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THE UNIVERSITY OF NORTH CAROLINA NEWS LETTER

Published Weekly by the University of North Carolina for the University Extension Division.

AUGUST 22, 1928

CHAPEL HILL, N. C.
THE UNIVERSITY OF NORTH CAROLINA PRESS

VOL. XIV, No. 41

Editorial Board: E. C. Branson, S. H. Hobbs, Jr., P. W. Wager, L. R. Wilson, E. W. Knight, D. D. Carroll, H. W. Odum. Entered as second-class matter November 14, 1914, at the Postoffice at Chapel Hill, N. C., under the act of August 24, 1918.

COST OF TRANSPORTING PUPILS

COST OF TRANSPORTATION

The table which appears elsewhere presents additional facts concerning the cost of transporting children to consolidated schools. In the issue for last week appeared a table showing the cost of transporting school children on a per pupil basis. The table which appears elsewhere in this issue shows the average annual cost per mile of total school route. An accompanying column shows the total mileage covered daily by the school buses of each county.

During the school year 1926-27 there were 2,850 school buses engaged in transporting white children to consolidated schools. These vehicles covered a daily route of 68,334 miles, at an average annual cost of \$23.00 per mile.

According to the available data Cabarrus county had the lowest average annual cost, the amount being \$7.35 per mile for the 389 miles covered daily by her 19 vehicles. New Hanover employed 9 vehicles which covered a daily route of 88 miles at an average annual cost of \$156.81 per mile. The cost for New Hanover is excessively high and is perhaps due to some special reason. But if New Hanover is omitted, the range in cost per mile of operating school buses is a very wide one. Again we confess that we do not know the explanations, and suggest that the subject is worthy of a thorough-going investigation.

Cost Varies Widely

A study of the table shows that a large majority of the counties with a per mile cost below the state average are in the southern half of the state, extending from the coast up to the Blue Ridge. In this whole area there are only three or four counties whose costs are above the state average. The southern half of the Coastal Plains area and most of the Piedmont counties show relatively low costs per mile.

The counties with a high per mile cost include nearly all of the mountain country, ten counties in the Tidewater area, three in the Coastal Plains area, and one Piedmont county. These are generally counties with poor roads, sparse population, and a small number of school buses. However, there are several exceptions to this rule, as there are to any rule that one tries to formulate on the cost of transporting children to school.

It is interesting to note that while the southern half of the Coastal Plains shows a low cost per mile, the northern half shows a relatively high cost. Stretching all the way from Alamance on the west to Warren on the north and down to Carteret is a string of sixteen counties whose per mile cost of operating school buses is considerably above the state average. Why this is so we are unable to answer.

In transporting children to consolidated schools North Carolina almost leads in the United States. The system has grown up almost overnight. Each county has its own practices, the best of which need to be copied by others. One county transports children at less than a tenth the cost in another county. This wide range in reported costs is well worth studying.

FRIGHTFUL DEATH RATES

The reports received by the Vital Statistics Department of the North Carolina State Board of Health for the year 1926 show an increase in both maternal and infant mortality in this state occurring that year, compared to the year 1925.

In the year 1925, 6,591 babies died in North Carolina before reaching the end of their first year of life. In the year 1926, 6,792 babies died before the end of their first year. To present it another way, slightly more than 82 of each 1,000 babies born in the state that year died before they were one year of age. As might be expected, the maternal mortality kept pace accordingly. A comparison of the number of deaths for the two years shows that in 1925, 690 mothers died as a direct result of childbirth, or so reported to the Vital Statistics Department. In 1926, 718 mothers were recorded as sacrificing their lives to the perpetuation of

THE UNKNOWN TEACHER

I sing the praise of the unknown teachers. Great generals win campaigns, but it is the unknown soldier who wins the war. Famous educators plan new systems of pedagogy but it is the unknown teacher who delivers and guides the young. For him no trumpets blare, no chariots wait, no golden decorations are decreed. He keeps the watch along the borders of darkness and makes the attack on the trenches of ignorance and folly. Patient in his daily duty, he strives to conquer the evil powers which are the enemies of youth. He awakens sleeping spirits. He quickens the indolent, encourages the eager and steadies the unstable. He communicates his own joy in learning and shares with boys and girls the best treasures of his mind. He lights many candles which, in later years, will shine back to cheer him. This is his reward. Knowledge may be gained from books, but the love of knowledge can be transmitted only by personal contact. No one has deserved better of the Republic than the unknown teacher.—Dr. Henry Van Dyke.

place and aggregate active spindle hours for the principal textile states for June, 1928.

