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THE UNIVERSITY OF NORTH CAROLINA

NEWS LETTER

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MODERN AIDS TO COUNTRY LIFE

AUTOMOBILES ON FARMS

It was only a few years ago that an automobile was considered a luxury. Even more recently it was beyond the reach of all farmers except a few of the most prosperous. One would hardly have predicted that by 1928 there would be over five million farm-owned motor vechicles in the United States. This represents 21.8 percent of the passenger cars and 20.7 percent of the motor trucks. When it is recalled that only about 26 percent of the population live on farms it appears that automobiles are as common among farmers as among any other class. A prolonged agricultural depression has not greatly affected the purchase and use of automobiles by farmers. Some might deduce from this that there is no real hardship among farmers. Others might maintain that automobiles are the cause of the farmer's poverty. While there may be an element of truth in each of these positions it is probably nearer the truth to say that an automobile is less a luxury and more a tool to the farmer than it is to many city owners. In few other occupations are time and distance such important factors. As a self-sufficing agriculture gives way to a commercial agriculture this is peculiarly true.

A Car Per Farm

The table which appears elsewhere in this issue shows the number of automobiles and trucks per hundred farms in each of the states. In fifteen states the number of farm-owned automobiles exceeds the number of farms—this is exclusive of motor trucks. Most of these states are those which have very large farms. Idaho, Montana and Nevada, with their huge cattle ranches, lead all others. The only eastern states with more than one automobile per farm are Rhode Island, Maryland, and New Jersey, each containing many fruit and truck farms. New Jersey leads all the states in relative number of farm motor trucks—38.3 percent of the farms being so equipped. Massachusetts is second with 34.4. The states that rank high in number of trucks on the farms are mainly states with large cities to be supplied with milk, fruit and vegetables.

Despite the apparent density of automobiles in the South the southern states are far below the western states in ratio of automobiles to farms. There are seven southern states in which fewer than forty percent of the farms have automobiles or trucks. North Carolina ranks fortieth among the states with 42.8 passenger cars and 7.4 trucks for each one hundred farms. While the South has fewer automobiles per 100 farms or per 100 people than some sections it must be remembered that its farms are relatively small and that half of them are cultivated by tenants or croppers who are equivalent to farm laborers in the North and West. Nevertheless the rural south is farther from automobile satiety than any other agricultural area in the country. That this is so, is indicated by the fact that North Carolina ranked eighth among the states in number of cars purchased in 1927 and first in percentage increase in registrations. South Carolina was second in percentage increase in registrations.

Social Effects

The fact that there are 5,007,124 motor vehicles on the 6,371,640 farms of the United States promises much for the future of American country life. The automobile has removed the isolation of the farmers and it will destroy their provincialism. There is no danger of an American peasantry. There is too much mobility. The automobile may keep a man poor but it does give him contacts. It gives him a wide range of employment opportunities. If farming ceases to be profitable the farmer can go ten or twenty miles each day to work on the railroad, or in the factory, or on public works—and he is doing so. The automobile has a leveling influence on the whole population—both socially and economically. Its cultural effects may not yet be apparent, but they will be none the less real. The automobile takes the countryman to the city and the cityman to the country so easily that the effect on both will be profound. The automobile and the radio together will build a new society. Whether better or worse than we have known, it will certainly be vastly different. It may not be a cultured society, but it will at least be one that is worldly-wise.

A BANK WITH VISION

Many banks in the South have recognized that the best work they can do for the development of the surrounding country, and thus for their own individual prosperity, is to develop the industrial and agricultural activities of their community. We have seen no report, however, of any bank carrying on this kind of work which shows up to better advantage than that being done by the First National Bank of Laurel, Miss.

For a number of years this bank has realized that a profitable agriculture was necessary if the 83 percent of available farm land in Jones county now lying idle was brought into cultivation. It is thoroughly convinced that practically all the cut-over land in this section is suitable for farm crops or the growing of excellent pasture grasses. There is much cheap-priced land available for farming, pasturage or poultry raising. Many profitable crops can be grown if the land is industriously and intelligently farmed...

