

THE UNIVERSITY OF NORTH CAROLINA NEWS LETTER

Published weekly by the
University of North Carolina
for its Bureau of Extension.

The news in this publica-
tion is released for the press on
receipt.

LY 21, 1920 CHAPEL HILL, N. C. VOL VI, NO. 35

Editorial Board: E. C. Branson, L. R. Wilson, E. W. Knight, D. D. Carroll, J. B. Bullitt. Entered as second-class matter November 14, 1914, at the Postoffice at Chapel Hill, N. C., under the act of August 24, 1912.

AMERICAN RAILWAY MILEAGE

RURAL SOCIAL SCIENCE

Rural Social Science, University of North Carolina: Department Staff, E. C. Branson, M. Litt, D., Kenan professor; S. H. Hobbs, Jr., A. B., M. A., assistant professor; Miss Ernestine Noa, seminar librarian; Miss Henrietta R. Smedes, clerk.

The work offered to graduate students by the department of Rural Social Science is a formal response on part of the University to the state-wide demand for direct schooling in matters of competent citizenship and effective public service in rural areas. It concerns the problems of country wealth and welfare—the problems of eighty per cent of the population of North Carolina and the South. The activities of the department look two ways: into great fields of learning on the one hand, and on the other into concrete social situations—into the puzzles of life and livelihood in our country regions.

During the last six years the graduate students registering for these courses have been (1) teachers who aspire to leadership in community affairs as well as teachership in community schoolhouses, (2) preachers of various religious faiths, who have widening visions of ministry in country and village parishes, and (3) young men who have become aware of the steadily increasing demand for teachers of rural social science in the country high schools, the teacher training schools, the land grant colleges, and the church colleges and seminaries. Since the report of the General Country Life Commission in 1919 more than a hundred schools of rural learning, technical arts, and professional training have established courses in rural economics and sociology, and the number increases daily.

The courses in rural social science offered by the University of North Carolina are in way of rapid development. Graduate work in this field responds sensitively (1) to the demands of the social workers created by the thirty-five public welfare laws recently passed by the legislature, and (2) to the rural economic and social research plans and policies that are now being developed by the federal Department of Agriculture. The state experiment stations, agricultural colleges of the country calling for trained research workers in rural fields, and for teachers of rural social science subjects. The state is training for trained social organizers and agents in a hundred counties. And they ought to be public servants with a competent grasp of social subjects and effective grip upon social situations and problems.

Courses of Instruction

Rural economics: research, seminars, and field investigations in (1) land economics—resources, values, ownership and tenancy, laws and policies, (2) farm organization and management—farm systems, farm finance, distribution of farm products and the farm income, cooperative farm enterprise, (3) country home and country institutions, country home comforts and conveniences, etc., (4) state and county studies, economic, social, and civic; county bulletins, etc. Required preliminary preparation: approved courses in general agricultural economics. Lacking such preparation collateral courses in these subjects must be taken in residence at the University.

Rural Social Problems: 1. Research, seminars, and field investigations of (1) rural social institutions and agencies, transportation and communication facilities in rural areas, (2) country-ness and its sequences, (3) town and country interdependencies, (4) social disability in country areas, our public welfare laws and agencies, (5) social aspects of tenancy and illiteracy, (6) state and county studies, economic, social, and civic; county bulletins, etc. Rural Social Surveys; research, technical and field work. 3. Statistics: Interpretation and use. 4. Rural Social Engineering: (1) country community studies, (2) community organization, economic and social, (3) county government, (4) country leadership, requisites and technique. Required preliminary preparation: approved courses in general

and rural sociology, lacking which, collateral courses in these subjects must be taken in residence at the University. The seminar room of the department is an extensive rural social science library. There is probably no better in the United States. It is rarely well equipped with the literature of its special field of learning, with books, current reports, bulletins, pamphlets, journals, magazine and newspaper clippings, and the like. It is also a clearing house of information about North Carolina, economic, social, and civic—rural, industrial, and urban.

IS IT FAIR?

Mr. Taxpayer, you pay the blacksmith who shoes your mule \$1700 per year. You pay the bricklayer who builds your church, store or dwelling \$1900 per year. You pay the machinist who repairs your automobile \$2000 per year. You pay the teacher who attends to the education of your boy and girl an average of only \$630 a year the country over.

In all justice, is it fair? Are your children worth less than your mule or your automobile? Whether fair or not you might as well prepare now to pay more for schools because unless you do we soon shall have no teachers and no schools.

Salary adjustments can no longer be based on pity, condescension, or public charity in the form of temporary bonuses, nor can they be made by flat increases either in dollars or percents. The only business-like, the only satisfactory basis is the basis of salary schedules determined by the economic sociological and educational aspects of the whole situation.—L. A. W.

SKIMPING ON SCHOOLS

The schools of America were founded and maintained by sacrifice; only so can they be preserved. The teacher must be so convinced of the value and dignity of his service that he will not lightly abandon it for some occupation that offers more ease or excitement or money.

