

THE UNIVERSITY OF NORTH CAROLINA NEWS LETTER

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

The news in this publication
is released for the
press on receipt.

JULY 26, 1922

CHAPEL HILL, N. C.

VOL. VIII, NO. 36

Editorial Board: E. C. Branson, S. E. Hobbs, Jr., L. R. Wilson, E. W. Knight, D. D. Carroll, J. B. Bullitt, R. W. Odum. Entered as second-class matter November 14, 1914, at the Postoffice at Chapel Hill, N. C., under the act of August 24, 1912.

MOTOR CARS IN NORTH CAROLINA

FARM-LIFE CONVENTION

The Farmers' and Farm Women's State Convention at the State A. and E. College, Raleigh, August 1, 2, 3.

Tuesday August 1. Get-together Day. Stirring speeches, followed at night by a community sing and free punch.

Wednesday August 2. Country-Life Day—the Home, the School, the Church, Good Literature. Livestock and Horticulture. Followed by a play at night.

Thursday August 3. Cooperative Marketing and Combatting the Boll Weevil. Addresses by representatives of the Cooperative Cotton Marketing Association, the Tri-State Tobacco Growers, the Peanut Growers' Exchange, the Truck Growers, the Peach Growers, the State Bee Keepers' Association, the Farm Bureau Federation.

Daily demonstration of the Radio, and Cotton Dusting.

Reduced railroad fares and 50-cent meals at the State College make this an opportunity for the farmer to go and take his family for an outing that will be entertaining, instructive, and economical. Lodging is free, but sheets, pillow slips, and toilet articles must be brought along by the guests.

Speakers

Out-of-state speakers: Henry Ford (invited); Hon. A. F. Lever, author of the Smith-Lever bill; Hon. Henry C. Stuart, Ex-Governor of Virginia; H. S. Mobley, International Harvesting Company; Roland Turner, General Agricultural Agent Southern Railway; J. R. Howard, Pres. Farm Bureau Federation; Mrs. Charles Schuttler, of Ohio.

Home-state speakers: Hon. Robert N. Page, Ex-M. C.; E. C. Branson, Professor Rural Social Science, University of N. C.; F. P. Latham, State Board of Agriculture; G. A. Norwood, Pres. Tobacco Growers' Association.

Raleigh speakers: Hon. Cameron Morrison, Governor; Dr. Clarence Poe, Editor Progressive Farmer; Dr. E. C. Brooks, State Supt. Public Instruction; Dr. B. W. Kilgore, Director of the Extension Service, and several very able speakers within the organization.

MOTOR CARS GALORE

One car for every 17 inhabitants in North Carolina on an average, both races counted; 148,627 all told three months before the registration year closed on June 30 last. Which is right around one car for every three families in the state.

Five times as many cars accumulated in ten years in North Carolina, in proportion to population, as in Great Britain with all the wealth she has accumulated in ten centuries.

And yet with all our cars, thirty-nine states have more and only eight states have fewer, in ratio to total population.

If buying cars is a sign of prosperity, we are richer in 1921-22 than we were in 1920—richer by nearly eight thousand cars. We are even richer than we were in the flush times of 1919—richer by thirty-eight thousand cars.

Twenty million dollars' worth of brand new cars bought in North Carolina during the last three years, supposing that their average cost was \$600 apiece.

Counting the new cars exchanged for old cars during the last three years, the grand total of new cars acquired during this period is right around 100,000.

Rich Motor Car Areas

Guilford far and away leads the state. It is the only county in North Carolina that rises above the average of the United States as a whole, with one car for every 9.3 inhabitants, against 10.3 in the country-at-large. It leads Mecklenburg, its closest competitor, by nearly 1,500 cars, and Forsyth by nearly 2,500 cars. There are more cars in Guilford than in all the seventeen Mountain counties put together, including Buncombe.

Davidson, another prosperous manufacturing county, ranks second, with one car for every 10.6 inhabitants. But mark you, Scotland a cotton producing county and Wilson a cotton-tobacco county rank 3rd and 4th respectively.

In motor-car wealth the agricultural counties in the cotton-tobacco belt rank right alongside the big-city counties in our industrial area. For instance, Scotland and Wilson rank above Mecklenburg; Moore ranks above Forsyth; Pitt, Edgecombe, and Lenoir rank above New Hanover; Greene and Nash above Durham and Cabarrus; Lee and Martin above Gaston; Wayne, Harnett, John-

ston, and Hoke above Buncombe. See the table elsewhere.

Note the high rank of the Foothill counties: Lincoln 8th, Stokes 21st, Cleveland 25th, Surry 34th, Davie 38th, Yadkin 39th, and Caswell 42nd. They are all among the forty-two counties that rank above the state average of one car per 17.2 inhabitants.

