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NEWS LETTER

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SHIP & WATER TRANSPORTATION

COMMISSION REPORT

North Carolina at last knows what its transportation problem is. For years the people of the state have complained and protested, have won temporary concessions only to have them withdrawn and heavier rate burdens imposed. The development of agriculture and manufacturing has been so rapid in those fields where our natural advantage has been greatest, that there has developed a sort of subconscious optimism that we can continue to go forward, despite heavy rate discriminations. There has slowly developed a more thoughtful, forward-looking group, however, who realize that sooner or later the margin of natural advantage which we have in many fields will be equalized as our richest resources are exploited; for example, only recently an increase in the rates for hydro-electric power was granted by our Corporation Commission on the specific ground that poorer water-power sites had to be called into use to meet the increasing demand and higher charges must necessarily follow. This means, of course, that our manufacturing enterprises will find it more costly to turn out their products and consequently will be less able to compete in the world markets. Such a condition will grow more serious as the years go by. Freight rate discriminations, then, which were not fatal at one time, bid fair to become serious obstacles to further progress in manufacturing, just as they have always been in the wholesale and jobbing business. No great distributing centers can develop in this state and, sooner or later, no new manufacturing enterprise can afford to locate here if it can go where freight rates are lower.

The Problem Stated

The Commission states the problem clearly. The flow of traffic in the South-Atlantic section arises mainly out of an exchange of products with the Central West (Upper Mississippi and Ohio River Valleys and around the Great Lakes) on the one hand, and with New England and the Middle Atlantic Seaboard states on the other. Water transportation is much cheaper than rail transportation, and wherever it can be utilized as a competitive factor it compels a reduction of freight rates. Virginia had the good luck, or the good sense, to have continuous rail lines under one ownership developed from the Central West to her port at Norfolk. These trunk lines, in order to get traffic to flow over their lines in competition with the great systems further north, reduced their rates to Norfolk. To avoid violation of the provision that a lower rate cannot be charged for a longer distance over the same line, these roads were compelled to reduce their rates to interior points in Virginia to the level of the Norfolk rates. As a result, the low Norfolk rates apply for 450 miles back westward into Virginia and even into West Virginia. One other factor in this rate reduction, was the fact that Virginia utilized the James River and constructed canals westward beyond the point where it was navigable, thus establishing water competition parallel to the railroads.

North Carolina has no east and west trunk lines under a common ownership connecting with an ocean port. She has made no use of her potential water competition. This is partly due to her own negligence and partly to the obstructionist policies of the North and South trunk lines which dominate transportation in this state. These same roads, true to human instincts, have discouraged the utilization of our ports as agencies for the development of coastwise traffic which would have forced a reduction of rates on traffic, north and south. The failure to avail ourselves of this cheap transportation has operated as a handicap to the great tide-water section—potentially the most productive area of the commonwealth.

The problem is clear cut. The duty of the state is obvious: either arise and unshakable itself, or accept its condition and cease to whine about it.

The Remedy

The Commission recommends as a solution for the problem the following:

"1. That the General Assembly create a Port Commission of five members, vested with full authority to select sites, construct port terminals with all necessary equipment, and that the said Port Commission be given full power to establish a traffic organization, to enter and prosecute complaints, either through the Corporation Commission or otherwise, in connection with rates and traffic regulations, and to do all things necessary to carry out the purposes of its creation and to bring relief in freight and traffic matters to the citizens."

"2. That \$7,000,000 be appropriated for the use of said Port Commission, or so much thereof as may be necessary, for the purposes enumerated above."

"3. That the Port Commission be authorized to purchase or lease ships and operate the same, if in its opinion adequate shipping is not provided by private enterprise and that \$1,500,000 additional be appropriated for this purpose, or so much thereof as may be necessary.

"4. That the state acquire the Cape Fear and Yadkin Valley Railroad as a basis for a trunk-line railway from the Cape Fear basin to the Middle West, or otherwise provide such a trunk line."

WE DO NOT READ ENOUGH

It has been charged against the people of North Carolina that they do not read enough.

Well, of course the newspaper publishers would hold such a view. Out of such a population as North Carolina has, the daily newspapers ought to have a vastly larger circulation than any of them is now able to boast. While they are showing good records of increase, it is quite evident from the figures which are available that not anything like enough families in North Carolina are doing themselves the good service of subscribing to a daily paper.

This is not the only nor the larger evidence, however, that the people read too little in this state. It has been ascertained from a survey made of 1,000 farms in North Carolina that 25 percent of those operated by the landlords have no books other than the Bible; of the owner-operators 19.5 percent have none but the Bible; of the tenants 32.2 percent and of the cropers 62.1 have none but the Bible. In these 1,000 farm homes taken from a typical territory, 37.6 percent had no books except the Bible.

