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MOTOR-BUS TRANSPORTATION

TRAVEL BY MOTOR BUS

The revolution which has taken place in transportation in the last few years is so close to us that it is hard to gauge its extent or its import. Not only has the automobile replaced the horse and buggy for local travel but a nation-wide system of bus lines cares for a huge volume of long-distance travel. A network of good roads in every state furnishes the basis for an excellent inter-urban and cross-country motor passenger service.

The service is an improvement over that of the railroads in several particulars. The schedule is generally more frequent. It is a cleaner mode of travel. It follows usually a more attractive route as well as one which can reach more points. The railroad must necessarily avoid rapid changes in altitude or deviations from a straight course. The bus suffers no such limitations. That the motor bus has cut heavily into the passenger business of the railroads is unquestioned, but this has not necessarily meant a financial loss to the railroads. The local passenger service is often the least profitable phase of a railroad's business, and the establishment of parallel bus lines has enabled some railroads to discontinue unprofitable accommodation trains. In some cases motor bus lines are operated by the railroads as extensions or feeders.

The most profitable aspect of railroading is generally the freight business and in so far as the bus lines have enabled the roads to concentrate on freight the result has been a gain for them. The electric roads which were engaged mainly in carrying passengers have of course suffered by the competition of the bus lines, and many of them have gone out of business.

Less Heavily Taxed

The bus lines are not subjected to as heavy taxes as the steam and electric railroads have been. In this state they pay a nominal franchise tax, a tax of six percent on gross earnings, and of course the regular gasoline tax. The railroads on the other hand have to purchase a right-of-way and pay a heavy property tax on it annually as well as their franchise and profits taxes. Furthermore they have to build and maintain their own tracks, whereas the buses operate over roads built and maintained by the public. These are not arguments for the higher taxation of bus lines, but they do suggest that with these advantages the motor bus rates might be kept moderately low—or at least so where there is a good volume of traffic.

The table which appears elsewhere in this issue shows the number of motor vehicles operating as common carriers in each state and the miles of route in each state. Altogether there are over 34,000 such carriers and the routes over which they run aggregate 262,000 miles. This latter figure is almost exactly the same as that of the total railway mileage in the United States. In addition to these 34,000 buses operated as common carriers there are over 39,000 private carrier buses in use, mainly school buses, sight-seeing buses, and buses operated by hotels or industrial establishments to carry their own patrons or employes.

Freight Service

No less phenomenal than the growth of the motor passenger service has been the growth in motor freight service. According to the National Automobile Chamber of Commerce there were on July 1, 1927, 272,000 motor truck fleets in the United States engaged in handling freight. While there is an increasing use of motor trucks for long hauls, short-haul trucking predominates. Manufacturers, wholesale dealers, and others find it profitable to maintain a fleet of trucks to distribute their products rather than suffer the delays and risks of shipment by rail. This has also cut into the railroad's business, but again it has been one of the less profitable lines of its business which has been disturbed. The short-haul trade is less profitable to the railroads than the long-haul trade, and they still have an abundance of the latter. Instead of injuring the railways, in many cases at least, the loss of some of the local passenger and freight

traffic, has been a welcome relief. It has relieved a congestion that was becoming serious. No doubt there are some roads which have suffered during the readjustment, but the reorganization of travel facilities and distribution processes in the interest of speed, convenience and economy will benefit everybody in the long run. The automobile has caused or is causing more revolutions—both economic and social—than are generally recognized.

93 MILLIONS IN SCHOOLS

There are at present 6,529 school buildings in North Carolina used by the public school system, at an appraised value of \$93,892,071, which is an increase of 10 percent, or of \$9,850,843, over the previous year, according to State School Facts.

This increase in the value of school property is partly due to the stimulation afforded by the state in providing the three special building funds of \$5,000,000 each, according to School Facts. These funds have enabled county boards of education to borrow money for the erection of the buildings with not less than five rooms, at a rate of interest not always obtainable by local bond issues. The result has been that these funds have aided in the school building activity of several counties rather than complete any particular county program.

