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## TRANSPORTING SCHOOL CHILDREN

### TRANSPORTING CHILDREN

Again North Carolina stands near the top. In number of school children daily transported to consolidated schools by motor bus only two states, Indiana and Ohio, rank ahead of us. During the school year just closed motor school busses transported to and from school, on an average, more than eighty-seven thousand children daily. There were twenty-three hundred and seventeen school busses in operation; only two states had more. These busses were engaged in transporting children to eight hundred and fourteen consolidated schools. The miles of route covered daily totaled nearly fifty-two thousand, or more than twice around the earth! In total miles of route covered daily North Carolina stands first. Which means that our consolidated districts are large and necessitate handling children long distances. We spent, all told, about one and a third million dollars transporting children to school. Again only two states spent more.

The consolidation of many small, weak, inefficient and ineffective schools into large central schools necessitates transporting to school the children who live at a distance. In the elimination of small schools North Carolina has made remarkable progress. As late as 1910 there were more than six thousand one-teacher schools in the state. There are now about two thousand five hundred. The one-teacher schools are now being reduced at the rate of about two hundred a year. The number of two-teacher schools for white children is also being reduced, at the rate of about one hundred per year. Schools with more than six teachers are increasing very rapidly. There were 146 in 1922, while last year there were 437.

Transporting children to school is a new idea. As late as 1915 there were only six vehicles in the state employed in transporting children to school. The average number transported daily was 247. By 1920 there were one hundred and fifty busses transporting approximately eight thousand children daily. A year ago there were 2,317 motor busses daily transporting to school more than eighty-seven thousand children.

### How Counties Rank

Auto truck transportation of children to school is now state-wide. However, the counties vary a great deal in the proportion of children transported, which means that consolidation has gone further in some counties than in others. Guilford county ranks first in number of children transported to school daily, according to a recent issue of State School Facts. Granville ranks first in number of auto trucks employed in transporting school children, with ninety-two. Cumberland leads in daily mileage of all school trucks with eighteen hundred and seventy-six miles. Wilson ranks high in all three items, trucks, pupils transported, and mileage. There are thirty-two counties each of which daily transports more than one thousand children to consolidated schools. Ten of these counties transport daily more than two thousand children each.

### CONSOLIDATION OF SCHOOLS

In North Carolina, the movement towards consolidation has been promoted in order to provide better educational opportunities for the children in the counties. A "consolidated school" is a school that has been enlarged or formed through the addition of all parts of one or more adjoining schools. Consolidation is accomplished by joining together a part of a district or districts, or all of a district or districts. Before consolidation can take place the tax rate over the whole of the district must be uniform and a county-wide plan or reorganization of all schools and districts of the county must have been adopted. Consolidation is, therefore, largely a rural problem.

### The County-wide Plan

Simply stated, the county-wide plan is nothing more than making the county the unit of school support. The county-wide plan proposes to take all of the wealth of a county wherever it may be found and to put it equally back of

each child in the county, no matter where he may live. This plan calls for a survey of the educational situation in the county in its relation to population, location of roads, natural barriers, and present districts, and looks toward the reorganization of the educational system of the county in order that the opportunities of all the children may be equal. The act under which this plan operates is intended to safeguard the interests of all the schools of the county. The plan, moreover, aims to make the length of term equal throughout the county. Usually an equalized school term, in terms of length, means either an eight or a nine months' term, together with an increased tax rate uniform throughout the county. In view of the fact that the State Constitution provides only for a six months' term, according to law, a special election must be held to ascertain the will of the people towards the county unit of taxation in support of a specified county-wide term. The act mentioned prohibits county boards of education from making any consolidation or changes in districts until after they have adopted the county-wide plan.

There are twelve counties in North Carolina that have adopted the county-wide plan and have provided for a school term of eight or nine months. These counties are: Carteret, Currituck, Edgecombe, Gates, Guilford, Henderson, New Hanover, Northampton, Pamlico, Transylvania, Vance, and Wilson. Edgecombe and Currituck counties provided for such support district by district not holding a special election in the entire county all at one time.—State School Facts.

### THE PARENT-TEACHER IDEA

The parent-teacher movement has certain features which make it one of the unique developments of modern times. Contrary to the common misconception, it is not a crusade to reform the schools; it is not a lyceum course to offer entertainment to the community; nor is it a federation of clubs, each operating independently according to its fancy and uniting forces for certain great objects.

It is a great school for parents and for teachers, with one major object, to know the child.

It is a social experiment in cooperative education, carried on according to a single standard in home, school, and community.

It is a demonstration that not only government but reform, mental, moral and physical, must be conducted "by the people for the people," and that prevention by the parents will in time do away with the necessity for cure or correction by the state.

It is the proof that the vast, unexploited reserves of parent power, fully understood, intelligently directed, applied through the simple machinery of local interest rather than by the more complicated systems of public welfare agencies, will accomplish from within that which no external application of civic betterment has been able thus far to achieve.

