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IMPROVED COUNTY GOVERNMENT

ADMINISTRATION OF JUSTICE

The seventh major function of county government is the administration of justice. In one sense this is not a part of county government, for court officers are really state officers. While each county has a sheriff, a clerk and a coroner, the superior court to which they are attached is not a county court. It meets in each county only for convenience. A few counties have an inferior court known as the county court, and several counties have a recorder's court with a county-wide jurisdiction. The justices of the peace are selected by townships but they, too, have a county-wide jurisdiction. The county is thus recognized as a convenient judicial district, but the administration of justice is a state function. Nevertheless, since it has great local significance, it deserves a place in this series of articles.

High Cost of Crime

The court and jail costs in every county are heavy, much heavier than a few years ago. The honest man is taxed more and more to defend, and support a growing criminal class. This situation gives rise to several pertinent questions. (1) How can we reduce court costs? (2) How can we make our prisons and jails more self-supporting? (3) How can men be deterred from crime? The County Government Commission did not attempt to answer these questions but referred them to the committee from the Bar Association which is studying crime and reform in judicial procedure. Neither would I be so presumptuous as to attempt an answer to these difficult questions. Nevertheless, there are some obvious wastes at the present time which ought to be stopped.

More Courts

First of all, it seems to me that we need more courts. There are a great many cases, especially liquor cases, which could be tried before a magistrate, more expeditiously and more cheaply than in the Superior Court. In Rutherford, Edgecombe and other counties, the recorder's court is a money saving institution. This is so, first, because it disposes of cases promptly and keeps the jail population at a minimum, and second, because it prevents congestion of the Superior Court docket. In one county a man who failed to get bail had to lie in jail five and a half months before his case could be tried. This was no great hardship on him, for the jailer boasted of the fact that he fed "the boys" eggs, roast beef, and watermelon. It was, however, rather hard on the taxpayers. There may be counties in the state where an inferior court would not be warranted, but in most counties there is need for a court of record inferior to the Superior Court. Of course, it is highly important that the judge be capable, fearless and independent.

Fewer Jails

Along with more courts, there should be fewer jails. A county jail has no facilities for working its prisoners. To keep a prisoner in idleness violates every principle of penology. Furthermore, the number of prisoners is so small that the overhead expense is excessive. With the present ease of transportation from one county-seat to another there is no need for one hundred jails in the state, and about the time all the counties get equipped with expensive jails that fact will be recognized. The chain gang has been condemned because of the abuses which so often attend it, but it does at least help make the convicts self-supporting, while keeping them active in the open air and sunshine. All prisoners should be self-supporting, though there are difficulties to be overcome in making them so.

Prevention

Crime seems to be on the increase but there are forces at work that may soon change the tide. (1) Universal education will raise the economic status of many who might through poverty be tempted into crime. (2) The good-roads movement both produces and prevents crime. It tends to prevent crime in that the penetration of backward regions breaks down the individualism and provincialism of the people. Employment on highways has also permitted and encouraged many to give up illicit pursuits. (3) The activities of the welfare officers, the juvenile courts,

and correctional institutions prevent the making of future criminals by helping the abnormal boys and girls to adjust themselves. (4) Finally, nothing serves better as a deterrent of crime than swift and sure punishment. A battery of lawyers in every county-seat who earn a livelihood by defending criminals is largely responsible for the present delay and defeat of justice. An accused person is entitled to counsel, and it is legitimate to defend a known criminal, but justice would be advanced if the persistent offender had more difficulty in getting a lawyer to defend him.—Paul W. Wager.

GOOD ROADS

Our roads are a subject of perennial interest, and one which we have to consider often if we are to keep pace with their progress and to direct that progress intelligently. The latest complete statistics covering all roads, both those of the state highway systems and the county and local rural roads, for all states, are the figures issued by the Bureau of Public Roads of the United States Department of Agriculture, relating to the end of the year 1925. From these statistics we have compiled by states the total number of miles of surfaced roads, and have worked out for each state the percent that such surfaced roads constituted of the total highway mileage in each state, as shown in the table given elsewhere in this issue.

There were in the United States at the end of 1925 a total of 521,914.9 miles of surfaced roads, which represented 17.4 percent of the total road mileage in the country.