The number of school buildings in the state has decreased steadily since 1904-1905, due to the fact that larger and more modern buildings have been replacing the one, two and three-room school houses of former years. As a result, where there were 8,239 school houses in 1905, there are now only 6,529 school buildings. Good roads, which have made possible many consolidations, have played a large part in this decrease.

This is especially true with regard to rural schools for white children. For there are now only 3,763 of these rural schools, whereas in the year 1918-1919, the year when there was the largest number of rural schools for white children, there were 5,532 of these schools, or 1,796 more than at present.

The number of school houses used for colored children remains about the same from year to year, although a slight increase has been shown in the last few years. There are now 2,422 rural schools for colored, compared with 2,393 in 1925-1926 and 2,261 in 1904-1905.

Modern Buildings

The average value of each school building is an index to the type of school buildings now being built. In 1926-1927 the average value of each school house was \$14,380; in 1920 it was \$3,990. The average value of each colored school building has increased from \$978 in 1920 to \$3,598 in 1927.

There are now seven counties which have more than \$1,000,000 each invested in school property. These counties are Buncombe, Robeson, Forsyth, Gaston, Mecklenburg, Johnston and Rutherford. In 1924 there were no counties having an investment of \$1,000,000 in school property.

In the city school system, Asheville ranks first among the eight larger cities in value of school property per child, with \$185.66. High Point is lowest in this group of cities in this respect, with an average of \$181.77 per capita value of school property. The total value of the school property in these eight cities is as follows: Asheville, \$3,630,792; Winston Salem \$3,562,539,990; Greensboro, \$1,500,000; Durham, \$1,647,897; Wilmington, \$919,931; High Point, \$1,029,533.

In the second group of cities, two, Salisbury and Gastonia, are in the \$1,000,000 class. In this group Salisbury has the largest amount, or \$371,791, invested for each child enrolled. Henderson has the smallest amount based on pupils enrolled, or only \$102.

COUNTY PLANNING

"A five-year period crystallized in the minds of an entire county population will harmonize discord, rectify mistakes, wipe out personal difficulties, abate business jealousies, pay debts, strengthen weaknesses, engender hope, re-establish faith, create desire, awaken

LET THERE BE LIGHT

America still has faith in government by consent of the governed; in the unalienable rights of man to life, liberty and pursuit of happiness; in equality of opportunity; in government of the people, by the people and for the people. But America's problems multiply. The clouds gather on the horizon nor do they readily disappear. We must see that the ideals of America are not lost in the clouds and that the clouds themselves are dispelled. There is that which will dispel the clouds and at the same time reveal anew the glory of the ideals of America. The mystic power that drives away the mists and resolves the difficulties of the hour is light. What America needs; what the whole world needs is light—the light which reveals humanity to itself and makes democracy something more than a shibboleth. For the betterment of American citizenship, fiat lux—let there be light, and let it be abundant.—Will C. Wood, former State Superintendent of Public Instruction, California.

activity, attract capital, bring to pass material results and, finally, build personal character, more than fifty years of aimless existence by the same community of people."

This is the sentiment of John W. Greer, Secretary of the Chamber of Commerce of Coffee County, Georgia, originally uttered several years ago, and so often reiterated that finally it kindled the imagination of the whole county with the outcome that an official Five-Year Program for Coffee County, adopted over a year and a half ago, is now reported to be well on the way to realization.

The organizer did not withdraw into solitude and there work out a plan which he thought would be good for everybody. His method was quite different. He inspired the people to make their own program. Three hundred and twenty-two citizens from every part of the county, organized into twenty-five committees, worked on it over a period of eight weeks under the general direction of the Chamber of Commerce.

The major purposes of the program as outlined at the beginning are: "To make the county more profitable and pleasant for those who live in it; to induce others to make their homes with us; to improve morals; to advance education; to increase wealth; to reduce taxes." The major outline of the actually adopted plan includes fifty specific objectives under these general departments: Development of spiritual activities; county-wide welfare work; educational advancement; public health; recreation and amusement; highways; industries; commerce; balanced farming.