State	Spindles in place (000 omitted)	Active spindle hours (000 omitted)
South Carolina.....	5,484	1,674,899
North Carolina.....	6,181	1,654,937
Massachusetts.....	9,543	938,817
Georgia.....	3,076	868,223
Alabama.....	1,617	427,897
Rhode Island.....	2,333	377,891
Connecticut.....	1,123	203,377
New Hampshire.....	1,415	201,926
Tennessee.....	604	170,888
Maine.....	1,106	154,055
New York.....	837	122,136
Virginia.....	711	119,684
Cotton states.....	18,481	5,110,467
All others.....	17,263	2,117,259

FISH CATCH INCREASES

Coastal waters yielded the greatest profusion of fish to North Carolina commercial fishermen during the biennium ending June 30 of this year that has been recorded for years.

Figures made public from a report of Capt. J. A. Nelson, fisheries commissioner, show a total catch of 46,159,610 pounds of food fish (exclusive of shellfish) for the two-year period, or a gain of 14,089,845 pounds or more than 40 percent over the preceding biennium.

The value of the food fish, although not experiencing the same proportionate increase as was shown in volume, jumped almost half a million dollars, the 1924-26 valuation being set at \$2,675,481 and in 1926-28 at \$3,124,156. Both bienniums showed substantial gains over 1922-24, when the total catch was reported to be 26,285,618 pounds, figured to have a value of \$2,251,373.

Black Bass Scarce

With but few exceptions, increased catches were reported for virtually all of the principal varieties of food fish. The most notable exception was the black bass, which demonstrated forcibly the damage being wrought to the industry by the descent of salt-water into the fresh-water fishing grounds of Currituck Sound, hitherto known as the leading producer of this fish in the country.

The greatest increase in catch of any variety was with the croaker, the yield for the last biennium being more than three times as great as for the preceding period. A total of 9,494,736 pounds were taken as compared with 3,140,374 in 1924-26, and their value rose from \$78,181 to \$198,889.

Next in volume of production to the croaker was the herring, 8,041,379 pounds being hauled in during the last biennium and 5,849,628 the previous one.

The most valuable of all catches was the shad. The worth of this fish was fixed at \$1,103,673 for the last two years and for the preceding period it was \$902,229.

Some of the largest productions of the various varieties of food fish as set forth in the report include: trout, 7,681,098 pounds; mullets, 5,126,220; bluefish, 1,674,115; spots, 1,912,190; and butters, 1,163,363.—News and Observer.

FARM ELECTRIFICATION

Farm electrification is a proven success. Statistics on the Red Wing, Minnesota, experimental rural line show that future prosperity and emancipation from hard work for the farmer is going to come through use of electricity.

Continuous records are available for the five farms served during the experiment over a period of four years. At the end of this time it was found that revenue had increased 42.9 percent over 1924, when electricity first was employed, and that investment had increased but 8.8 percent. Operating expense actually declined 3.6 percent. Dairy products in 1927 gave 86.7 percent more revenue than in 1924, and poultry products 88 percent more. And the total electric bill for five farms in 1927 was \$886.54.

This is but the bare skeleton of the many results of the experiment. It has demonstrated conclusively that electricity will pay its own way on the farm, when properly used, and do a

great deal more besides. As a comfort in the farm home, raising the level of living, and as a labor, time and money saver in the business end, it is fast becoming the accepted thing. It is safe to say that in the not distant future farm electrification will be necessary and indispensable.—Durham Herald.

FURNITURE OUTPUT

Furniture factories of North Carolina increased their output during 1927 by more than 5 percent over 1926, or from a total of \$51,208,238 to \$53,551,221, according to preliminary figures for the last biennial census of manufacturing being taken by the State Department of Conservation and Development in cooperation with the U. S. Bureau of the Census.

In the interval between the census periods, the number of factories in the state increased from 127 in 1925 to 143 last year. The number of wage earners in the furniture industry increased in the two years by more than 8 percent, or from 13,567 to 14,521.

The furniture workers received \$1,686,213 more in wages in 1927 than they did two years previously, the total of the payrolls being \$12,439,190 last year in comparison with \$10,752,977 two years earlier. Materials that were used in the production of furniture were valued at \$27,792,378 in 1927, and \$24,944,905 in 1925.

That the wages of the workers were generally higher is shown by the fact that while the number of workers was increasing only 8 percent, the total payrolls had grown by more than 14 percent.—News and Observer.

COST OF TRANSPORTING CHILDREN TO SCHOOL, 1926-27

Average Annual Cost per Mile of School Bus Route

In the following table, based on State School Facts, Vol. IV, No. 21, the counties are ranked according to the average annual cost per mile of school bus route to transport white children to consolidated schools during the school year 1926-27. The parallel column gives the total daily mileage of all vehicles for each county.