In the table below the states are ranked according to the total surfaced mileage of roads. This necessarily varies greatly because of the varying size of the states, but it is, nevertheless, a better basis for ranking purposes than the percent surfaced would be, because a small percentage surfaced of a large number of miles represents generally a bigger achievement than a large percentage of a small number of miles. It is noticeable, however, that many of the states with a very large total mileage of roads have attacked their problem with such good-will that they are able to show very creditable percentages of their roads surfaced. Such states are Indiana, Ohio, Wisconsin, New York, Minnesota, Michigan, North Carolina, Pennsylvania, Georgia, California, Kentucky, Washington, Alabama, Tennessee, Oregon, and Mississippi.

At the end of 1925 Indiana held a place of supremacy with a large total mileage of roads nearly two-thirds of which (65.9 percent) were surfaced. Ohio had nearly half her roads surfaced. New Jersey and Massachusetts had surfaced somewhat more than 40 percent of their roads. States which had at that time around one-third of their roads surfaced are Wisconsin, New York, Washington, Idaho, Florida, Maryland, Vermont, and Rhode Island. North Carolina came very near this figure, with a percentage of 29.4 percent of her roads surfaced.

Very nearly half of the states (23) at the end of last year had more than a fifth of their roads surfaced.

Where the South Stands

The Southern states show more variation than is usual with them in the degree of activity in road improvement displayed, but, noticeably, almost all of them stand nearer the top of the table than the bottom. Whether their increasing prosperity has promoted the building of good roads or vice versa, it is apparent that the South, on its way out of the wilderness, is riding on good roads toward the Land of Promise now well within hailing distance. But undoubtedly we shall have to bear in mind that if we are ready to get out of Mencken's Desert of Bozart we shall have to see to it that our roads lead straight to consolidated schools with good attendance throughout an adequate school term, instead of serving for joy rides past one-room one-teacher shanties.

Missouri, Arkansas, Louisiana, and Oklahoma stand lowest among the Southern states in the percentage of their roads surfaced. Texas has by far the biggest mileage of roads, about an eighth of which were surfaced at the end of last year. This brings her,

MECKLENBURG SURVEY

Agricultural Mecklenburg and Industrial Charlotte is the title of the largest and most impressive county survey ever issued by the Rural Social-Economics Department of the University. This social and economic survey was financed by the Charlotte Chamber of Commerce and the work was done for the most part by members of the faculty and graduate students at the University. It is a book of 317 pages, nicely bound and well illustrated. It contains the following chapters:

- The County's History—Miss Julia M. Alexander.
- The County's Natural Resources—Ivan S. Clark.
- The County's People—Edgar T. Thompson.
- The County's Schools—Edgar T. Thompson.
- The County's Wealth and Taxation—Addison T. Cutlar.
- The County's Industries—Edgar T. Thompson.
- The County's Agriculture—Edgar T. Thompson.
- The County's Food Needs—Edgar T. Thompson.
- The County's Government—Paul W. Wager.
- The County's Agencies, Organizations and Institutions—Thomas S. Clarkson.
- The Government of Charlotte—Edward J. Woodhouse.
- Progress and Problems—Edgar T. Thompson.

Until the supply is exhausted anyone wishing a copy of the book may obtain one without cost from the Chamber of Commerce, Charlotte, or from the Department of Rural Social Economics, University of North Carolina, Chapel Hill.

in the table, ahead of many states which have a bigger percentage of their roads surfaced but which have not so many miles that need to be worked.

Florida had a larger percentage of her roads surfaced than any other southern state (32.5 percent), but North Carolina's total mileage of roads is much larger than Florida's so that our mileage of surfaced roads—20,016 or 29.5 percent of our total road mileage—brings us much higher in the table than Florida. Kentucky and Tennessee to the west of us are doing good work in this field, while Virginia and South Carolina respectively had surfaced about an eighth of their total mileage of roads at the close of last year.

Some Defaulters

Iowa, Kansas, Nebraska, and Oklahoma, North Dakota, South Dakota, Montana, and Wyoming, are all states with very small percentages of their roads surfaced. It may be that the character of the soil in some of these states is such that their roads do not stand in as great need of surfacing as is the case elsewhere.

Types of Road Included

The types of road which these figures of surfaced roads represent cover sand clay, gravel etc. untreated, water-bound macadam untreated, surface-treated macadam and gravel, bituminous macadam by penetration, sheet asphalt, bituminous concrete, portland cement concrete, and block pavements (brick, stone, wood, asphalt, and miscellaneous).