And on the other hand the public must stop being niggardly. It must tax itself more heavily for schools than it has been in the habit of doing, and it must pay salaries that do not degrade the teacher in the eye of the community. Wherever else a town must skimp, let it not skimp on its schools.—Youth's Companion.

CAROLINA'S GOVERNOR

In the writings of Henri Fabre is a passage which runs: "History celebrates the battlefields upon which we meet our death, but scorns to speak of the plowed fields whereby we thrive. It knows the names of the king's children but it cannot tell us the origin of wheat. That is the way of human folly."

Four years ago North Carolina elected a governor whose inaugural address did not mention famous names or a single battlefield. Instead, it said this:

"The small farm, owned by the man who tills it, is the best plant bed in the world in which to grow a patriot. On such a farm it is possible to produce anything from two pecks of potatoes to the hill to a President of the United States."

Three-quarters of that address was devoted to the agricultural needs of the state and he gave the state assembly this program for its guidance:

A law to end the evil of tenantry through the exemption from taxation of notes and mortgages up to \$3000, if given in good faith for the purchase of a home.

Provide the State Highway Commission with a force of engineers to examine water powers and advise farmers wishing to install water and lights in their homes and rural communities desiring to establish telephone services.

Permit the use of rural schools as community centers and appropriate \$25,000 annually for a free motion-picture service for these rural centers. Give rural communities the right to incorporate and thus enable them to perform many functions impossible as long as they lack legal entity.

MEN TO MAKE A STATE

George Washington Doane

The men, to make a state, must be intelligent men.

The right of suffrage is a fearful thing. It calls for wisdom, and discretion, and intelligence of no ordinary standard. In takes in, at every exercise, the interests of all the nation. Its results reach forward through time into eternity. Its discharge must be accounted for among the dread responsibilities of the great day of judgment. Who will go to it blindly? Who will go to it passionately? Who will go to it as a sycophant, a tool, a slave? And many do! These are not the men to make a state.—Masseling's Ideals of Heroism and Patriotism.

Strike a blow at the pernicious crop-lien system through the encouragement of rural-credit unions, permitting them to charge up to ten per cent commission for negotiating loans to members.

Aid through generous appropriations for agencies which would tend towards crop diversification.

The preparation of a simple manual of good farming, printed by the state and furnished at cost to school children and adults alike. Such a book to be made part of every school course and its rules to be "as closely observed as the Ten Commandments."

The careful examination of every child who enters a public school—country as well as city—at least twice a year by a competent physician.

The program laid down by the governor has been fulfilled. Its fruits are self-evident. Last year North Carolina's total crop valuation was \$683,168,000 as against a five year average—1913-17—of \$258,940,000. It is now fourth among the farming states in rank. The census figures are expected to show seventy-five per cent of North Carolina's population still on the farms, despite the great drift to the cities in the last several years.

A number of new governors will be elected this fall. It will be fortunate for the people of their states if they help to write the same sort of history that Thomas W. Bickett, of North Carolina, has helped to record.—The Country Gentleman.

RAILROADS IN CAROLINA

We have at present 5,492 miles of railroads of various sorts in North Carolina, or almost exactly eleven and a quarter miles per hundred square miles of territory. On which basis of comparison we rank 25th among the states of the Union. See the table in another column.

In railroad mileage we stand ahead of ten southern states—Alabama, Arkansas, Tennessee, Kentucky, Mississippi, Florida, Oklahoma, Texas, Arizona, New Mexico; but we lag behind four other southern states—Georgia, South Carolina, Louisiana, and Virginia. As a whole, North Carolina ranks along with the average American state in transportation and communication facilities. In railway mileage only 24 states make a better showing; in farm-mutual telephone systems our country people rank far beyond the average in the South; while in motor cars and trucks we are sky-rocketing towards the top of the column the last few years. But in railway mileage and facilities a full third of the counties of the state lag behind, and they are still thinking for the most part in small-scale fashion about improved highways.

Laggard Areas

There are five counties of North Carolina that have no railroads—Clay, Alleghany, Yadkin, Dare, and Hyde; seven more counties with railroads skirting the boundary on one side or penetrating a corner merely—Watauga, Polk, Stokes, Caswell, Franklin, Hertford, and Tyrrell; and a score or more other counties that are served by lumber roads with poor passenger, freight, and express facilities for the general public. Indeed, nearly 1,300 miles, or

COUNTRY HOME CONVENIENCES

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NEIGHBORING THE FARMER

Why are so many farm telephone lines being built? Because the farmer is becoming more business-like each year in his methods, and in these times of high cost of labor he realizes more fully each day that time is money and that better contact with the world in which he lives means less time lost and therefore increased profits and progress to him.

In the day when the telephone was strictly a city convenience the farms of the country were so many separate units far removed, cut off from the centers of population and isolated by distance and lack of facilities for communication.

As the telephone has reached out beyond the cities into the country it has transformed farm life, it has created new rural neighborhoods here, there, and everywhere. The social side of farm life which our grandfathers enjoyed in the days of the husking bee, pole raising, etc., is being gradually brought back by the telephone.

