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BUYING CARS IN CAROLINA

COUNTY TRAINING SCHOOLS

There is a constant demand for more than two thousand recruits every year for the schools of North Carolina, but only a very small part of these are being trained and prepared for this important work. It is evident, therefore, that all the educational institutions of the state need to increase their interest in teacher training, and that the state should provide at once other facilities for supplying the teachers seriously needed for her army of nearly 850,000 children of school age.

The need for more and better teachers felt in all the counties of the state at this time. And the need is for the preparation of teachers for the rural school. Eighty percent of the entire rural population are rural. And the rural school is known to be deficient in the skill of its teachers, although it is admitted on all sides that the boys and girls of the country regions are entitled to good and effective instruction as the boys and girls of the town and city enjoy.

Whether we wish to admit it or not, it seems that the time has come for the county to face its increased individual responsibility in seeking out and training its own teachers. The task is now peculiarly the county's and must continue until the state meets the obligation fully.

The promising young people of the county must be sought out and provision made in some way to be made for training them for teaching in the rural school. The source of supply would thus be increased and by the kind of teachers who could be trained to give very effective instruction to the thousands of country boys and girls for whom educational opportunity is not now provided. As a companion measure for providing equality of opportunity better salaries must be provided. Such provision will in a short time prevent teaching from being an attractive profession or vocation, and only this way will the best minds be attracted to this, the most important work of a democracy, the proper education of children.

The Advantages

The plan of the state board of education to cooperate in the establishment of county training schools should be encouraged and so expanded that teacher training schools can be set up in all the counties of the state. Among the advantages of such schools are the following:

1. Most of the students in such schools will be from the country and familiar with country life. Their experience will be valuable for teaching in the rural schools.
2. The training school will have the single purpose of preparing and training young men and women for the specific work of teaching rural schools and the betterment and enrichment of rural life in general. It will have the definiteness of purpose so often lacking in other educational institutions.

3. It will be a local institution and therefore able to adapt its work to the specific needs of the county it is set up to serve.

4. It will become an aid and ally to the county superintendent and board of education, enabling those officials to promote systematic educational advancement in the county.

5. Unhampered by the higher institutions the county training school will be free to arrange its own program so as to give the best preparation and training to the prospective teachers.

6. It will seek to bring all possible influence to bear upon the improvement of elementary education for the country children; to train the teachers to use the best time of these children to the best advantage; so that they may be, as far as possible, prepared for life in its different phases. This will mean a better understanding of the nature and the purpose of the various school subjects to be taught.

7. It will also seek to help improve the life of the country generally. The young people taught in the training school will be trained to become skillful in cooperating with the people of the country and in helpfully assisting them to bring about the improvement and betterment desired.—E. W. K.

THE MENACES OF TENANCY

The North Carolina Club of the university turned its batteries on tenancy last night and at the end of the battle the defensive works of the system that protects tenancy were smashed worse than the Hindenburg line. The meeting, on the general subject of home and farm ownership, was in line with the year's work of the club in the formulation of a reconstruction plan for the state.

To the present system of farm tenancy were laid most of the evils of farm life. And yet "to those exceptional farmers who have a desire to own their own homes," said Myron Green, of Marshville, chairman of the committee submitting recommendations, "our present system offers little encouragement, but rather discourages farm ownership. To the industrial laborer who desires to own his own home we likewise offer no encouragement except in a few rare instances."

Constructive Remedies

Specific recommendations submitted to the club to remedy the situation were (1) a progressive or graduated land tax similar to that of New Zealand; (2) an improved system of rural credits; (3) a written contract between the landlord and the lessee; (4) long term leases; (5) the adoption of a crop-lien reading in terms of food and feed crops as well as money crops.

In North Carolina 52 percent of all dwellings are occupied by tenants, said W. R. Kirkman, of Pleasant Garden. Of the 1,180,000 tenants in the state, one-third are white, two-thirds colored. Where the city population is most highly developed, the ratio of home ownership is low. Greensboro makes the best showing of any city in the state, but even there 62 percent of the people live in rented buildings. In Asheville, Charlotte, and Wilmington the proportion is 67 percent. In Raleigh 70 percent are homeowners; in Durham 71 percent; and in Winston-Salem 72 percent.

The farm tenant is the state's agricultural liability. For years he has been robbing the soil of its fertility. He moves from one farm to another, leaving in his wake impoverished land, abandoned farms, and a train of economic evils that soon must be remedied or grave economic consequences will follow.

A Church Problem

The effects of tenancy on social conditions are always bad. The tenants in our farm regions have no stake in the land and are tethered to no locality by the ties of ownership. They are forever moving from farm to farm and cannot be identified with any community. Upon an average one-half the farm tenants of the south move every year. This state of affairs makes it impossible to develop an abiding interest in schools and churches and good roads and in local law and order. As a result wherever we find excessive tenancy we find undue illiteracy. The children of tenant farmers change teachers and schools so much that they soon drop out. Tenancy breeds illiteracy and illiteracy breeds tenancy.