The Bureau of Public Roads calls attention to the fact that all roads do not require a hard surface. The need for surfacing and the character of surface demanded are determined by the density of traffic and the cost necessary to maintain the road continuously in good condition. But where improved roads go somewhat ahead of density of traffic, experience indicates that traffic is apt to follow their route—this is matter of frequent demonstration.

A year of activity in road work since the figures here presented were compiled has brought us all many miles further on our way, and it is a matter of general knowledge that North Carolina has had a leading part in this activity.—H. R. S.

OUR THANKFULNESS

THANKSGIVING: "The act of expressing gratitude for favors and mercies; a public celebration of divine goodness; a day so set apart."

The season of Thanksgiving is upon us. Just how thankful are you?

The measure of your thankfulness is found in what you are willing to do, and WILL do, for those who are not as fortunate as you are. If you are truly thankful for this Christian land of ours, for the creature comforts that God has given you during the past year, for the prosperity that your community, your state, and your nation enjoy, you will show it by trying to pass on to those worthy of your benefactions, some of the blessings that you and yours are enjoying.

If you are looking for some such outlet as this for the joyful spirit of Thanksgiving that is filling your heart, we commend to your consideration the appeal of the North Carolina Orphan Association which is asking every citizen of the Old North State to contribute to the orphanage of his or her choice on, or near, Thanksgiving Day, the full proceeds of one day's labor.

There are twenty-five of these institutions in North Carolina. All of them are cleanly administered and all of them are worthy of the unstinted support of all good people. You will make no mistake in giving to any of them, for all of them are doing noble, conscientious work.

These orphanages have added wonderfully to the state's richest assets—her manhood and her womanhood. Many thousands of homeless and helpless children have been lifted out of and above all unfavorable environment and have been developed into useful men and women by these splendid institutions established by those who "live not unto themselves alone."

In all respects, these orphanages are worthy of our support and we can do no finer thing at this blessed Thanksgiving season than to show our love and appreciation for them and for the thousands of helpless children whom they are nourishing and bringing up under religious influences, by remembering them at Thanksgiving in the same measure as God has blessed us during the year.

The most appealing and cheering of all pictures of the Saviour of the world is the classic one in which He holds little children in His arms and blesses them. The orphan homes of our state, where fatherless and motherless little children are tended by devoted and trained servitors and foster mothers, are the modern sheltering arms of the Master whose blessings they received in the long ago.

But the blessings to these precious little ones come from charitably inclined people who contribute to their nurture, to their right living—to their future happiness. To this be permitted to become an imitation of Him who doeth all things well, in His lovingest mortal guise, is such a special privilege, it were sacrilege to think of, even as charity, when, in assuming our Saviour's overt act of blessing others, we are thrice blessed ourselves.

The wage or income of a day at Thanksgiving to one or more of the orphan homes will surely bring joy to the hearts of everyone who gives cheerfully. It would most assuredly be keeping on good terms with conscience.

The income of a day for helpless children is a fair exchange—joy for dollars; life for money. But, remember, joy is not to be purchased; life is not for sale. They come freely to all who meet worthily the demands of their own hearts; and they come in no other way—

in no other terms.

A gift for the care and education of helpless children will measure the circumference and also the depth of the heart of the donor himself—not others. Do not suffer your better impulses to be belittled; make no compromises with your heart, lest you do yourself an injury, not in the eyes of others but in your own estimation.

Men grow from within, not from without. Men make themselves big or little by their thoughts and deeds. Take the full measure of your heart in responding to the call of the orphan child this year, and you will be glad; restrict that measure and you will find no joy. It is not what others think, or say, or do, that counts. Hearken to the promptings of YOUR OWN HEART.

Make your offering on, or near, Thanksgiving Day direct to one of the orphanages listed below. The gift may be forwarded through your church or your lodge, but the orphanage to which you intend it shall go should be designated. May this concerted philanthropy for the orphaned children help toward making next Thanksgiving Day the gladdest and best ever observed in North Carolina.

Very respectfully,
M. L. Shipman,
Stacey W. Wade,
W. A. Graham,
J. R. Young,
John D. Barry,
Mrs. Kate Burr Johnson,
Mrs. Josephus Daniels,
Publicity Committee.