The same survey showed, according to a report before the North Carolina club made by E. D. Apple, that of the 1,000 families interviewed, only 20.3 percent take daily papers, 20 percent take weekly papers, 10.2 percent take church papers, 26.8 percent take farm papers, 1.5 percent take children's papers, 19 percent take magazines, while 47.5 percent take no paper or magazine of any kind.

In our state last year there were only 54 counties which had within their borders a library of some kind; 46 counties had no public library of any kind, and only 11 counties had a public library of more than 5,000 volumes. Thus it is seen that the great majority of the people of North Carolina have no access to public libraries, and can be served only by traveling libraries provided by the North Carolina Library Commission.

That is notably true, because of the character of the population of the state, which is dominantly rural. About 70 percent of the people live in the rural side, and it is a remote rural side to a large degree. There are only 27 cities in the state with a population of 5,000 or above, which makes it a difficult problem to reach the majority of the people with reading material, even though this difficulty is being increasingly overcome.—Charlotte News.

THE MOTHERS' AID ACT

The name of the law, passed by the Legislature of 1923, providing for Mothers' Aid—An Act to Aid Needy Orphan Children in the Homes of Working Mothers—explains briefly its purpose.

There are certain requirements which must be met before a mother becomes eligible to receive this assistance. Among them are: she must be a resident of the state for three years and the county for one; she must be the mother of a child or children under fourteen years of age; she must be possessed of

KNOW NORTH CAROLINA Rides to Prosperity

No higher proof could ever be asked or given of the truth of the statement often made by the Manufacturers Record that "he who does the most for the building of good highways does the most for the material, educational, and moral advancement of the community," than the remarkable facts which are given in this issue, showing what road building in North Carolina has meant for the progress of that state.

The story as presented today, considered from all angles, is, we believe, the most illuminating and inspiring one ever written in behalf of highway construction. Long regarded as less progressive than some of its neighboring states and in 1920 down in the "slough of despond" by reason of the collapse of all business interests following deflation, North Carolina, with a vision and energy never surpassed by any state in this country, determined upon a great road-building campaign.

The men who led that state to vote \$50,000,000 for beginning this work have built for themselves and for all highway work a monument which will endure as long as time lasts. So satisfied were the people of North Carolina with the work that was being done by the expenditure of \$50,000,000 that they again voted, almost without opposition, for an additional bond issue of \$16,000,000 to which counties in that state have added \$7,000,000, and to which large contributions have been made by the Federal Government.

The abounding prosperity of North Carolina following the progress of this work, the unstinted praise which has been given to the state by business men and newspapers in all other parts of the country, the thousands of letters which are being received by organizations in that state asking for further information about opportunities for settlement and for business, should prove such an inspiration to every well-wisher of his country as to stimulate every state in the South to match North Carolina in its road-building campaign; to match it in the honesty and integrity with which the money has been expended, and thus keep step with the Old North State in the wonderful era of progress upon which it has entered.

It took men of vision, men of brains and of daring, men who could dream great dreams of what road-building would mean and who had the courage to put their dreams into reality, to carry forward this work.

From June 4 to June 10 North Carolina and its road-building activities will be studied by highway experts from South American countries, and by road engineers and contractors from all over the United States, and by thousands of people who will want for themselves to see what has been achieved; and the newspapers of the land will tell the story of North Carolina's highway work and of the prosperity in educational and moral upbuilding, as well as the material prosperity, to an extent that has probably never been given to any other road-building campaign in this country.—Manufacturers Record.

sufficient mental, moral, and physical fitness to be capable of maintaining a home for herself and her children and prevented only by lack of means.

This act provides \$50,000 per year to be apportioned among all the counties on a per capita basis. Thus on the average \$500 is available per county—the amounts varying from \$1,576.60 in Mecklenburg to \$90.75 in Clay. Each county, however, in each individual case of Mother's Aid must duplicate the amount granted by the state.

The administration is in the hands of the State Board of Public Welfare who cooperate with the County Boards of Public Welfare and the County Superintendents of Public Welfare.

The usual procedure is as follows: The County Superintendent of Public Welfare investigates the case and sees that the application blank is properly

filled out. Upon consultation with the County Board of Public Welfare the total amount necessary for the support of the family is determined. The County Commissioners must then approve the application for half the total amount after which it is sent to the Director of Mothers' Aid of the State Board of Public Welfare for approval. The arrangement goes into force beginning with the month in which it is approved by the Director. The county pays out the full amount per month but at the end of each quarter presents its bill to the State Board for one-half the total and receives reimbursement.

long way to go and a big twenty-five-year program to crowd into less than half that number of years, and this made the cost more of a burden on those of us standing under the load.

We have come a long way, but God knows we had such a long way to come; we have come a long way, but we are not at the end of the row.

