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NEWS LETTER

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SCHOOL BUS TRANSPORTATION

TRANSPORTING CHILDREN

The table which appears elsewhere shows how the states rank in the number of pupils enrolled in school per auto school bus. The table is based on the 1920 census of children 7 to 20 years of age enrolled in rural schools (the latest data available) and the number of school buses in operation on January 1, 1926, as reported in Bus Transportation.

There are 26,685 rural school buses in the United States. These buses cover a daily route of 323,637 miles, or an average of 13.13 miles per bus.

New Hampshire leads the states with 45 children enrolled in rural schools per rural school bus. New Jersey comes last with 6,057 rural children enrolled per rural school bus.

North Carolina stands third in number of children 7 to 20 years of age enrolled in rural schools, being surpassed by only Texas and Pennsylvania.

North Carolina leads all the states in the number of miles covered daily by rural school buses, and we rank third in total number of school buses. Our 1,909 rural buses cover a daily route of 40,088 miles, or approximately 21 miles per bus. In only one state does the average school bus have a longer route than in North Carolina. This means that in the consolidation process North Carolina probably unites more weak schools into one plant than do other states.

Ninety-seven counties in North Carolina have bus service for rural school children. Thirty of these counties in 1923-24 operated buses without state aid. Wilson county heads the list with 68 rural school buses, and Granville comes second with 66 buses.

COMING BACK STRONG

The packets have come back to the Mississippi. New Orleans and Natchez and Memphis and Cairo and other riverside towns are once more ports of call for a system of water-borne traffic comparable in size, and infinitely more valuable as to cargoes, with that of the romantic days of the Robert E. Lee, the Natchez, the Eclipse, the Shotwell, and a score of other palatial stern-wheelers that made river history. Uncle Sam has put these new packets on the trade routes of the old, carrying 10,000 tons of freight, where the stern-wheeler of the periods before and after the Civil War carried 200 to 500 tons. Instead of three and one-half to four days between New Orleans and St. Louis—the time of the fastest of the old packets—they require a week or so for the downstream voyage and twelve days or more for the upstream journey.

Where the steamboats used to make stops at every landing on the Mississippi, and on some of the streams feeding into that river, until they were driven out by the railroads, now the new steel, steam inland freighters are calling regularly at all ports on the Father of Waters, and smaller steamers and motor craft are carrying their cargoes up and down the side streams. The new packets are the largest, most powerful and most modern, as well as the costliest carriers of cargo ever installed on inland waterways. They consist of three types of towboats and two types of barges.

Two of the towboats are for towing exclusively; they are used on the Mississippi, while the third, used on the Warrior, combines a huge barge and a tug in one, with the further ability to tow five or six loaded steel barges behind it. This is used on the Warrior River and between New Orleans and Mobile. Upward of forty steel barges for use on the Mississippi River have been delivered and are in service. They are 230 feet long, 45 feet molded beam, and 11 feet deep, with a cargo box 184 feet long, 37 feet wide, and rising nine feet above the deck. The hull is divided into eight compartments in the hold, and the total cargo capacity is approximately 1,800 tons on an eight-foot draft.

To tow these barges, a number of the most powerful towboats ever used on inland waterways have been provided. They are propelled by steam engines, of the same type and size as those used in deep-sea going vessels built during the war at the Hog Island yard. They are all steel, 200 feet long, 40 feet beam, and 10 feet deep, drawing six and one-half feet of water.

The dwellers along the river and those who work on the mighty stream admire the new system of inland freighters, but they look with regret on the passing of the old river steamer. Some of them cling with the greatest tenacity to travel by boat, and there are hundreds of persons living along the shores of the Mississippi who always ride on the America and the few other remaining steamers, in preference to the "steam cyars."

One of the relics of the old days is the Mississippi pilot, and he is in no danger of passing away.—Dearborn Independent.

ENNOBLING THE PROFESSION

In a recent issue the News Letter carried an article showing the dearth of doctors in the rural regions of the state. The purpose of this article is to point out one community which is particularly favored.