Mr. Kirkman pointed out the fact that where tenancy was high, church membership invariably was low. "The great task of the church today in the field of home missions," he said, "is to set itself to the task of destroying tenancy and illiteracy, or tenancy and illiteracy will reduce the church to a minimum in our country regions.—Greensboro News.

BUYING CARS IN CAROLINA

Interest in automobiles and motor trucks is uppermost in every nook and corner of the Union. Enthusiasm for motor stock in Wall Street is at a maximum because purchases of motor cars are limited only by the factors that limit production, and production is now increasing by leaps and bounds. Old concerns are expanding and new concerns are rapidly being established, yet the demands of purchasers cannot be met. Indeed the output of most motor car factories for months ahead is already sold.

The motor car as a means of rapid, convenient, inexpensive transportation has come to be generally recognized, and it is spreading consternation in railroad and street car circles.

The motor truck is multiplying even

COUNTRY COMFORTS

Of all men the farmer lives most in his home. His home and his business are so interlocked as to make it quite impossible to say where the one leaves off and the other begins. The farmer has been working long for land. He proposes now to be housed comfortably. He proposes that his wife shall have some of the comforts and conveniences of housekeeping and he challenges the world to produce a housekeeper who more richly deserves them.

Is there any man who labors as continuously and carries as unremitting responsibility as the farmer, and is there any other housekeeper who works as long hours for three hundred and sixty-five days in the year as does the farmer's wife?

The answer to all these questions is: We are going to have the modern conveniences for the farmer's wife, who for the most part does her own work and is nurse, cook and laundry maid as well as mother and waiter extraordinary. We are going to have these things for her whether we can afford them or not, and the cost is going into the overhead.

Not luxury but comfort is to be the slogan for American agriculture, and at last we are organized to secure it. Partly by education and partly by increased outlay a more comfortable life is coming to the farm.—Dean E. Davenport, in the Country Gentleman.

faster than the motor car. The truck has been wonderfully perfected. It has demonstrated its superiority over the railroad as a means of short haul transportation in thickly populated areas. Motor truck-line corporations and companies are springing up all over the country, and they are rapidly solving the problem of quick haul transportation between neighboring towns and cities. The motor truck is also rapidly coming into use on the farms, especially in the north and west, for farm uses and for marketing farm products.

Automobile Density

Elsewhere in this issue of the News Letter is published a table ranking the states of the Union according to the number of inhabitants per automobile. At the close of the year 1919 there were 7,600,000 automobiles officially registered in the United States. This means that there is one car for every 14 persons, or slightly more than one car to every third family in the Union!

Iowa and Nebraska with an automobile for every six persons, or nearly one for every family, lead the states in automobile density. Alabama, with one car for every 40 people, tails the list. By groups, the Pacific slope states, with one car for every 8 people, lead in automobile density. This group is followed by the far west with one car for every 9 persons. There is one car for every 10 persons in the mid-west, one for every 15 persons in the New England states, and one car for every 22 persons in the south.

Where the South Leads

The prosperous, sunny south has only one car for every 22 persons, yet its absorption of automobiles in recent years outstrips that of every other section. For instance, Missouri had 245,000 cars at the end of 1919, or five times the total of five years before. Georgia's registration has grown from 9,000 in 1914 to 130,000 in 1919. The southern states have made five-year gains ranging all the way from 500 percent in Louisiana to 1100 percent in Kentucky.

The density of automobiles plainly tallies with per capita country wealth. Thus, Iowa, the richest state in per capita country wealth, leads in automobile density, while Alabama, one of the poorest states in country wealth, tails the list. The groups that are richest in per capita country wealth lead in motor car density, while the southern states, which are the poorest states in per capita country wealth, make the poorest showing in automobile density. The point is, we have fewer machines in the south, but we are now buying more than in any other section of the Union.

COUNTRY HOME CONVENIENCES

LETTER SERIES No. 1

ELECTRIC LIGHT AND POWER

Since the University of North Carolina in collaboration with the State Highway Commission has been supplying free service to the rural communities of the state a large number of requests have been received asking for assistance in the selection of both water and gas engine power plants.

A Matter of Arithmetic

Until recently the use of electricity for light and power has been confined to the towns and cities due to the high cost of transmitting electricity from the power plants in the towns to the widely scattered rural communities. Since the improvement of gasoline and kerosene engines and the introduction of a more efficient light, the Mazda lamp, the small electric generating system has become an economic possibility, and a large number of small plants have been installed to supply light and power for the home and surrounding buildings.