Our motor cars number from 18 in Graham, a county set in the clefts of the Smoky Mountains, to 8,514 in Guilford, a mid-state center of manufacture, trade, insurance, banking; from one car per 377 inhabitants in Yancey to one car per 9 inhabitants in Guilford.

What Motor Cars Mean

High ratios of motor-car ownership mean (1) abundant ready cash, (2) improved highways already built or a rising tide of interest in better public roads, (3) town and city centers rapidly increasing in population, enterprise, and wealth, and (4) disappearing areas of static or stagnant life and livelihood. Whatever else these motor-car figures mean, they mean these four quite fundamental things, and nobody knows it any better than bankers and sales agents of every sort.

Low ratios of motor-car ownership mean (1) poor roads, (2) inaccessibility to market centers, (3) plenty to eat and wear perhaps, but little ready cash in circulation, and (4) humdrum existence—as in sixty remote rural counties and 308 remote rural townships.

They are the areas in which bankers hesitate to loan the money of their clients. They are areas of static or decreasing populations. The bankers know that all values are socially created. They know that dwindling populations mean decreasing values of every sort, both economic and social.

No End of Cars

But all in all there seems to be no end of cars in North Carolina or in any other state of the Union. Everybody owns a car or rides in his neighbor's car—the street-car magnates say. Cars to burn—the insurance companies say. Nobody walks nowadays. Legs are no longer necessary anywhere. Efn I goes to church dis night I'll shore ride, said the cook on a recent sultry Sunday.

Five cars parked daily around a seventeen hundred dollar lean-to under erection in Chapel Hill. They belong to the tinner, the plumber, the plasterer, the bricklayer, and the head carpenter. Meantime the home owner hot-foots it to the bank every Saturday morning to borrow the money to pay his luxurious building crew.

"There are three sorts of folks in this town," said the poor devil who was enlarging his home, "first the folks who own cars but no homes—the wastrels bent on keeping up with Lizzie, second the folks who own homes but no cars—the relics of prehistoric times, now as rare as dodos, and third the normal average folks who own both cars and homes."

This contemplative philosopher, it may be said in passing, has since bought a car, at least his wife did, and graciously made him a present of the bill.

The cars owned by the daily wage earners now at work erecting the new university buildings and keeping the old buildings in repair number right around fifty. The cars they park on the campus daily outnumber the cars of the faculty members. It is all right for wage earners to own cars, but frequently we run against people who think it is all wrong for teachers to own cars.

But have you been to a country church lately, and did you count the cars? What I saw last Sunday, said a sorrowful country preacher, was twenty thousand dollars' worth of cars surrounding a two-thousand-dollar church building and a two-hundred-dollar speaker.

If anybody is poor in North Carolina in town or country, it is not easily apparent. We are a rich people or think we are—which is the same thing. Nobody feels poor any longer, except in a school-bond election or when the sheriff comes around to collect taxes.

Even the tight-fisted taxpayer is disappearing in North Carolina. The smart-looking car that daily decorates the front of his home rebukes him publicly. Private Buicks and public bonds, Studebakers and schools, cars and culture are the order of the new day.

We are going fast and far these days. Stepping on the accelerator is the accepted sign of civilization. Occasion-

Released week beginning July 24.

KNOW NORTH CAROLINA

Our Water Powers

Statistics recently made public by the North Carolina Geological and Economic Survey and the U. S. Geological Survey show the amount of developed and undeveloped water power in the various states. Ranked in order of magnitude of developed water powers, North Carolina stands fifth with 360,000 horsepower. The first five states rank as follows:

New York 1,291,857 h. p.
California 1,149,099 h. p.
Washington 454,356 h. p.
Maine 449,614 h. p.
North Carolina 360,000 h. p.

In potential or undeveloped water power North Carolina exceeded only by New York of all states east of the Mississippi River. It is estimated that there is at least 1,500,000 horsepower in North Carolina streams which can be developed for future use as industrial needs in the State arise. Much of this amount of undeveloped power is not economically developable under present conditions, but even now there are vast quantities of potential hydro-electric power going to waste which might profitably be used to increase the industrial output of North Carolina.

The state at present has an average daily output of hydro-electric energy of well over 2,000,000 kilowatt hours. In this respect it is exceeded by no state east of the Mississippi except New York, which contains the Niagara Falls power. In output of individual power companies also, North Carolina ranks well to the front, the output of the Southern Power Company reaching about 790,000,000 kilowatt hours, an output exceeded by only eleven companies in the entire United States and Canada. The peak load of this country for one day is estimated at about 218,300 kilowatts, which is equivalent to 293,000 horsepower.—Joseph Hyde Pratt, director State Geological and Economic Survey at the University.

ally—very occasionally—somebody stops to ask, which way are we headed? We are arriving in a hurry, but where?