Down in the southwest corner of Randolph county is a country doctor who is a real "medical missionary." For twenty years Dr. C. C. Hubbard, who was trained in one of the best medical schools in the country, has been giving this community—and his circuit is a long one—the benefit of his skill and training. In daylight or in darkness, over good roads and bad, his Ford may be heard chugging along, carrying to rich and poor alike the ministrations of medical service. But he carries to his patients more than medical skill; the back of his car is filled with magazines, religious tracts, apples and oranges, and even toys. He ministers to both body and soul. He sometimes goes into homes which do not have a scrap of reading matter. One little girl, sick with typhoid fever, had never had a doll until he brought her one. Through his influence he secures for his patients the services of highly trained specialists at a trifling cost, or at no cost at all. One poor woman was terribly scalded; nothing but skin grafting and the service of experts could save her from being badly disfigured. Through his influence he got her into Johns Hopkins hospital in Baltimore where she was completely healed.

No family is too poor to claim his most careful services, but he gauges his fees to their pocketbooks, charging just enough to make them think they have paid. Even a good portion of his collections goes back into some form of charity. Dr. Hubbard is a Quaker and embodies the Quaker ideals of service.

But this article would not be complete without mentioning his wife and his daughter. Mrs. Hubbard is almost a doctor herself. When people come to the house and find the doctor away, she can prescribe for them, and minister a vaccine, or dress a wound almost as well as he. She goes with him and assists in surgical cases. The daughter is almost as versatile as her parents.

Fortunate indeed is a community with such people in its midst. Young doctors should find inspiration in the life of this splendid doctor. He is ennobling an already noble profession.—Paul W. Wager.

PRAISE FROM THE SUN

Any comment on the educational system of North Carolina suggests at once that the state possesses the oldest state university and the richest university in the country—the one, the University of North Carolina at Chapel Hill, and the other, Duke University (formerly Trinity College) at Durham. But the most important thing with regard to education in the state began 25 years ago when Charles B. Aycock became Governor of North Carolina. He had made his campaign on two issues: good roads and good schools. He had been elected, and had, unlike most politicians, proceeded to show that he was wholly in earnest about what he said on the stump. Upon his inauguration he said in his inaugural address what might have been taken as idle rhetoric coming from another man.

Spending Then and Now

At that time the state was spending a little more than $1,000,000 annually on its schools. The value of all school property was a little more than $1,000,000. There were nearly 1,200 log cabins among the schoolhouses of the state. The teachers received an average salary of $23.46 a month. There were 400,000 children attending the public schools of that day. There were no more than 30 public high schools.

Educational statistics of the present day show how far Governor Aycock's cause has gone toward complete victory. The annual school expenditures of the state are about $30,000,000. Only 53 of the 1,200 log cabins are left. In 1889 30 percent of the population of the state was illiterate; in 1920 it had been reduced to 13 percent, and since then the figures have been brought even lower.

The State University

The University of North Carolina at Chapel Hill was chartered 137 years ago. It had attained great prominence before the Civil War, but up to that time it had been an institution primarily for the well-to-do and leisured classes. It was the only southern institution of learning to hold commencement exercises the dark year of 1865 even though there was only one man to graduate that year. But it could not survive the period of reconstruction and was forced to close its doors for five years.

When the University reopened in 1875 it was to enter upon a distinctly new period, in which it grew from a faculty of eight members and a student body of 69 to a faculty of 175 and a student body of 2,550, and in which it ceased to be a university for the privileged few and became a university as much committed to universal education as were the public schools of the state. The identification of the University with the cause first championed by Governor Aycock has won for it increasing public confidence and steady mounting appropriations on the part of the Legislature.—New York Sun.

NORTH CAROLINA EXPORTS

The Federal Department of Commerce announces that for the year 1925 exports from the United States originating in North Carolina were valued at $62,529,940. North Carolina ranks nineteenth in the value of exports. Southern states ranking ahead of North Carolina were Virginia, Georgia, and Mississippi.