When possible to obtain electric power from a city plant at a reasonable rate and without too high an initial investment in poles, wires, transformers, etc., it is usually cheaper in the end to do so rather than install a small generating plant. While the cost of gasoline will not be too great, the initial investment necessary to install a small individual plant and the cost of its upkeep will make it more expensive.

Automobiles in Carolina

At the close of last year, 109,000 automobiles were registered in North Carolina, and registration is now going on at the rate of more than 200 per week-day. Which means that by the end of the present fiscal year we shall have in North Carolina 150,000 or more automobiles. Very likely more, as applications for license are increasing even during the winter months, and we may safely expect a still greater increase when the spring opens.

Today we have nine times as many automobiles in this state as we had in 1914. Think of it, a 9-fold gain in five years!

Here is another proof of the fact that we have grown rich almost overnight in North Carolina. High prices for farm and factory products during these last five years have brought untold prosperity to both our farm and city populations. We have more money than ever before, and having it we are spending it, either wisely or foolishly—but we are spending it nevertheless.

The automobile has established a place for itself in the transportation system of North Carolina as well as in the other states of the Nation. Only a few years ago it was looked upon as a luxury for the rich. Today it is a commonplace convenience for all. While only 5 years ago there was just one automobile for every

Gas-Driven Plants

The essential parts of a small engine-driven electric plant are, a gas engine, an electric generator, a switch board with necessary instruments, and a storage battery to store the current for use when the plant is not being operated.

Although the earlier form consisted of an engine belted to the generator the more recent type has the gas engine and generator built into one unit and both connected to the same shaft instead of driven by a belt.

The direct connected plant is usually self-starting similar to that of an automobile and will run until the storage battery is fully charged, then stops automatically. Current for light or motors is then supplied by the battery as needed. The plant need be run only a few times a week to recharge the battery or when the current required is greater than the capacity of the battery.

The voltage of the plant should be considered in each case. For the farm or country home the 32-volt plant with 16 cells is preferable to the 110 volts of the city which would require 55 cells, for the cost and upkeep of a battery is about proportional to the number of cells.

Due to the burning of the fuel in the cylinders of the engine either an air or water-cooled engine must be employed. Each has its advantages and disadvantages. However plants of each type are being manufactured and operate with equal satisfaction.—J. H. M.

214 people in this state, today there is one for every 23 people, or slightly more than one car for every five families, both races counted. Our farms are dotted with them and our town and city streets are almost congested. The automobile is rapidly displacing the horse and mule as a means of travel on our farms. It is solving the problem of rural isolation. The truck is coming rapidly into use to displace the railroad in short hauls of small freights between neighboring towns. In North Carolina as well as in the other states, the automobile and the motor truck have come to be common conveniences and necessities on our farms and in our cities alike.

Our wealth in automobiles is now some 90 million dollars, almost all of it accumulated during the last ten years.

We have more than twice as much money invested in motor cars as in schools of every grade and church buildings of every sort. We are buying new cars at the rate of \$100,000 a day counting Sundays.

Suppose we were investing at this rate in primary schools, high schools, farm life schools, technical training schools of all sorts, church schools, and the University—just suppose we were!

The supposition starts visions of North Carolina leading the Union in two dozen essential particulars of high-grade civilization!—S. H. Hobbs, Jr.

AUTOMOBILES IN THE UNITED STATES

Covering the Year 1919

Based on Official Reports by States by the Boston News Bureau and the Census Bureau Estimates of Population.

University of North Carolina,

S. H. Hobbs, Jr.

Average for the United States is one automobile for every 14 inhabitants.

Rank	States	Inhabitants Per Auto	Rank	States	Inhabitants Per Auto
1	Iowa	6	25	Illinois	14
1	Nebraska	6	25	Maine	14
3	South Dakota	7	25	Texas	14
3	California	7	25	Missouri	14
3	Kansas	7	29	New Hampshire	16
6	Montana	8	29	Oklahoma	16
7	Wyoming	9	29	Florida	16
7	Colorado	9	32	Massachusetts	17
7	Minnesota	9	32	Rhode Island	17
10	Ohio	10	32	New Jersey	17
10	Michigan	10	35	Pennsylvania	19
10	North Dakota	10	36	New York	20
10	Washington	10	37	New Mexico	22
10	Arizona	10	37	Georgia	22
15	Indiana	11	37	South Carolina	22
15	Wisconsin	11	40	North Carolina	23
15	Oregon	11	41	Virginia	24
15	Idaho	11	42	Kentucky	26
19	Maryland	12	43	Tennessee	28
20	Utah	13	44	West Virginia	29
20	Connecticut	13	45	Arkansas	36
20	Vermont	13	46	Louisiana	38
20	Delaware	13	47	Mississippi	39
20	Nevada	13	48	Alabama	40