It is entirely Victorian but also entirely proper to say that the core of culture is character and that without character neither cars nor culture will get us anywhere in safety.

INDICTING THE SCHOOLS

Some time ago I discussed certain defects in the administration of public funds, but these defects are serious symptoms of the fact that our local governments are going to be unable to meet the larger demands of the people. We must look deeper into county government for the source of the trouble.

Our schools and colleges are to blame for much of the ignorance prevailing today in regard to local government. We teach in our schools the rise and fall of the Greek City States, the rise and fall of the Roman Empire, the rise of the English Constitution, the adoption of the Declaration of Independence, and the creation of the Federal and State Constitution. We have textbooks on civics that could be used as well in California as in North Carolina, when civics should deal with government at home, the whole county functioning as a unit. We do not teach the youth of today how to determine a well-governed community. Our colleges have not yet attacked this problem. We may rightly ask the question—Do our teachers know what constitutes good government? Some man should spend his life studying local government in somewhat the same manner that Dr. E. C. Branson is studying Rural Sociology and Economics, for when local government is sound, state government will be fool-proof.

A small group of young men under wise leadership should be constantly studying county and city government and the state should know periodically the results. From such a study we

might learn how and why some cities and counties are better governed than others and by a combination of the good in all we might be able to formulate a workable standard by which to measure efficient local government.

Abraham asked how Sodom could be saved and was told that it needed only ten righteous men. Is it possible that ten righteous men properly organized and functioning in the right way could save any city or county in North Carolina?

Every high school should have a department of civics and the teacher in charge should first learn the fundamental principles of good government as applied to his local community. Is it well governed? Are the different departments functioning properly? Is the revenue properly accounted for? Is the administration broad enough to meet the needs of all the people?

Indicting the Counties

Let me call your attention to certain defects in our local government that affect every department of our civic life and especially our school system, and these are defects that can be easily corrected if the people will to have good government. In the first place there is no organized body of laws guaranteeing the proper unification of county government and defining the functions of each department. A student must look through the entire mass of public or public local acts, and the task is so great that few will undertake it.

The great defect in local government seems to be in the overlapping and confusion of legislative and executive functions. Every school executive should read Article I of the Constitution. This is called the Declaration of Rights. Section 8 says, "The legislative, executive, and supreme judicial powers of the government ought to be forever separate and distinct from each other". This distinction is fairly well maintained in our state government, and our judicial systems, from the state to the local community, is fairly well divorced from the other two divisions of government. But suppose we notice how the executive and legislative overlap in our coun-

ty and local governments and in our school administration.

Article II of the Constitution says, "It shall be the duty of the county commissioners to exercise a general supervision and control of the penal and charitable institutions, schools, roads, bridges, the levying of taxes, and the finances of the county, as may be prescribed by law". But Section 14 gives the General Assembly power to abolish this section. However, it still stands as the highest authority.

The board of county commissioners has both legislative and executive functions. It may pass certain rules and regulations of a very broad nature that have the force of law. These, therefore, would be legislative acts. At the same time it acts as an executive body when attempting to carry out these rules and regulations, although the total time devoted to both may not exceed in many instances twelve days within a period of twelve months. This is perhaps long enough for their legislative duties, but certainly not long enough for their executive duties.

Moreover, after the commissioners pass rules and regulations governing the several departments of a county, there is no central executive head continually functioning to see that the rules of the board or the state laws are obeyed. Therefore, individuals or communities or classes that can bring the greatest pressure to bear on the board are sometimes the most fortunate, thus violating directly or indirectly Section 7 of the Declaration of Rights, which says that "No man or set of men are entitled to exclusive or separate emoluments or privileges from the community but in consideration of public service".

This error of confusing legislative and executive functions has grown until today those who seek special privileges oppose any proper classification of the functions of government and are the first to cry "Centralization of Authority" or "Let the people rule", when as a matter of fact they themselves are defeating the will of the people.—E. C. Brooks, State Superintendent of Public Instruction.

MOTOR CARS IN NORTH CAROLINA

Inhabitants Per Car in 1921-22

Based on report of the Secretary of State, March 1922, in the daily press. Total number of motor cars in the state 148,627, or one car for every 17 inhabitants, or about one car for every three families on an average; against one car for every two families in the United States. Thirty-nine states outrank North Carolina.

