia, and God Save the King, in the churches and on every public occasion; but even more impressive is the new deep note of national consciousness that sounds in a song that the English multitudes are singing, writes a friend now in London. He heard it first on Tower Hill the other Saturday afternoon and again in a score of groups on Sunday around the Marble Arch in Hyde Park. It is God Save the People, and this song of English democracy is sung to the tune of Commonwealth. Here it is.

When wilt Thou save the people?  
O God of mercy, when?  
Not kings and lords, but men!  
Flow'rs of Thy heart, O God, are they;  
Let them not pass, like weeds, away,  
Their heritage, a sunless day,  
God save the people!

Shall crime bring crime forever,  
Strength aiding still the strong?  
Is it Thy will O Father,  
That man shall toil for wrong?  
No! Say Thy mountains;  
No! Thy skies;  
Man's clouded sun shall brightly rise  
And songs ascend instead of sighs,  
God save the people!

When wilt Thou save the people?  
O God of mercy, when?  
The people, Lord, the people;  
Not thrones and crowns, but men!  
God save the people;  
Thine they are,  
Thy children, as Thine angels fair  
From vice, oppression and despair!  
God save the people!

comparison as though the outcome would mean for the Allies a crushing defeat or a final victory. The former it might be; the latter—not unless the Allied victory became a German rout. Remember the German explanation of Verdun, which we scoffed at then. The German High Command gave out that Verdun was undertaken with two objectives: to break through—yes; but also, by depleting French reserves to stall off an Allied offensive for the rest of the summer. The German leaders claimed that they attained this second objective, and that this attainment alone justified their sacrifice of life. Now, whether or not this explanation was a true one, the German people accepted it.

A similar double objective has been attributed by military experts to the present German attack: they mean to break through if they can, but through or not through, they mean to use up the Allied reserves. That interpretation follows the best German military tradition: Keep the offensive; it gives the advantage of position, and ultimately it costs no more than the defensive.

A German victory would mean the end; a German check would leave Germany another winter for the employment of her diplomacy, for machinations in the East, for re-organizing as much of Russia as she can conquer or compel to her bidding. The Second Somme is not necessarily the final throw; it is either the end of the war or the beginning of a new phase of it—perhaps the Far-Eastern phase. But a German revolution following from anything short of a German rout seems inevitable only to those who still believe in the Jekyll-and-Hyde Germany, the Germany of a wicked Kaiser and a good but misguided people,—the Germany that nobody who ever lived there believes in for a single moment.

A German check on the Somme will not start a revolution in Germany; nor will it bring a change of heart. No use to expect a change of heart, anyhow; the best that can be hoped for is a change of hide. Germany has been raised by the stick, and her hide is tough. The Entente will literally have to flay her alive; and then, ten to one, the new epidermis will have the Hohenzollern spots on it.—John M. Booker, N. C. University Faculty.

### GO TO WORK OR GO TO JAIL

"The best way to draft farm labor," Assistant Secretary of Agriculture Clarence Owsley said not long ago in an ad-

dress before the Texas legislature, "is to amend your vagrancy law so as to include within its terms every able-bodied man who does not do six days' work each week as a rule."

In many states of the Union, either by state legislation or local action, steps have been taken or plans are under way to require idle men to go to work. Farmers know they can not increase their food-crop production unless they have more labor. Townspeople know they will suffer inconvenience or want and have to pay very high prices for the reduced rations they are able to buy, if the farmers do not increase production. And both farmers and townspeople know, as all the world knows, that we can't win the war unless we have ample food. So, states and counties and the towns the country over are determining that this is not a time, nor theirs a place, for the toleration of idlers.

For instance, a few weeks ago the sheriff of Grayson county Texas, a thickly settled and highly productive agricultural section, announced in the Sherman papers and by posted proclamations that "every man must go to work." This sheriff didn't wait for the state legislature to enact new laws. The old ones are strong enough to suit him. "Go to work or go to jail," he said crisply. "No man will be allowed to loaf around this town or in this county, because we are at a point where every man's labor is seriously needed for the farms."

What about your county? What about your state? Are you requiring loafers to become producers? While your sons fight in France will you permit husky men to remain idle in your community, when you know their labor will produce food without which we can't win the war—without which your sons fight in vain?—Wilmington Star.

### WAR AND ROADS

Road building in many countries originated as a military necessity. History tells us that the Romans built roads on a more extensive scale than any of the other nations. What was the motive? It was clearly a military motive that caused road building to be a state policy in the Roman Empire. The Romans realized that roads were an absolute necessity in the conduct of the war. The construction of their roads continued to such an extent that at the end of the year 200 B. C., the total system in the Roman Empire, about 48,500 miles, traversed all of Europe and the northern part of Africa.