Unmanufactured cotton constituted the principal item of export during the year, foreign shipments of this commodity amounting to $29,772,384. Leaf tobacco foreign shipments finished second in the list, and totalled $17,827,609, and manufactured cotton third with a value of $10,460,293. Crude cotton seed oil made up the only other commodity recorded during the year. It is generally thought that much of our manufactured tobacco is shipped abroad, but no records of such exports are given.

This is the second time in the history of government foreign trade statistics that an attempt has been made to show the relative yearly standing of the different states in the competition for foreign trade. The statistics are based on through bills of lading, and, therefore, in the case of some states they reflect but a part of their total foreign trade and for others include goods produced elsewhere.

Very likely North Carolina does not get full credit for her foreign exports. When leaf tobacco, for instance, is shipped direct from Wilson to England on a through bill of lading the state gets credit for the value of the tobacco exported. But when North Carolina products are assembled in points outside the state and then shipped abroad, probably the identity of the state of origin is lost. Thus Virginia, which ranks far below North Carolina in both farm and factory output, is credited with exports valued at more than twice the value credited to North Carolina.

Exports from the United States originating in North Carolina are sufficient to maintain a first-class deep-sea port. They are much larger than the Department of Commerce announces, whose totals are based on through bills of lading.

WHAT MAKES A TOWN

Can we estimate the worth of a man by his size? Do the scales determine a man's value to society?

If a man developed a fifty pound tumor, would he boast of it? Some towns are foolish enough to boast of increasing population when the citizens added are a liability instead of an asset. They may offer an opportunity for missionary work and for Americanization classes, and they may furnish the occasion for careful planning by religious and educational leaders, but often they are hardly a basis for flamboyant boasting. The size of a city, but not the real worth of the city, may be increased by a slum population.

Towns ought to grow no faster than the new population can be assimilated. Of course, it is not impossible for the new population to be an improvement over the old—but this is not usual.

Economic motives are always at work so that material growth goes on without much encouragement. But the life of the soul needs to be fostered and developed. The struggle for food and for the material basis of life is a necessity, but that does not mean that the things that differentiate men from animals are a luxury.

Hence if population is doubled by the addition of persons having a mere animal standard of life, the standards already attained by the previous worthy citizenship may be lost and the town go backward instead of forward.

Too often we think we are better off merely because men come to our town to buy groceries and dry goods and real estate. Why not give them something more than these very necessary things when they join us? Man has something more than a stomach.

Our town might be better off if it were large, provided the increased size made possible the enrichment of life—if more people thus found the more abundant life we would declare that we had moved forward.

We therefore will not cast envious eyes upon towns that are merely larger than our town, since a town, like a person, needs something besides size to make its worth. Whether our town increases in population or not, it may surely be made to increase in real values, and it will, if a few citizens care and plan sacrifice. Are you one of them?—Reidsville Review.

RURAL ELECTRIFICATION

Prophecy of an undreamed of development in rural electrification within the next five years, with the prediction that the electric light and power leaders of the nation would cope successfully with the problems attendant upon that development was made here today by Dr. E. A. White of Chicago. Dr. White is chairman of the national committee on the relation of electricity to agriculture of the national electric light association. He was speaking before the annual convention of the southeastern division of that organization, on the subject of "Rural Electrification."

Dr. White declared that the electric "virus" was catching and every line extended into rural districts gave the movement added momentum. Illustrating the growth that has marked the past year he cited the state of Alabama where he said the use of electricity has virtually doubled in twelve months. Figures he quoted showed that in 1924 Alabama had 678 rural electric light users, and that in 1925 that number was increased to 1,125. Stress was placed on the fact that the actual consumption of electricity per customer had increased from 34 kilowatt hours in 1924 to 57 kilowatt hours in 1925.