Guilford leads followed by Davidson, with one car for every two families. Mitchell and Yancey, with one car for about every seventy families, foot the column.

| R. M. Bardin, Wilson County Department Rural Social Economics, University of North Carolina. | | | R. M. Bardin, Wilson County Department Rural Social Economics, University of North Carolina. | | |
|---|-------------|----------------------|---|--------------|----------------------|
| Rank | County | Total Inhab. per Car | Rank | County | Total Inhab. per Car |
| 1 | Guilford | 8,514 9.3 | 50 | Union | 1,892 18.9 |
| 2 | Davidson | 3,327 10.6 | 52 | Duplin | 1,565 19.2 |
| 3 | Scotland | 1,886 11.2 | 53 | Chowan | 545 19.4 |
| 4 | Wilson | 3,218 11.4 | 54 | Sampson | 1,822 19.7 |
| 5 | Mecklenburg | 7,040 11.5 | 55 | Craven | 1,456 19.9 |
| 6 | Moore | 1,802 11.8 | 56 | Anson | 1,406 20.1 |
| 7 | Rockingham | 3,703 11.9 | 57 | Washington | 564 20.2 |
| 8 | Forsyth | 6,098 12.6 | 58 | Chatham | 1,159 20.5 |
| 8 | Lincoln | 1,416 12.6 | 58 | Hertford | 729 20.5 |
| 10 | Pitt | 3,521 12.8 | 60 | Franklin | 1,277 20.9 |
| 11 | Edgecombe | 2,871 13.2 | 61 | Perquimans | 519 21.2 |
| 12 | Randolph | 2,317 13.3 | 62 | Henderson | 847 21.6 |
| 13 | Wake | 5,584 13.4 | 63 | Rutherford | 1,446 21.7 |
| 14 | Iredell | 2,792 13.6 | 64 | Halifax | 1,971 22.2 |
| 15 | Lenoir | 2,158 13.7 | 65 | Warren | 941 22.7 |
| 16 | Alamance | 2,379 13.8 | 66 | Northampton | 1,000 23.1 |
| 17 | New Hanover | 2,930 13.9 | 67 | Tyrrell | 200 24.2 |
| 18 | Catawba | 2,416 14.0 | 68 | Caldwell | 802 24.9 |
| 19 | Greene | 1,138 14.2 | 69 | Gates | 398 26.4 |
| 19 | Nash | 2,891 14.2 | 70 | Jones | 406 26.5 |
| 21 | Durham | 2,960 14.3 | 71 | Columbus | 1,060 27.8 |
| 21 | Stokes | 1,436 14.3 | 72 | Pender | 500 29.5 |
| 23 | Cabarrus | 2,237 14.4 | 73 | Camden | 178 30.2 |
| 24 | Richmond | 1,722 14.6 | 74 | Onslow | 485 30.3 |
| 25 | Cleveland | 2,288 14.9 | 75 | Rowan | 1,446 30.4 |
| 26 | Lee | 822 15.0 | 76 | Haywood | 763 30.8 |
| 26 | Martin | 1,386 15.0 | 77 | Bladen | 634 31.2 |
| 28 | Gaston | 3,683 15.2 | 78 | Transylvania | 288 32.3 |
| 29 | Vance | 1,545 15.4 | 79 | Burke | 664 35.0 |
| 30 | Pasquotank | 1,140 15.5 | 80 | Pamlico | 258 35.1 |
| 31 | Wayne | 2,773 15.7 | 81 | Wilkes | 921 35.4 |
| 32 | Harnett | 1,800 16.2 | 82 | Hyde | 218 38.4 |
| 32 | Johnston | 3,020 16.2 | 88 | McDowell | 411 40.8 |
| 34 | Hoke | 713 16.4 | 84 | Carteret | 347 44.2 |
| 34 | Buncombe | 3,911 16.4 | 85 | Alleghany | 158 46.4 |
| 34 | Surry | 1,905 16.4 | 86 | Watauga | 286 47.1 |
| 37 | Orange | 1,080 16.6 | 87 | Polk | 188 47.9 |
| 38 | Davie | 812 16.7 | 88 | Avery | 206 51.6 |
| 39 | Granville | 1,590 16.8 | 89 | Dare | 90 56.8 |
| 39 | Yadkin | 980 16.8 | 90 | Madison | 337 59.5 |
| 41 | Montgomery | 912 16.9 | 91 | Brunswick | 238 63.1 |
| 42 | Caswell | 921 17.1 | 92 | Cherokee | 218 69.9 |
| 43 | Stanly | 1,698 17.4 | 93 | Macon | 168 77.9 |
| 44 | Beaufort | 1,743 17.8 | 94 | Jackson | 158 84.8 |
| 45 | Cumberland | 1,931 18.1 | 95 | Swain | 139 93.6 |
| 46 | Robeson | 2,960 18.4 | 96 | Ashe | 218 96.3 |
| 47 | Bertie | 1,294 18.5 | 97 | Clay | 46 101.6 |
| 48 | Currituck | 387 18.7 | 98 | Graham | 18 270.6 |
| 48 | Person | 1,021 18.7 | 99 | Mitchell | 34 332.0 |
| 50 | Alexander | 644 18.9 | 100 | Yancey | 40 377.3 |