Thousands of farmers have been loaned money with which to purchase land, build homes, barns or fences, to buy trucks and to make crops. Loans are made after the farm has been visited, the land appraised, and the fact ascertained that the farmer raises all or a major portion of his feed and food on the farm. The bank does not believe in a one-crop system of agriculture in this section. No customer has ever been charged a bonus for a loan, and a customer is always given the privilege of paying all or a part of his loan at any time before maturity, stopping interest charges when paid. Employes of the agricultural department have, free of charge, terraced hundreds of acres of land, pruned many trees, assisted in planting pastures, vaccinated hogs, culled chickens, canned fruits, meats and vegetables, made land appraisements, shipped numbers of cars of hogs and vegetables, and assisted in planting fruit and pecan trees. ...The agricultural staff is always ready to respond to any call made by farmers in the Laurel trade territory.

The First National Bank pays a marketing man to assist the farmers by finding a market for the various truck crops grown in this section. Farmers can either sell for cash, direct to this man at all times, or else consign their commodities through him. He keeps in touch with the various market centers, and advises with farmers the crops most likely to produce a profit and how to pack and ship the various crops grown.

To encourage chicken-raising the bank has loaned money during the last three years to several hundred farm women and girls with which to purchase pure-bred baby chicks. It has also loaned money to many boys with which to handle 4-H club projects and to purchase each a pure-bred pig...

The work of the farm department has increased tremendously during the last three years and now requires the full-time service of four employes to handle it; two of them, a young man and a young woman—both college graduates—spending a major portion of their time outside the bank on the farms or in the homes of the farmers in the Laurel trade territory...

While some other banks in the South are thus broad-minded and energetic in similar work, there are many banks that are not taking any active part in carrying on a campaign of this kind. To them we would strongly recommend a study of the work of this Laurel bank.—Adapted from Manufacturers Record.

ELECTRICITY ON THE FARM

It was not so long ago that the farm offered no opportunities for advancement and culture, no conveniences in the home or on the farm, and little if any inducement to the young people to remain on the farm. Times have changed to some extent, but the drawbacks incidental to living in the isolated rural districts are still enough to discourage the average farm boy or girl from living there.

Modern farm machinery and good roads have made it possible for the farmer to grow more crops. They have made it possible to haul his produce to market in a few minutes, provided there is any market or demand for it.

But few farms, even yet, have the modern home conveniences which are available in the towns and cities. Electric lights and power on the farm and running water in the farm home are still lacking in the vast majority of cases. Although consolidated schools offer better educational advantages, there is still something lacking in the farm home to make it attractive to the boys and girls of the rural districts.

Electricity is destined to become the greatest aid to the farmer since the advent of the gasoline motor. It will do much toward lightening the burden of farm life and will prove, either directly or indirectly, an incentive for young people to remain on the farm.

A vision into the future when all state highways will be illuminated by electricity and when electricity will be generally used on all farms is not an idle dream. Once the lines for the lighting of highways are extended by the power companies, the electrification of farms will be a comparatively simple matter. If the State Highway Commission, the power companies and the farmers will cooperate the problem of furnishing electric current to most farms will be solved.

Electricity will bring every advantage of the city to the farmer and would tend to keep a more intelligent class of people on the farms. It will supply the power to furnish water to the home, lights, electrical appliances, devices and machinery of all kinds, electrical refrigeration and cooking. Electricity can furnish a cold storage plant for the farmer, hatch his eggs, brood his chicks, milk his cows and do a score of other farm jobs equally well.

With all these advantages on the farm the people would not want to leave the farms and move to the cities. If the electrification of the farms is carried out, the situation may be reversed, and the farmer will find that he has as many privileges as the city dweller, or more.—Elkin Tribune.