"It was accepted as a foregone conclusion that the working together of all the twenty-five committees would result in a common understanding of the problems of all the people, which would in itself be a long step forward. "On the first reading, the average person is inclined to smile at what he would term an 'impossibility,'" said Lawson Kelly, President of the County Chamber of Commerce; "on the second reading his smile will fade, his heart will awaken with a new hope; and on a third reading he will say: 'It's a big job; but it can be done and it's none too big for Coffee County and her 20,000 people to put over.'"

Mr. Greer is not new at unifying the consciousness of a county. He has helped to develop five-year programs in several Georgia counties. Several years ago, he wrote a little book, "Looking Ahead: A Business Romance with a County Plan," which contains specifications and justifications for county-wide thinking and action, and constitutes a much more definite working program than it is possible to suggest in this brief item.—The American City.

NEGRO SELF-EXPRESSION

The untouched picture of the American Negro's cultural development during the decade immediately following the Great War has nowhere, so far as I know, been presented so directly and effectively as in the story of self-expression revealed in the major writing

of contemporary Negro authors. And the story is convincing and satisfying. It is vivid, factual and objective. It has the advantage of being artistic and it does not confuse or identify racial traits with cultural forms. Presentation in this form also eliminates the common liabilities found in the human factors of prejudice, limited observation, and inadequate knowledge.

The turn of a century, the rise of an epoch, the aftermath of a conflict, the stirrings of a social process—these are always of importance in their elemental significance to people and nation. This is particularly true of the Negro. In no aspect of the American scene has recent transformation been more marked or development more accelerated perhaps than that in which the intellectual Negro has played his part. To say that it is an unusual record is commonplace. Professor Robert E. Park has referred to this renaissance as a new philosophy of life, a rational basis of new hopes, new attitudes and new racial and social traits. It is important, therefore, he thinks, to judge Negro literature as an "integral part of a single tradition, and as a unique collective experience."

Dr. Locke has well referred to the new expression as a sort of composite picture of the new Negro mind and spirit reflecting its influence upon Negro life. It is, of course, not entirely new. It is a development, a summation. It is old and it is new. It is exceptional and it is also representative as may well be seen from the remarkably large number of younger Negroes who have felt the creative urge. From every state, in every walk of life they have tried. They have failed and they have succeeded.

One may look at the picture and report some of the things which he thinks he sees there. Literary portraits reflecting a new realism. A new frankness and courage to face facts without fear, excitement, or apologies. Pride and artistry in the rediscovery and interpretation of a rich folk-background of the race. Acclaim of youthful authors, valued and valuable, but not infallible or supremely mature. A remarkable quantitative achievement, yet expecting a qualitative sequel. A new understanding of the challenge to achieve universal, as well as racial, standards of excellence. Race consciousness and urge alongside integral participation in American life and cultural development. A race and a national epoch. The promise of balance and poise in an over-enthusiastic and

highly charged atmosphere. A new tolerance, charity, and patience. A mellowed bitterness. A mature vision of racial cooperation, race development and understanding. A new outlook and with it a new zest, well tempered by the twin forces of opportunity and obligation.—Howard W. Odum.

A COUNTY GEOGRAPHY

A master's thesis recently submitted to the Department of Rural Social-Economics at the University is entitled: The Economic and Social Foundations and Possibilities of Caldwell County, North Carolina. It is the work of Columbus Andrews, a former teacher in Caldwell county.

It is a comprehensive survey of the history, geography, resources, institutions and problems of Caldwell county. Part One, which deals with the economic and social foundations of the county, is mainly descriptive. It includes a chapter each on historical background, natural resources, population, agriculture, industry, schools, churches, other institutions and agencies, and present town-country relationships. In the last-mentioned chapter particular attention is given to the relation of Lenoir, the county-seat, to the rest of the county. The survey reveals that Lenoir is not qualifying fully as a trade and culture center and that there is not complete harmony between the town and the countryside.