Cabarrus county used 19 vehicles whose daily mileage aggregated 389, with an average annual cost per mile of \$7.35. According to the data New Hanover's 9 vehicles covered 88 miles daily at an average annual cost of \$156.81 per mile.

The state total of vehicles used to transport white pupils to school was 2,850. These vehicles covered 68,334 miles daily at an average annual cost per mile of \$23.00.

Department of Rural Social-Economics, University of North Carolina

Rank	County	Daily mile- age of all vehi- cles	Aver- age annual cost per mile	Rank	County	Daily mile- age of all vehi- cles	Aver- age annual cost per mile
1	Cabarrus.....	389	\$ 7.35	51	Jones.....	559	\$24.75
2	Rockingham.....	2,453	9.55	52	Pender.....	859	24.99
3	Mitchell.....	420	10.17	53	Orange.....	705	25.08
4	Sampson.....	1,566	11.77	54	Craven.....	612	25.39
5	Greene.....	852	13.52	55	Cherokee.....	62	25.56
6	Davidson.....	1,309	13.58	56	Chatam.....	618	25.88
7	Richmond.....	782	13.72	57	Edgecombe.....	1,452	26.20
8	Beaufort.....	1,075	14.15	58	Anson.....	789	26.27
9	Perquimans.....	385	14.28	59	Granville.....	1,439	26.57
10	Chowan.....	92	14.64	60	Avery.....	265	26.84
11	Cleveland.....	844	14.79	61	Warren.....	763	27.03
12	Lincoln.....	613	14.91	62	Nash.....	811	27.58
13	Onslow.....	734	15.35	63	Gaston.....	720	28.17
14	Martin.....	536	15.83	64	Durham.....	851	28.85
15	Caswell.....	717	15.96	65	Madison.....	843	29.76
16	Randolph.....	676	16.40	66	Alexander.....	138	29.80
17	Union.....	525	16.47	67	Clay.....	58	30.16
18	Bertie.....	781	16.92	68	Wilkes.....	296	30.68
19	Gates.....	425	17.18	69	Pamlico.....	305	31.01
20	Brunswick.....	218	17.68	70	Polk.....	287	32.12
21	Guilford.....	1,869	17.74	71	Alamance.....	345	32.24
22	Montgomery.....	1,089	18.04	72	McDowell.....	360	32.91
23	Robeson.....	1,616	18.05	73	Pitt.....	874	33.54
24	Johnston.....	1,643	18.39	74	Carteret.....	342	33.64
25	Iredell.....	1,024	18.61	75	Hertford.....	380	34.14
26	Caldwell.....	300	18.75	76	Franklin.....	618	35.12
27	Duplin.....	1,198	18.76	77	Buncombe.....	1,341	35.29
28	Lenoir.....	993	18.82	78	Yadkin.....	67	36.46
29	Forsyth.....	1,444	19.27	79	Camden.....	160	36.49
30	Stokes.....	613	19.46	80	Halifax.....	677	36.78
31	Rutherford.....	1,838	20.09	81	Wake.....	1,224	36.86
32	Stanly.....	1,079	20.25	82	Wayne.....	1,090	37.20
33	Davie.....	477	20.32	83	Transylvania.....	192	37.29
34	Columbus.....	1,362	20.34	84	Currituck.....	574	37.94
35	Hoke.....	352	20.36	85	Rowan.....	320	38.77
36	Lee.....	365	20.74	86	Hyde.....	245	38.87
37	Wilson.....	1,707	20.98	87	Watauga.....	94	43.04
38	Pasquotank.....	529	21.20	88	Graham.....	96	44.50
39	Northampton.....	696	21.34	89	Henderson.....	320	44.62
40	Cumberland.....	1,900	21.44	90	Dare.....	78	45.63
41	Scotland.....	600	21.47	91	Yancey.....	60	51.21
42	Surry.....	663	21.57	92	Macon.....	74	58.71
43	Moore.....	1,058	22.17	93	Swain.....	63	59.87
44	Catawba.....	1,211	22.50	94	Jackson.....	190	62.73
45	Harnett.....	1,163	22.73	95	Ashe.....	66	64.27
46	Person.....	672	22.78	96	Tyrrell.....	60	65.93
47	Burke.....	542	23.30	97	Vance.....	312	70.73
48	Haywood.....	342	23.74	98	Washington.....	80	82.77
49	Mecklenburg.....	1,179	24.62	99	New Hanover.....	88	156.81
50	Bladen.....	1,074	24.67	100	Alleghany.....		