North Carolinians are brave, honest, determined. Will we see this thing through courageously?

Will we listen to the fainthearted and frightened ones and stop the work we have so splendidly begun in Salisbury?

It is no new and unusual thing that we are doing in Salisbury.

Cities and towns in most of the other states have been at it longer than we; practically every town in our own state, large or small, is doing the same thing.

Will Salisbury refuse to keep step with the onward and upward march of the state, long trailing behind sister states in education?—Salisbury Post.

TRANSPORTING CHILDREN

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EVERYBODY IS DOING IT

Gastonie opened her new \$500,000 high-school building on yesterday.

The new high-school building at Gastonia is financed by bonds and will cost real money.

Gastonie is a city of about the same size as Salisburie and is facing a similar school situation.

Winston-Salem is building her school system anew, starting back in 1919 with a bond issue of \$800,000, then another of \$1,100,000, then Tuesday of this week adding another \$800,000.

Asheville is doing practically the same thing.

So are Hickory and Statesville.

Concord and Charlotte are engaged in a similar building campaign.

Little towns one never heard of before are coming into print by reason of the fact that they are voting bonds for schools.

Greensboro is running a race with other towns of the state in school development.

And every city and town in the state is doing the same thing.

Salisburie is not undertaking a high-school building because of the unreasonable whim of a few people.

A few years ago North Carolina was at the foot of the states in education, save South Carolina, we believe.

We were far, far behind and when we did start we found that we had a

microscopic school is rapidly disappearing in North Carolina. Here and there all over the state small districts are getting together for better school facilities and it is no uncommon sight to run across consolidated country schools that compare favorably with good city schools.

Evidence of the new day in North Carolina is shown by a table appearing in the 1924 report of the National Automobile Chamber of Commerce. According to a table in this report North Carolina had 237 consolidated districts to which children were transported to school. Eighty-four of these were consolidated in 1923. The children transported to these schools daily numbered 25,045, of whom 23,418 were transported by motor vehicles. Only four states consolidated more districts in 1923 than North Carolina. Only seven states transported more children to school, and only two states transported more children to school in motor vehicles.

However, 25,045 children is only a small percent of all rural school children in the state. Wilson county alone is responsible for around 10 percent of the state total of children transported to school. We recommend to the consideration of the counties of the state the public school system of Wilson county, which ranks foremost in the state in the consolidation of rural schools and transportation of country children.

INHABITANTS PER MOTOR CAR IN THE U. S.

And Percent Increase During 1923

In the following table, based on the 1924 report of the National Automobile Chamber of Commerce, the states are ranked according to the number of motor vehicles per 1,000 inhabitants. The accompanying column shows the percent increase in the number of motor cars during the year 1923.

North Carolina ranked 19th in the total number of motor cars on January 1, 1924, with 248,414; 39th in motor vehicles per 1,000 inhabitants, 15th in numerical increase in motor cars during the year 1923—64,262; while in percent increase in the number of motor cars only two states ranked ahead of North Carolina. The explanation is found in our roads, and the general prosperity enjoyed by the state.

Department of Rural Social Economics, University of North Carolina

Rank	State	Motor Car Per 1,000 in Motor Popu.	Percent Increase	Rank	State	Motor Car Per 1,000 in Motor Popu.	Percent Increase
1	California	290	28	25	New Hampshire	132	23
2	Iowa	231	14	25	Delaware	132	22
3	Nebraska	213	11	27	Arizona	130	29
4	Kansas	206	15	28	Utah	124	21
5	Nevada	201	30	29	Connecticut	122	19
5	Oregon	201	24	30	Rhode Island	121	15
7	South Dakota	200	10	30	Montana	121	18
8	Indiana	192	24	32	New Jersey	120	26
8	Colorado	192	16	33	Massachusetts	118	25
10	Wyoming	191	30	34	Pennsylvania	114	26
11	Michigan	186	26	35	Maryland	109	2*
12	Washington	179	23	36	New York	108	20
13	Minnesota	178	18	37	West Virginia	103	40
14	Ohio	176	25	38	Virginia	91	30
15	North Dakota	163	10	39	North Carolina	90	35
16	Wisconsin	162	20	40	New Mexico	86	26
17	Vermont	149	20	41	Kentucky	80	29
18	Florida	146	31	42	Louisiana	73	33
19	Illinois	142	24	43	Tennessee	72	28
19	Oklahoma	142	23	44	South Carolina	71	34
21	Maine	140	17	45	Arkansas	62	34
21	Texas	140	31	46	Mississippi	58	35
23	Missouri	139	21	46	Georgia	58	21
24	Idaho	134	16	48	Alabama	53	41

* Small increase due to exclusion of non-resident registrants for 1923.