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MOTOR VEHICLE FATALITIES

1923 DEATHS

The Department of Commerce announces that in 1923 practically one-fifth of all fatalities from accidents were the result of automobile accidents. Approximately twice as many deaths from automobile accidents occurred in urban as in rural districts; a difference doubtless due, in part, to the greater number of hospitals in urban districts.

Of the thirty-eight states in the United States registration area, only three—Kentucky, Mississippi, and Wyoming—had higher mortality rates from railroad accidents than from automobile accidents. California had the highest mortality rates from automobile accidents with 32.6 per 100,000 of population while Mississippi had the lowest with 4.4 per 100,000 of population.

North Carolina

Nine states had fewer automobile mortalities in 1923 than North Carolina. The year registered an average of 9.6 deaths per 100,000 of population. Our automobile density was 90 per 1000 of population. It will be noticed from the table elsewhere in this issue that Nebraska with a lower fatality rate than North Carolina has over twice as many automobiles per 1,000 of population. We would do well to inquire into the measures or conditions by which Nebraska people manage to operate a large number of automobiles with relatively few deaths from accidents. Montana and Iowa also may have valuable preventative measures to teach us.

Fatalities from automobile accidents in North Carolina exceed fatalities from railroad accidents by 4.2 deaths per 100,000 of population. Or in straight figures, 258 people were killed by automobiles and 144 by railroad accidents in 1923. Winston-Salem with 14 had the most automobile fatalities and Asheville with 10 had the most railroad fatalities.

The number of deaths from automobile accidents in our chief cities were as follows:

Asheville	12
Charlotte	12
Durham	3
Gastonia	5
Greensboro	7
High Point	5
Raleigh	10
Salisbury	3
Wilmington	2
Winston-Salem	14

There is no need to point any moral to adorn this tale. Perhaps accidents are necessary by products of an automobile age, but that their number should be reduced to a minimum confronts us as an equal need. The reckless driver, careless of his own life and heedless of the rights of others, is more dangerous than a criminal bent on pillage and plunder. In the words of an old adage, it is much better to be safe than sorry. —E. T. Thompson.

OUR LUXURY BILL

What North Carolina spent in 1920 for luxuries may be reached approximately by taking the average of the percentage of the population and wealth of the United States which is in this state and applying it to certain articles listed in the report of the United States Secretary of the Treasury for 1920. This average is 1.9 percent on which basis our itemized luxury bill was something like the following:

Luxurious foods, extras	
dainties, etc.....	\$95,000,000
Luxurious service attendants, valets, etc.....	71,000,000
Joy rides, pleasure resorts, etc.....	57,000,000
Tobacco (Manufactured)	40,109,000
Luxurious clothes, rugs, etc.....	28,500,000
Candy bought	19,000,000
Amusements, movies, theatres, prize fights	
ball games, etc.....	15,200,000
Cosmetics, face powder, perfumery, etc.....	12,250,000
Jewelry	9,500,000
Toilet soaps.....	7,600,000
Soda fountain drinks.....	6,650,000
Cakes and confections bought	6,650,000

Furs and fur articles	5,700,000
Musical instruments.....	4,750,000
Ice cream bought	4,750,000
Cereal beverages bought....	4,370,000
Chewing gum	950,000
Sporting goods	475,000
Art works.....	285,000
Liveries and traveling equipment.....	190,000
Electric fans, portable	152,000

HIGHWAYS AND HOME LIFE

Isolation is the primary cause of the ignorance so evident in the rural communities. Poor roads, more than anything else, have forced the farm home into a demoralizing isolation. The improvement of highways, making the consolidated school and social center possible, is injecting new life into homes formerly hopelessly isolated. Home life is broadened and enriched. Boys are willing to stay "down on the farm." Girls cease to envy their city cousins and to leave home for "the bright lights."

Just a few minutes of travel on a particular road leading out of the city of Wisconsin Rapids, will convince the most doubtful skeptic of the value of good roads and their influence upon home life. About two miles from the city this road branches. One branch is called "the left road;" and the other "the right road." The left road is almost always in a deplorable condition; the right road is hard surfaced. The homes on the left road are dilapidated, the front yards scarcely recognizable among the tangle of broken machinery, old wire, and various other objects placed "out of the way." The land has been cropped till it is impossible for even quack grass to flourish. The stock, descendants of some of Grand-dad's scrubs, is now so degenerated that scarcely any characteristics of a high-producing, profitable animal are evident.

Can you expect the boy or girl to remain "down on the farm" under these conditions? Not one boy or girl living on this road has any education above the eighth grade, and very many have not even completed the eighth grade. These young people, many of them lying about their ages, have had to seek a "job" at the store, mill, or factory, instead of completing their educations. Can home life be pleasant and happy where these conditions exist? The road to the right leads through land slightly more fertile, but more fertile only as a result of better farm management. No farm home on this road, for a distance of twenty miles, is without at least one modern convenience. Several farms are equipped with every modern convenience, both in and out of the home.