It is an agency through whose means local conditions may be investigated and improved, the value of education and its tools and its skilled administrators may be made clear to the public, and the findings of experts in hygiene and child development may be brought within reach of the people who most need the scientific knowledge in their profession of parenthood.

It is a great democracy in which all points of difference, social, racial, religious, and economic, are lost to sight in the united effort to reach a common goal—the welfare of all the children of every state in the Union.

The National Congress of Parents and Teachers was organized in 1897. There are forty-seven state branches, together with organizations in the District of Columbia and Hawaii. The total membership is approximately one million. North Carolina has had a state organization since 1919 and its total membership in 1926 was 13,711.—Department of the Interior, Bureau of Education, Bulletin, 1927, No. 11.

### HIGH SCHOOL GRADUATES

Around eleven thousand graduates were turned out by high schools of

### KNOW NORTH CAROLINA

#### 5. Miscellaneous Industries

Little is ever heard of the miscellaneous industries of the state. Yet they are a very important part of our economic structure. They support a large part of our population and contribute far more to the income of the state than is generally recognized.

Miscellaneous industries include all industries other than textile, tobacco, and furniture industries. They include manufactures of practically every commodity known to man. They cover such industries as millwork, caskets, flour, meal, feeds, ice-cream, carbonated drinks, frames, dye plants, axe and pick handles, cotton ginning, frames and lumber, castings, soda water—the above are the first dozen as listed in the recent report of the State Department of Labor and Printing. The report lists twelve hundred and seventy-seven miscellaneous industries. The variety of enterprises is astonishing. Yet the list is not by any means complete. There are hundreds of industries, many of them fairly large, not listed at all in the report. In fact the 1919 Census of Industry reported 5,949 industrial concerns in North Carolina, while not half that number are listed in the recent state report. However, most of those not listed are very small.

The capital stock of the miscellaneous industries reporting on this item amounts to three hundred and ninety million dollars. One third of the listed industries failed to report on this item, so that the aggregate capital stock of such industries in the state may run around a half billion dollars, certainly well over four hundred million dollars.

The value of plants is reported at \$83,696,026, with about fifteen percent failing to report on this item.

Employees number more than thirty-eight thousand, with about ten percent of the industries not reporting. Approximately eighty-five percent of the employees are adult men. Only seventy-two children are reported.

The value of output was reported to be more than two hundred and ten million dollars, with one-fifth of the listed industries not reporting. This takes no account of the hundreds of industries not listed.

The importance of these miscellaneous industries can be shown by recalling that the value of output of those reporting about equals the combined value of the state's three great crops, cotton, tobacco and corn.

the state during the term just closed, according to Dr. A. T. Allen, superintendent of public instruction. Approximately 1,600 Negro students graduated at the same time from the State's Negro high schools.

An increase in the number of graduates of about 1,000 a year is noted, Dr. Allen stated, and the colleges of the state are finding trouble in absorbing all those who wish to continue their education. The colleges are constantly being enlarged to take care of the ever increasing number of applicants.

Approximately 833,000 students were enrolled in grammar and high schools of the state during the term just ended, Dr. Allen says, this figure showing an increase of about 9,000 over the number enrolled during the 1925-26 session. The average increase in enrollment annually is placed at about 10,000.

Dr. Allen predicted that the enrollment for the 1927-28 term will go over 850,000, showing an increase of about 20,000 over the term just closed. By 1930 it is expected one million pupils will be attending public schools of the State.—News and Observer.

### OUR ROADS LAUDED

North Carolina's good roads program is lauded by the federal Children's Bureau in commenting on the work being done by the county child welfare boards. "What good roads mean to the motorist touring in North Carolina is

little compared to what they mean to the welfare of the children of that State," says the bureau. "The good roads program can be considered a social welfare movement of wide significance which materially contributes to the welfare of the children.

"It is said that no person in North Carolina lives farther than five miles from a road as good as Fifth Avenue, New York. This is breaking down the isolation which was responsible for many problems. As people moved from the more isolated districts to the vicinity of the highways, the problem of transporting children to school was solved and intercourse between towns made easy. Health and welfare workers could cover their territory with a minimum expenditure of time and it was possible to organize central clinics because of the ease of transporting patients to them.

"Tourists may come and go in the land of the sky," concludes the statement, "but it is the children, after all, who will benefit most in the long run from the good roads which are really State highways to health."—News and Observer.

### TRUE COOPERATION

Cooperation in agriculture is a farmer movement. We do not deny to other groups the right to cooperate, but any movement which is not sponsored and controlled by farmers is not agricultural cooperation. Unless an association is composed of and controlled by producers it is not entitled to the benefits granted associations of producers under the Capper-Volstead Act.