### The French Road System

The French road system, considered the finest and most complete in the world, originated in the time of Napoleon to help carry out his military expeditions, and was planned and constructed primarily for military purposes.

When the war started France had over 371,000 miles of roads, almost exclusively of the waterbound macadam construction. The French road system is classified as (1) national roads, the trunk routes 60 feet wide with a macadam surface 24 feet in width; (2) departmental roads, those main routes 42 feet wide with macadam surface 18 feet in width; (3) secondary roads, including the county and country roads, 27 to 30 feet wide with macadam surfaces 9 to 12 feet in width.

The French road system has met the military situation well. The roads have saved France. The following technical features have proven of especial advantage: (1) easy grades, (2) excellent drainage systems, (3) good foundations, (4) good width, (5) high ratio of road mileage, (6) road signs, (7) easy maintenance.

### The Big Problem in France

The French road system is so complete that it has been unnecessary to build new routes except in a few places to avoid shell fire, this being accomplished by locating the road on the leeward side of the hill. The big problem has been to keep up and maintain the old roads under the tremendous traffic that must continuously go over them.

During the attack at Verdun, one road 50 miles in length had to withstand a continuous procession of about 5000 motor trucks every 24 hours. On the main feeders to the front four solid lines of vehicles moved every day in almost continuous procession. Under traffic of such great intensity, the roads have worn

very rapidly. It has been absolutely necessary to repair the roads at once in some makeshift fashion without interrupting traffic. The holes have been filled with broken stone or with whatever material was available, and traffic packed it down. It is very interesting to note in this connection that the water-bound macadam, the prevailing type of road surface in France, lends itself extremely well to the demands of war. In none of the other types of modern pavements can repairs be made in such a simple manner under excessive traffic conditions. It is said that 1,000,000 men are now employed in maintaining the roads of France.

### Road Building in Italy

The absolute necessity of roads for military purposes was well illustrated in the Italian campaign against Austria. Near the frontier there were only a few narrow roads. It is reported that the Italians had to build 4000 miles of new roads in order to keep their armies supplied with food and ammunition.

### England's Experience

Road improvement in England and Wales is now being carried on more extensively than ever before, not in spite of, but because of the war. The heavy traffic under the stress of war preparations has demanded thicker foundations and better surfaces.

### Lessons for Home Use

If we profit by the experience of other nations, then this war can have none other than a stimulating effect on road building in the United States. More attention is going to be paid to the planning of a road system that will serve military as well as commercial purposes. It is true that every road over which food and supplies can be transported readily is of military importance, but there are in addition certain roads which should be built for military purposes regardless of whether or not they would be warranted on the basis of commercial needs. A number of such routes have been suggested by military authorities, such as the roads connecting camps or leading to forts or other points of military importance, a road along the eastern coast (one along the western coast is already built), and another along the Mexican border, and numerous radial roads connecting places of supply with selected points of defense.

The requirements of a military road do not differ materially from those of a modern commercial highway. The heaviest ordnance load weighs no more than the largest present day commercial truck. The requisites for the wearing surface of a military road are as follows: (1) absolute dependence in all seasons of the year, under the most severe usage; (2) wear resistance to prevent extensive or frequent repairs; (3) ease of repair without interrupting traffic, and with simple tools and materials; (4) low tractive resistance; and (5) a good foothold for horses and a good grip for rubber tires, and at the same time enough smoothness to allow a good rate of speed for motor trucks.

### Government Policies

The policy which the Department of Agriculture recommends and urges for the road building program during the year 1918 is as follows: the maintenance of the roads already constructed; the construction and completion of those highways vitally important because of their bearing upon the war situation or upon the movement of commodities; the postponement of all road construction relatively less essential or not based upon important military or economic needs.

We are obliged to conclude that the government wishes to encourage rather than retard road building in general during the war, because practically every road that is contemplated will fall in the first two groups mentioned; that is, it will be based upon important economic or military needs. If we classify our roads as (1) commercial, (2) military, and (3) tourist, only the last class could be considered for postponement according to the policy of the Department of Agriculture.

The writer believes that we cannot carry out completely our scheme of preparedness unless large appropriations are made by the government for a system of national highways planned in cooperation with the War Department to serve primarily military needs in case of war and economic needs in times of peace.—T. F. Hickerson, Department Civil Engineering, University of N. C.