The aesthetic influence a good road exerts is very evident. Often it stimulates latent self-respect into practical expression. These people are continually adding some improvements in an honest attempt to beautify their home surroundings. Through diversification and rotation of crops they have succeeded in bringing their land to a higher degree of fertility, resulting in a more stable income each year. They are sending their children to high schools, agricultural schools and universities. A better education is teaching these children to realize the value of a true home.

Before the right road was improved, conditions were alike on both branches. The improved highway alone made diversified farming profitable, made a better education possible and better homes a reality.

On the left road the average farmer has, in a large measure, lost his self-respect and has allowed his home to fall below the standard and has failed to keep in stride with the times. He is considered inferior to city people. Farmers, such as those on the right road, are again placing the farm home on the pinnacle where it should rest, "The True Home of Man."

How necessary to that home is a good road! What a relief it must have been to those simple folk in Whittier's "Snow Bound" to have the road opened and the floundering carrier bring the village paper to the door!

SERVICE AND POSTERITY

Our part is not fitly sustained upon the earth unless the range of our intended and deliberate usefulness includes not only the companions, but the successors of our pilgrimage.

God has lent us the earth for our life; it is a great entail. It belongs as much to those who are to come after us, and those whose names are already written in the book of creation, as to us; and we have no right, by anything that we do or neglect, to involve them in unnecessary penalties, or to deprive them of benefits which it was in our power to bequeath. And this the more, because it is one of the appointed conditions of the labor men that in proportion to the time between seed-sowing and the harvest, is the fullness of the fruit, and that generally, therefore, the further off we place our aim and the less we desire to be ourselves the witness of what we have labored for, the more wide and rich will be the measure of our success.

Men cannot benefit those who are with them as they can benefit those who come after them; and of all the pulpits from which the human voice is ever sent forth, there is none from which it reaches so far as from the grave.—John Ruskin.

The left road may be compared to a snow-bound road, impeding progress, forcing isolation. The right road may be compared to the opened road, offering new opportunities, new possibilities and new happiness.

The right road is, in the true sense of the word, the "right road." We must build more of them. Until this is accomplished; home life in isolated sections will, in the future, simply exist; but when all roads are right roads, these same communities, those same homes, will live.—John Liska.

EDUCATION AND DEMOCRACY

Democracy lays heavy responsibilities on the individual. It gives him much and it expects much from him in return. It makes him prove his worth, for that is the basis of his place in a democracy. Lord Bryce, a profound student of the American government, declares that while no government gives so much to its people as does a democracy, at the same time none demands so much of its citizens. The fathers of the Republic saw clearly the self-evident truth that the stability and endurance of their hope lay in the wisdom and virtue of the people. In fact, before the Constitution became a law of the land Congress declared concerning the great Northwest Territory that inasmuch as religion, morality, and knowledge were necessary to good government and the happiness of mankind, schools and the means of education should be forever encouraged. Here, then, was a new motive for education. In the colonial days schools were established primarily to train ministers and the servants of the state. With the Republic education became of paramount importance to all its citizens, for upon the diffusion of knowledge depends the safety of the State.

"Surely every one of us, whether as fathers or mothers, brothers, sisters, teachers, preachers, foremen, sergeants, corporals—whatever position we are in, the time comes when we must take the responsibility of leadership. Then we wonder how we are judged, for we have seen that leaders are judged by their followers. What sort will follow us? What sort of people will be attracted to the banner which we will carry? The response which you evoke from those you attempt to lead will measure your success or your failure. If you win a response of frankness and sincerity, if you win good work, you will win success; but if your leadership evokes bitterness and deceit and shirking, yours will be failure. You can tell by looking at the people that follow you

whether you are a good leader. It is not always what we do that makes us leaders. Some people are leaders simply for what they are. Emerson says: 'Nor knowest thou what argument thy life to thy neighbor's creed has lent. All are needed by each one. Nothing is fair and good alone.'"—Philip Putman Chase.

KEEP THE ROAD OPEN

Rural education! What is it? One group of persons believe that rural elementary education should give the child a bias toward the farm, that he should be fitted as a producer of farm commodities. Another group of persons believe that rural elementary education is education in a rural setting. They believe that the rural child should be given such training in the elementary school as will insure his integration with American society as a whole. They believe that he should not be given a bias in any direction, that agriculture is a means of education and not an end. Why, they ask, should the farmer's child be educated for farm life any more than the miner's child should be educated for a life in the mines?

The first group holding to the viewpoint that rural education is to train for the farm deliberately limit the occupational opportunity of the farm boy. Equality of occupational opportunity is a precious heritage to the American citizen and should be zealously safeguarded.

Occupational opportunity has peopled the United States from older states where freedom of choice is in varying degrees denied and where returns for occupational effort are meager.

Individual migration in response to occupational opportunity has largely determined the ceaseless shifting of population in the United States.