In Part Two an effort is made to point out the possibilities of the county. Under the head of economic possibilities are listed: (1) sufficient production of staple foods and feedstuffs to make the county self-feeding; (2) the development of local markets; and (3) cooperative activities such as cooperative creameries, cooperative credit agencies, and cooperative power plants. The social possibilities of the county, it is pointed out, are infinitely greater than the economic and vastly more difficult to realize. The newspaper, the church, and the school are recognized as the agencies which must foster the socialization of the county. A suggested school program includes: (1) the completion of the consolidation program; (2) equalization of educational opportunity; and (3) a county-wide library service. The program for the church includes consolidation of rural churches within denominational lines, pastors' homes with a few acres of land adjoining, and a ministry trained for and devoted to rural work. The newspaper should be the promotion organ for all phases of economic and social advancement.

The full thesis will not be published, or at least not at present, but Mr. Andrews has condensed the descriptive part of his work into a county geography supplement, which is being published through the generosity of two Caldwell county citizens and will be available for use in the schools of the county.

BUSES AS COMMON CARRIERS

Number of Vehicles and Miles of Route, Jan. 1, 1928

The following table shows the number of buses operated as common carriers, together with the mileage of the routes, in each of the states on January 1, 1928. The table is prepared from information supplied by the National Automobile Chamber of Commerce.

There are in the United States 7,102 companies operating 34,424 motor vehicles over 262,845 miles of route. Of the total number of vehicles, 29,935 are buses and 4,488 are touring cars. About one percent of the lines are operated by steam railroad companies, about four percent by electric railway companies, and over 95 percent by independent motor carriers.

The states are ranked according to the mileage of routes, Texas, the largest state, leading with the greatest mileage, 19,799. Missouri is second with 14,468 miles, and Ohio third with 13,716. The small state of Delaware has a total of only 227 miles. New Jersey has the largest number of vehicles in operation but most of them serve very short routes.

North Carolina has 116 companies, all but eight of which are independent of steam or electric railway companies. They operate 572 vehicles over routes which total 5,181 miles.

Department of Rural Social-Economics, University of North Carolina

Rank	State	Number of vehicles	Miles of route	Rank	State	Number of vehicles	Miles of route
1	Texas	954	19,799	25	Arkansas	292	4,548
2	Missouri	778	14,468	26	Louisiana	491	4,347
3	Ohio	2,026	13,716	27	Iowa	252	4,045
4	Kansas	413	12,388	28	South Dakota	100	3,636
5	New York	2,312	12,239	29	Maine	262	3,563
6	Oregon	844	10,167	30	Idaho	113	3,500
7	Pennsylvania	2,653	9,900	31	Maryland	834	3,249
8	Michigan	1,968	9,225	32	Florida	522	3,229
9	Massachusetts	1,557	8,896	33	Arizona	278	3,032
10	Oklahoma	426	8,636	34	West Virginia	479	2,631
11	Colorado	669	8,337	35	Nebraska	193	2,494
12	Indiana	1,204	7,906	36	South Carolina	162	2,222
13	California	2,319	7,202	37	Utah	222	2,101
14	New Jersey	3,573	7,095	38	Connecticut	681	2,082
15	Minnesota	571	6,781	39	Mississippi	93	2,033
16	Virginia	599	6,208	40	North Dakota	71	1,903
17	Illinois	1,695	5,834	41	Montana	69	1,870
18	Tennessee	487	5,695	42	Wyoming	62	1,671
19	Georgia	306	5,472	43	Rhode Island	269	1,639
20	North Carolina	572	5,181	44	New Mexico	145	1,409
21	Kentucky	604	5,103	45	Vermont	108	1,266
22	Wisconsin	622	4,955	46	Nevada	132	1,281
23	Washington	729	4,739	47	New Hampshire	60	409
24	Alabama	217	4,643	48	Delaware	76	227