COUNTRY CHURCH IDEALS

The Town and Country Church

a. Should have a field large enough to challenge and hold ministers of outstanding ability for country service.

b. Should have a program based upon a survey of the field and meeting all human needs so revealed.

c. Should have buildings and equipment designed to meet these needs.

The Town and Country Ministry

a. Should be esteemed as a worthy vocation for life and accorded dignity and place equal to any other ministry.

b. Should have a fair proportion of men in their prime, trained specifically for town and country work, with a zeal for that work and intensely loyal to it.

c. Should be given field help and assistance similar to those given to the farmer by agricultural bureaus, colleges, and specialists.

Administration

a. There should be only so many churches as can be successfully cared for.

b. There should be a ministry over areas which shall include rural centers and the adjacent countryside, with the use of the Larger Parish Program.

c. To encourage the use of the larger parish plan provision should be made for extra transportation expenses incident to this type of work.

d. The inefficiency of churches largely due to the short pastorate should be remedied by giving missionary aid only to those churches which are willing to do their full share in paying an adequate salary in carrying on a genuine community program.

e. The minimum salary for a man in his prime fully equipped with college and seminary training should be $1,800 and parsonage.

f. Superintendents and others in charge of rural work should give themselves special and continual training for the town and country portion of their task and should place upon their staffs trained country life specialists. —Congregational Church Extension Board.

MORE HUMAN CONTACTS

How shall the rural population liberate itself from the restrictions and repressions upon its manner of life and labor, whether in some degree forced upon it inevitably by the necessity of the case or blindly accepted from tradition, so as greatly to extend its acquaintance with persons and increase its contacts with the human mind? Human contacts, more human contacts, and still more human contacts is the slogan remedy of this problem of rural social organization.

In popular terms, increase of contacts means larger life, broader outlook, wider horizon, deeper insight, responsibility for greater social enterprises, maintenance of human relations in local life on a more comprehensive scale—a scale over and above the scale of farmstead, household, and neighborhood. In the phrase of common speech, the main question is one of life, more life, and still more life.—C. J. Galpin.

A YEAR'S WORK

To build 1,205.85 miles of new roads and bridges last year North Carolina expended $22,598,852.94, the report on the state highway released last week revealed. The report, which was compiled by the division of construction and tests of the State Highway Commission, showed that the following number of miles of new roads were completed during 1927:

277.50 miles of graded road, which was let to the contractors for an average of $8,000 per mile. This figure, which includes the cost of drainage and the building of small structures, does not include engineering and contingency costs.

221.99 miles of sand clay or gravel surfacing at $12,500 per mile, including drainage cost and expenditures for small structures.

395.51 miles of concrete surfacing at an average cost of $22,000 per mile. This cost does not include engineering and contingency costs, however.

67.33 miles sand asphalt surfacing road at an average of $15,500 per mile.

243.32 miles of road treated with road oil at $3,500 per mile.

The engineering and contingency cost will average about 10 percent of the cost of each mile of road built in 1927, engineers of the highway commission said.

Of the $22,598,852.94 expended last year for jobs completed, $1,373,828.15 was for new bridges.

In 1926 the State expended approximately $28,000,000 to build 1,870 miles of new roads and bridges, records of the highway commission show.—Monroe Enquirer.

FORGING AHEAD

It is expected that 1928 road building activities will exceed all records.

Twenty thousand miles of surfaced roads are to be built, and about 8,000 miles graded and drained. Throughout the country a multitude of plans have been laid for improving the existing highway systems as well as extending them.

A high degree of road service is assured by the fact that about 240,000 miles of the total 288,000 in state highway systems are this year to be maintained under the supervision of state highway departments.

Early estimates give amount available for road expenditures as being much greater than last year. From the various sources, it is expected that highway funds will be upwards of $1,300,000,000.

These highway facts should please everyone. There is no such thing as road building expense, unless it be shortsightedness that constructs poor or inadequate roads. Every dollar put into a modern highway for building or widening is an economy and a dividend-paying investment.