The road from the farm to the White House is still open, as has lately been impressed upon us. Indeed, the road from a variety of callings has ended there. So, too, is the road open from the farm to the ministry, to medicine, to business success, and conversely from a variety of callings back to the farm.

So long as we can maintain this open road hope and stimulation to effort will not be lacking. Unrest and destructive revolution will not seriously menace; economic forces will balance vocational groups; and the need for Government interference will not become acute.

The occupational misfit is a danger to society. The occupational misfit is relatively unproductive because the keen stimulation of working toward a

self-chosen end is lacking. The occupational misfit is a discontented man ripe for propaganda inciting to violent acts against the establishment of order. The occupational misfit is unhappy as a man and organized society is not justified in contributing to such a lot.

There should be set up in the rural schools a program designed to overcome the inequalities of occupational opportunity which exist for the farm boy today because of the fewness of his contacts, rather than a program which would intensify inequalities.

The road to and from the farm should always be kept open.—The Rural School Messenger.

SMALL TOWN NEEDS

The small town, just as with the individual citizen, needs to recognize its limitations as well as evaluate its possibilities. It is very commendable in a small town to set an ambitious goal for itself, but it is aught else than commendable for it to set that goal without regard to conditions as they obtain—at present and in honest prospect. The small town that values itself highly but with common-sense honesty already has its feet firmly planted upon the path leading to its destiny.—Clarence W. Wagener.

AWAITING A LEADER

Love of the outdoors and wholesome living are made doubly attractive to small youth by the Boy Scout movement, and every community should strive to maintain one or more local troops. The Boy Scout idea—where the militant phase is not allowed to become predominant—affords unequaled means for the small boy to gratify his spirit of gregariousness without forming numerous bad habits all the while. Organization and direction of the work in any locality must be in competent hands. Often it waits upon the initiative of an enterprising young minister of the Gospel, one who interests himself in the bodily and mental as well as the spiritual growth of the coming men of the community.—Clarence W. Wagener.

A SERVANT, NOT A MASTER

As Lincoln planted his policy not on slavery but on union, Woodrow Wilson tied his policy to the idea that the United States, the most powerful of all States, should be a servant, not a master among the nations. Never before in the history of mankind has a statesman of the first order made the humble doctrine of service to humanity a cardinal and guiding principle of world politics—Edwin A. Alderman.

MOTOR VEHICLE FATALITIES

For States In The U. S. Registration Area, 1923

Based upon (1) a report of the U. S. Department of Commerce, for 1923, for the states within the registration area of the United States (exclusive of Hawaii), and (2) the 1924 report of the National Automobile Chamber of Commerce. The states are ranked according to their motor vehicle fatality rate per 100,000 of population for 1923. The accompanying column shows the number of automobiles per 1,000 of population in 1924.

The total number of deaths resulting from accidents caused by motor cars in the registration area during 1923 was 14,412, or an average rate of 14.9 per 100,000 of population. The average number of motor cars for the same area was, in 1924, 138.4 per 1,000 of population.

Nine states have relatively fewer deaths than North Carolina, and all of them are Southern states except Montana and Nebraska. Mississippi has the lowest fatality rate and also, with Georgia, the lowest automobile density. California with the highest automobile density also has the highest automobile fatality rate.

L. P. Barnes, South Carolina

Department of Rural Social-Economics, University of North Carolina

Rank	States	Auto Density	Auto Death Rate	Rank	States	Auto Density	Auto Death Rate
1	Mississippi.....	58	4.4	20	New Hampshire....	132	13.2
2	Kentucky.....	80	6.7	21	Indiana.....	192	14.4
3	South Carolina.....	71	6.8	22	Oregon.....	201	14.6
4	Tennessee.....	72	7.1	23	Illinois.....	142	15.2
5	Montana.....	121	8.0	23	Massachusetts.....	118	15.2
6	Virginia.....	91	8.3	25	Rhode Island.....	121	15.5
7	Louisiana.....	73	8.5	26	Colorado.....	192	15.9
8	Georgia.....	58	8.6	27	Maryland.....	109	16.1
9	Nebraska.....	213	9.2	28	Florida.....	146	16.2
10	North Carolina.....	90	9.6	29	Washington.....	179	16.7
11	Iowa.....	231	9.8	30	Connecticut.....	122	16.9
12	Wisconsin.....	162	10.7	31	Pennsylvania.....	114	17.5
13	Idaho.....	134	10.8	32	Ohio.....	176	17.6
14	Missouri.....	139	11.6	33	New York.....	108	17.8
15	Maine.....	140	11.7	34	Michigan.....	186	18.6
16	Kansas.....	206	12.1	35	New Jersey.....	120	19.9
17	Utah.....	124	12.6	36	Delaware.....	132	23.9
18	Minnesota.....	178	13.1	37	Wyoming.....	191	24.1
18	Vermont.....	149	13.1	38	California.....	290	32.6