We may define cooperative marketing, as the term is used in agriculture, as marketing by and for the farmers. There are two essential principles which, it seems to me, determine whether an organization is or is not cooperative. First, is it operated solely to render service to the producers at cost? Secondly, is it controlled by the producers?

Cooperative marketing associations are operated to render efficient marketing service. They are not operated to earn a profit for capital invested in marketing facilities. They are not operated to perpetuate an inefficient system of marketing, or to encourage unprofitable production. They are not operated to assemble products for the purpose of making unnecessary marketing facilities profitable. Assuredly, they are not operated to reward a few individuals financially, politically or socially. They should be operated for but one purpose—better service to the

farmers. The singleness of purpose is a fundamental test of genuine cooperation.

Cooperative marketing among farmers implies also control of the cooperative organizations by their producer members. It implies democratic control. An organization is not cooperative if controlled by a few men representing only a minority of the patrons, whether these men are producers or non-producers. It would not be cooperative, if it were controlled by an agency of the government. It would not be cooperative if it were set up and operated by a semi-philanthropic organization.

The weakness of an organization set up and operated for the farmers by others involves more than a mere failure to place control in the hands of the men for whom the business is conducted. Whether the business is carried on efficiently or inefficiently, the ultimate effect is to smother rural initiative and self-help.

On the other hand, what the farmers accomplish through cooperation is a permanent contribution to better farm conditions. In developing their own organizations they gain experience and confidence. In acquiring knowledge of marketing problems, they learn to make needed improvements and adjustments in production. Dependence on the Government or on other agencies for direction of so-called cooperative organizations, to my mind, can have but one consequence—deterioration of the business capacity and morale of the producers.—From address by W. M. Jardine, Secretary of Agriculture.

### LUXURY EXPENDITURES

Statistics in regard to estimated expenditures for luxuries in 1924 in the United States are printed in the May issue of the Journal of the National Education Association.

Tobacco	\$1,847,000,000
Theatres, movies, etc.	984,000,000
Soft drinks and ice cream	820,000,000
Candy	689,000,000
Jewelry	453,000,000
Sporting goods, toys, etc.	431,000,000
Perfumes and cosmetics	261,000,000
Chewing gum	87,000,000

These figures are the estimates of the United States Treasury Department. The Research Division of the National Education Association has also estimated the expenditures for luxuries by states.—Information Service.

### TRANSPORTING CHILDREN TO SCHOOL

#### By Motor Bus as of January 1, 1927

In the following table, based on Bus Transportation, the states are ranked according to the number of children transported to school by motor busses. The parallel column shows the number of school busses operated in each state.

North Carolina ranks third in number of children daily transported to school, 87,283; third in number of busses engaged in transporting children to school, 2,317; fourth in number of schools to which children are transported, 814; third in total expenditures on bus transportation, \$1,302,720; and first in miles of route covered daily, 61,869.

Guilford county ranks first in North Carolina in number of pupils transported to school, 3,297; Granville first in number of auto trucks used, 92; while Cumberland leads in daily mileage of all trucks, 1,876, followed closely by Guilford. Thirty-two counties each daily transport 1,000 or more children to school. Ten of these transport more than 2,000 each.

Department of Rural Social-Economics, University of North Carolina.

Rank	State	Number busses	Number children carried	Rank	State	Number busses	Number children carried
1	Indiana	4,000	100,000	24	Colorado	500	10,000
2	Ohio	2,550	90,000	26	Connecticut	400	9,078
3	North Carolina	2,317	87,283	27	Kansas	400	7,500
4	Mississippi	1,750	55,000	27	Kentucky	250	7,500
5	California	1,600	50,000	29	Utah	220	7,200
6	Louisiana	1,190	37,000	30	Illinois	250	6,000
7	Oklahoma	1,000	32,000	30	West Virginia	300	6,000
8	Iowa	1,200	30,000	32	Maryland	250	5,000
9	Virginia	1,080	29,409	32	Idaho	250	5,000
10	Washington	1,119	27,900	32	Wyoming	200	5,000
11	New Jersey	1,000	25,000	32	Nebraska	250	5,000
12	Minnesota	1,000	25,000	36	South Dakota	315	4,725
13	Massachusetts	885	23,000	37	Montana	350	3,500
14	Georgia	600	20,000	38	Arkansas	70	3,080
15	Alabama	629	17,250	39	Arizona	250	3,000
16	Texas	525	15,879	39	New Mexico	200	3,000
17	Pennsylvania	800	15,500	41	Oregon	81	2,845
18	New York	600	15,000	42	Maine	135	2,693
19	Michigan	562	13,724	43	Delaware	110	2,400
20	Florida	450	12,000	44	New Hampshire	225	2,358
20	North Dakota	750	12,000	45	Missouri	75	1,650
22	Tennessee	417	11,892	46	Vermont	75	1,630
23	Wisconsin	1,060	11,879	47	Nevada	50	1,400
24	South Carolina	250	10,000	48	Rhode Island	30	450