The United States highway system is the best in the world.—Monroe Enquirer.

HIGHWAY EXPENDITURES

(Figures from U. S. Bureau of Public Roads)

Year	State Highway Department*	County and Local
1913	$ 37,438,172	$150,086,021
1914	24,220,850	216,063,784
1915 **	80,514,699	186,461,700
1916		
1917	47,290,797	185,333,728
1918	119,285,268	168,812,925
1919 †	200,292,694	189,163,237
1920		
1921	413,241,662	623,346,110
1922	429,896,572	468,465,735
1923	442,959,556	549,775,055
1924	605,665,207	575,855,909
1925	649,125,101	639,814,606
1926	621,744,210	675,000,000
1927 ††	648,483,055	475,124,000

* Includes local funds expended by or under State Highway Dept.

** Does not include statute labor estimated at about $15,000,000.

† Does not include statute labor estimated at about $12,000,000.

†† Estimated.

FARM-OWNED MOTOR VEHICLES

Automobiles and Trucks on Farms, January 1, 1928

The following table shows the number each of farm-owned automobiles and trucks per 100 farms in each state on January 1, 1928. The number of cars was determined by the Farm Journal and reproduced in Facts and Figures of the Automobile Industry, 1928 Edition. The number of farms is that given by the 1925 Census of Agriculture.

According to these sources there were 4,408,470 passenger cars and 598,654 motor trucks on the 6,371,640 farms of the United States. This is equivalent to 69.2 automobiles and 9.4 trucks on each 100 farms.

The density varies from 140 passenger cars in Montana and 38.3 trucks in New Jersey to 23.5 passenger cars and 2.4 trucks in Arkansas. Fifteen states average more than a passenger car per farm and twenty-six states average more than one motor vehicle per farm. North Carolina ranks fortieth with 42.8 cars and 7.4 trucks per 100 farms.

Department of Rural Social-Economics, University of North Carolina

Rank	State	Trucks per 100 farms	Autos per 100 farms
1	Idaho	3.7	140.0
2	Montana	13.9	137.8
3	Nevada	10.0	126.5
4	Nebraska	11.8	113.5
5	California	15.4	109.5
6	South Dakota	9.4	106.7
7	Wyoming	11.2	106.4
8	Arizona	14.5	105.8
9	North Dakota	9.6	105.5
10	Rhode Island	24 1	104.2
11	Maryland	18.5	103.6
12	Iowa	10.8	101.8
13	Wisconsin	14.9	101.4
14	New Jersey	38.3	100.7
15	Oregon	12.5	100.6
16	Minnesota	12.3	97.5
17	Kansas	9.5	96.7
18	Pennsylvania	18.3	96.6
19	New York	20.4	93.3
20	Washington	14.8	92.6
21	Illinois	11.4	92.4
22	Colorado	11.5	90.6
23	Indiana	12.4	89.8
24	Michigan	8.5	88.4
25	Delaware	27.2	87.1
26	Ohio	14 5	85.0
27	Massachusetts	35.4	83.7
28	Connecticut	23.6	79.7
29	Oklahoma	6.0	78.0
30	New Hampshire	14.7	77.3
31	Utah	4.6	77.2
32	Missouri	8.0	69.9
33	Vermont	8.8	68.7
34	Florida	20.8	63.2
35	Texas	5 5	61.9
36	West Virginia	6.9	60.9
37	Maine	9.4	57.9
38	Virginia	10.3	52.4
39	New Mexico	4.3	50.5
40	North Carolina	7.4	42.8
41	Georgia	5.1	38.7
42	Alabama	4.5	33.8
43	Kentucky	3.3	33.7
44	South Carolina	3.8	32.5
45	Louisiana	6.8	30.5
46	Tennessee	2.9	27.5
47	Mississippi	5.0	26.2
48	Arkansas	2.4	23.5