According to Dr. White, who did not attempt to discuss the engineering problems to be encountered in transmitting electricity throughout the sparsely settled sections of rural America, the leaders in the electric light and power industry are to be trusted with the task of supplying power without which agriculture "cannot keep pace with the other industries of the nation."

"Already," he said, "the united effort designed to determine how rural service may be developed on a sound basis is being pictured as one of the most constructive movements in the entire agricultural situation.

"You take infinite pains to insure a true perspective of a problem. Having acquired this, action follows quickly, logically, based on exhaustive engineering technique and sound economics. Among agricultural leaders you are acquiring a reputation for vision, fairness, and energetic action.

"Rural electrification is a major undertaking. It is different from any other class of business encountered in the utility field."—Durham Herald.

STATE SCHOOL SUPPORT

In 44 years state appropriations for education in North Carolina increased from $8,000 for the biennium 1877-79, to $14,157,200, for the biennium 1923-25 according to a recent issue of State School facts.

This issue of the department of public instruction's publication is devoted to "Educational Appropriations," and reviews the history of state support and maintenance of the public schools, teachers' colleges, and institutions of higher learning. The two-year period of 1923-25 was the banner biennium in educational appropriations, it is shown, the total appropriated for 1925-27 dropping to $10,666,000. This drop was due to a cut in the appropriations for improvements.

The first money set aside by the state for maintenance of its schools and institutions was the $8,000 appropriated for the two-year period 1877-79. This money was to be used for the support of normal schools and teachers' colleges. The maintenance appropriations for the present biennium, 45 years later, totals nearly eight millions of dollars—$7,896,000, in exact figures. Of this amount, $3,757,500 is appropriated for the public schools; $856,000 for the normal schools and teachers' colleges; and $3,282,500 for higher institutions.

SCHOOL AUTO-BUS TRANSPORTATION
In the United States January 1, 1926

In the following table, based on the 1920 census of children 7 to 20 years of age enrolled in public schools, and Bus Transportation January 1, 1926, the states are ranked according to the number of children 7 to 20 years of age enrolled in rural schools per school bus for the year 1926. The second column gives the number of school buses in each state.

New Hampshire leads with one school bus per 45 pupils enrolled in rural schools. North Carolina ranks 15th with one bus for every 254 pupils enrolled in rural schools. However, North Carolina ranks third in number of school buses, and first in total miles of route covered daily by school buses.

J. A. Hunnicutt

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Rank	States	Number of rural pupils enrolled per bus	Number of school buses
1	New Hampshire	45	494
2	Massachusetts	49	272
3	Arizona	102	343
4	California	123	1,496
5	North Dakota	128	1,008
6	Wyoming	131	195
7	New Mexico	133	192
8	Washington	135	895
9	Ohio	171	2,395
10	Mississippi	177	1,959
11	Indiana	180	1,134
12	Idaho	186	381
12	Connecticut	186	400
14	Illinois	240	1,727
15	North Carolina	254	1,909
16	Iowa	271	1,334
17	Florida	365	328
18	New York	370	815
19	Oklahoma	371	923
20	Nevada	379	24
21	West Virginia	394	888
22	Maryland	408	250
23	Virginia	438	798
24	Montana	468	156
25	Missouri	568	677
26	Maine	649	130
27	Kentucky	685	553
28	Kansas	691	357
29	Alabama	692	590
30	Oregon	789	100
31	Wisconsin	793	338
32	Minnesota	816	342
33	Utah	848	71
34	Michigan	968	295
35	South Dakota	983	115
36	Georgia	1,016	437
37	Louisiana	1,092	102
38	South Carolina	1,097	308
39	Nebraska	1,206	156
40	Tennessee	1,288	268
41	Vermont	1,605	26
42	Texas	1,628	425
43	Pennsylvania	1,762	348
44	Colorado	2,004	500
45	Delaware	2,083	70
46	Rhode Island	5,636	6
47	Arkansas	5,926	54
48	New Jersey	6,057	180