There is a great deal being written about the monotony of farm life, the boys and girls leaving the farm, etc. While some of this is nonsense it must be admitted that the farmer of today misses some of the things that used to

make life on the farm the most enjoyable of all lives.

The telephone by making it possible to arrange for little social events at a minute's notice and not a matter of days is reviving community interest wherever used.

Think how much less lonely your wife will be with a telephone at hand! Your boys and girls will be more content, time can be saved for yourself in making business engagements, ordering spare parts, calling the doctor, the veterinarian, and a thousand other ways, for although separated by miles, the nearest village is only a telephone call away after all.

You have gotten along without the phone until now, but think how long you got along without the harvester, binder, threshing machine, and all such advantages. It would prove just as easy to go back to the old methods of cutting, binding, and threshing as it would be to do without a phone after having used one a year.

The United States already has more "Rural Phones" in use than all phones combined in Great Britain, France, and Germany. Why not add to the number?—J. E. L.

almost exactly a fourth of our total railroad mileage, are lumber and mineral roads and short lines of miscellaneous description.

These counties—nearly a third of all the counties in the state—are remote and aloof from the centers of active life and business. They are away out on the rim of things. They have a poor chance to turn farm and woodlot products into instant ready cash at a fair price and profit in these days of sky-high values. Counties of this sort linger on and on upon domestic levels of life and livelihood, while their sister counties move on up into the big world of commerce with all its quickening influences.

These are the counties that beyond all others need whole-heartedly to bestir themselves in behalf of improved highways, adequate bridges, abundant motor freight lines, and country telephone systems. Without vigorous local interest in better transportation and communication facilities these thirty-odd counties must be or must become static or stagnant social areas, half awake, half asleep, half alive, half dead. They must be what Colonel Mulberry Sellers called "Kingdoms of solitude and silence", and he added, "Everybody knows there ain't no money in solitude and silence." Eight of these counties, for instance, have no local newspapers; one of them has no bank; in two of them banks were established only last year.

What can life be in the twentieth cen-

tury in a county without railroads or with no adequate railroad facilities, without improved highways, without country telephone systems or newspapers?

Idle Dreams

They will look in vain for many years to come, we fear, for railroads beyond the lines laid down by private capital in lumber and mineral enterprises. The railroad companies have been slow to add new mileage to their systems these ten years or so. Railroads, like street railways, have been caught between the upper and nether millstones of legal control and restriction on the one hand and passenger car and motor truck development on the other. The railroads under private ownership are just beginning to feel their way back into safety, but we can hardly hope for any sudden extension of railway trackage—not in the face of a shortage of 3000 locomotives, 10,000 passenger cars, 250,000 freight cars. The need for additional rolling stock is far more pressing than the need for additional mileage.

All of which means that improved highways, adequate bridges, passenger cars, and motor truck freight lines are the sole hope of these remote counties.

And they need to bestir themselves hurriedly and whole-heartedly or they are likely to be marooned for centuries to come—marooned in a state that is developing its agriculture and industries more rapidly than any other state in the South.

AMERICAN RAILROAD MILEAGE, 1920

Based on figures in American Railroads, May 24, 1920. The states ranked according to railroad mileage per 100 square miles of territory. The second column gives the total railway mileage by states.

Department of Rural Social Science University of North Carolina			
Rank	State	Mi. per 100 sq. miles	Total Mileage
1	New Jersey	31.20	2,344
2	Massachusetts	26.56	2,135
3	Pennsylvania	26.05	11,681
4	Ohio	22.20	9,044
5	Illinois	21.65	12,133
6	Connecticut	20.73	999
7	Indiana	20.63	7,436
8	Rhode Island	19.26	206
9	New York	17.70	8,434
9	Iowa	17.70	9,838
11	Delaware	17.06	335
12	West Virginia	16.70	4,013
13	Michigan	15.53	8,925
14	Maryland	14.34	1,426
15	Wisconsin	13.88	7,668
15	New Hampshire	13.88	1,253
17	Georgia	12.71	7,464
18	South Carolina	12.12	3,697
19	Missouri	11.98	8,231
20	Louisiana	11.81	5,363
21	Virginia	11.62	4,677
22	Vermont	11.57	1,056
23	Kansas	11.40	9,383
24	Minnesota	11.33	9,162
25	N. Carolina	11.27	5,492
26	Alabama	10.57	5,420
27	Arkansas	9.94	5,220
28	Tennessee	9.78	4,076
29	Kentucky	9.60	3,859
30	Mississippi	9.59	4,447
31	Florida	9.57	5,249
32	Oklahoma	9.37	6,502
33	Washington	8.45	5,650
34	Nebraska	8.03	6,167
35	Maine	7.59	2,270
36	North Dakota	7.57	5,316
37	Texas	6.07	15,932
38	South Dakota	5.57	4,279
39	Colorado	5.44	5,640
40	California	5.37	8,359
41	Idaho	3.43	2,861
42	Montana	3.39	4,954
43	Oregon	3.38	3,232
44	Utah	2.61	2,145
45	Arizona	2.13	2,424
46	Nevada	2.09	2,293
47	Wyoming	1.97	1,924
48	New Mexico	1.17	2,974