List of Orphanages

- Baptist Orphanage—Rev. M. L. Kesler, Thomasville.
- Methodist Orphanage—Rev. A. S. Barnes, Raleigh.
- Presbyterian Orphanage—Jos. B. Johnston, Barium Springs.
- Methodist Orphanage—Rev. Chas. A. Wood, Winston-Salem.
- Thompson Orphanage—Rev. W. H. Wheeler, Charlotte.
- Methodist Protestant Home—Rev. E. G. Lowdermilk, High Point.
- Christian Orphanage—Chas. D. Johnston, Elon College.
- Oxford Orphan Asylum—R. L. Brown, Oxford.
- Odd Fellows Home—Chas. H. Warren, Goldsboro.
- Eleida Orphanage—Rev. Lucius B. Compton, Asheville.
- Palmer Home—R. D. Jenkins, Clayton.
- Children's Home Society—J. J. Phoenix, Greensboro.
- Nazareth Orphan Home—Rev. W. I. McNairy, Crescent.
- Palmer Orphanage—J. A. Culbreth, Palmyra.
- Free Will Baptist Home—Rev. C. G. Pope, Middlesex.
- Nazareth Orphanage—Rev. Geo. A. Woods, Nazareth.
- Mountain Orphanage—Carl Brindley, Black Mountain.
- Grand Father Orphanage—J. T. Gray, Banner Elk.
- Alexander Home—Mrs. Fannie Sharpe, Charlotte.
- Junior League Baby Home—Mrs. E. T. Cansler, Charlotte.
- Maxwell Orphanage—J. E. Lancaster, Franklin.
- Wright Refuge—Miss Alice M. Pirie, Durham.
- Saint Ann's Home—Belmont.
- Memorial Industrial School (Colored)—Rev. W. J. Pindexter, Winston-Salem.
- Oxford Orphanage (Colored)—Henry P. Chatham, Oxford.

*Child-placing institution

SURFACED ROADS IN THE UNITED STATES AT END OF 1925

Table based on statistics reported by the Bureau of Public Roads of the U. S. Department of Agriculture. Figures given cover surfaced roads of all state highway systems and of all county and local roads combined, at the end of 1925.

United States total, 521,914.9 miles of surfaced roads, or 17.4 percent of total road mileage in the country; North Carolina, 20,016.5 miles of surfaced roads, or 29.4 percent of road mileage in the state.

Henrietta R. Smedes

Department of Rural Social-Economics, University of North Carolina.

Rank	State	Percent surfaced of total road mileage	Total miles of surfaced roads	Rank	State	Percent surfaced of total road mileage	Total miles of surfaced roads
1	Indiana	65.9	48,124.8	25	Massachusetts	41.3	7,888.3
2	Ohio	47.4	40,248.6	26	New Jersey	42.9	7,608.4
3	Wisconsin	35.9	28,317.7	27	Arkansas	8.7	6,499.5
4	New York	32.2	26,363.8	28	Iowa	5.8	5,986.9
5	Minnesota	22.6	24,384.6	29	Louisiana	13.0	5,183.5
6	Michigan	27.8	21,513.8	30	Maryland	31.5	4,689.0
7	Texas	12.0	20,114.6	31	Vermont*	31.5	4,680.4
8	North Carolina	29.4	20,016.5	32	Maine	20.6	4,278.5
9	Pennsylvania	20.4	18,957.5	33	Kansas	2.5	3,194.9
10	Georgia	19.1	18,710.2	34	Utah	13.4	3,131.9
11	California	22.7	18,002.3	35	Arizona	14.1	3,191.0
12	Kentucky	25.1	17,231.0	36	South Dakota	2.6	3,007.2
13	Washington	35.2	17,271.0	37	Connecticut	19.6	2,609.5
14	Illinois	15.8	15,259.2	38	Nebraska	2.9	2,501.6
15	Alabama	22.0	13,560.5	39	New Mexico	5.1	2,440.3
16	Tennessee	20.4	13,325.3	40	New Hampshire	13.7	1,893.5
17	Idaho	34.2	12,116.4	41	North Dakota	1.7	1,784.1
18	Oregon	21.6	10,754.9	42	Oklahoma	1.3	1,685.9
19	Missouri	9.6	10,658.4	43	West Virginia	4.6	1,628.0
20	South Carolina	15.6	10,060.5	44	Nevada	5.4	1,251.6
21	Mississippi	17.7	9,909.6	45	Montana	1.8	1,189.4
22	Florida	32.5	9,843.8	46	Wyoming	1.9	907.0
23	Virginia	16.6	9,781.9	47	Delaware	20.6	781.9
24	Colorado	12.7	8,693.8	48	Rhode Island	32.7	777.0

*Used data of 1921 as only available mileage.