

October 22, 1929

Dear Mr. Allen: You will find enclosed the Julius Rosenwald check #3250 payable to the North Carolina State Department of Public Instruction for \$10,810.30 in payment of one-half the cost of purchasing and operating twenty-three busses (the Fund's share per bus not to exceed \$500) in accordance with the following tabulation:

App.No.	County	School	Purchase and Operation of	Fund's Aid
1	Warren	County Training	1 bus	\$ 500 —
2	Jackson	Colored Consolidated	1 bus	500
5	Wilkes	Lincoln Heights	1 bus	500
6	Warren	J. R. Hawkins H. S.	1 bus	500
7	Warren	County Training	1 bus	500
8	Hertford	Waters Trg. School	4 busses	2000
9	Warren	County Training	1 bus	500
10	Jones	Jones Co. Trg. Inst.	1 bus	450
16	Warren	J. R. Hawkins	1 bus	500
17	Johnston	Four Oaks	3 busses	1182.65
18	Johnston	Clayton	3 busses	1227.65
19	Warren	Jas. R. Hawkins	1 bus	500
20	Vance	Henderson Inst.	1 bus	500
21	Vance	Henderson Inst.	1 bus	500
22	Montgomery	Troy	1 bus	500
23	Jones	Pollocksville	1 bus	450
			23 busses	\$10,810.30

Sincerely,

Mr. A. T. Allen,  
Dept. of Public Instruction,  
Raleigh, North Carolina.

FISK  
UNIVERSITY

WBH	10/9	WBH	0

October 8, 1929

*NRB*  
*transportation*  
*& consolidation*

*P*

Dear Mr. Harrell: In order to encourage effective consolidation of rural schools, it would seem advisable for the Fund to allow one and one-half times the regular allotment for the first real consolidation in a county on the following conditions:

1. That at least two active schools be merged into one of three-teacher type, or larger, built on a three acre site or larger;
2. That the school term be at least six months, eight months being preferred, and no salary less than \$50;
3. That at least one transportation bus be provided for the purpose of taking care of all pupils living more than two miles away from the consolidated school;
4. That the special aid of one and one-half times the regular allotment be allowed on a shop or a teachers home built in connection with such consolidated school at the same time the school is constructed, or the following year.

If the officers are willing to approve this project, I feel that it will help us to work out a few real consolidations in the rural South, a type of school which will furnish a demonstration that will help to lift the level in the entire county.

Sincerely,

*D. L. Smith*

SLS/mc

Mr. W. B. Harrell,  
 Julius Rosenwald Fund,  
 925 South Homan Avenue,  
 Chicago, Illinois

*P. S. I believe we might make the minimum term eight months to begin with. I would much prefer to have the minimum type a four-teacher, but it might prevent any consolidations in such states as Ky, Md. and parts of other states. D. L. S.*

Specifications to be developed in cooperation with the proper state authorities defining "satisfactory equipment." Such specifications should indicate requirements as to:

1. Protection against inclement weather and provision for light and ventilation.
2. Type and arrangement of seats.
3. Seating space per child.
4. Installation of fire extinguishers.
5. Provision for entrance and exit of students.
6. Liability insurance.

Such specifications will need to be revised and extended in the light of experience. It is desirable, however, to begin developing standards while the activities of the Fund in this field are relatively limited.

*W. S. Harrell*

October 4, 1929  
WBH:F



mes

AID FOR TRANSPORTATION OF NEGRO RURAL  
SCHOOL STUDENTS

Financial Standards

Two plans have been developed for stimulating the transportation of  
Negro rural school students as follows:

Plan I

Busses Privately Owned and Operated.

First year - \$1.00 from the Fund for each \$1.00 raised from local sources.  
Second " - 1.00 " " " " " 2.00 " " " "  
Third " - 1.00 " " " " " 3.00 " " " "  
(The contribution from the Fund not to exceed \$500 per bus during any year.)

Plan II

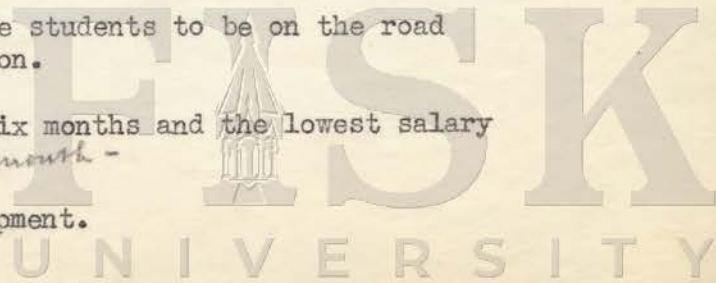
Busses Owned and Operated by  
Public School Authorities.

First year - \$1.00 for each \$1.00 raised from local sources, to be used for pur-  
chasing and operating of busses. (The contribution from the Fund not to exceed  
\$500 per bus.)  
Second year - \$1.00 for each \$2.00 raised from local sources. (The contribution  
from the Fund not to exceed \$75 per bus.)  
Third year - \$1.00 for each \$3.00 raised from local sources. (The contribution  
from the Fund not to exceed \$55 per bus.)

Operating Standards

The following standards have been developed as minimum requirements for  
giving aid for transportation, aid to be limited to:

1. Entirely new projects except where existing service is un-  
satisfactory when Fund may agree to give aid to improve service.
2. Schools of the two-teacher type or larger.
3. Communities where roads are in such condition as to permit  
continuous service.
4. Bus routes which will not require students to be on the road  
more than one hour in either direction.
5. Schools where term is at least six months and the lowest salary  
received by any teacher \$50.00. *per month -*
6. Projects using satisfactory equipment.



EXTRACT FROM LETTER OF 12/27/26 TO MR. SMITH (ORIGINAL FILED VOCATIONAL TRAINING

FILE BUSES

*nps*

" In talking to Mr. Rosenwald the other day, I brought up the problem of transportation as bearing on the consolidated school development. He was very much interested and suggested our making an investigation. I told him that Mr. Newbold mentioned that the General Education Board was going into this, but he felt that we could investigate it anyway. I wish you would find out the type of bus now being used generally in connection with the Consolidated Negro schools, what the buses cost, and the County and State contribute towards them. If you are not able to get this information before the Conference, we can no doubt sound out some of the men there. In going into this problem, we would naturally have to find out what is being done for the whites, as well as the Negroes."



M.R.S

P

The two plans developed for giving aid toward the transportation of students are as follows:

PLAN I

First year -	\$1.00	from the Fund for each	\$1.00	raised from local sources.
Second "	1.00	" " " " "	2.00	" " " "
Third "	1.00	" " " " "	3.00	" " " "

(This offer is to be made where the practice of hiring transportation is followed.)

PLAN II

First year - \$1.00 for each \$1.00 raised from local sources, to be used for purchasing and operating of busses. (Our contribution not to exceed \$500 per bus.)

Second year- \$1.00 for each \$2.00 raised from local sources. (Our contribution not to exceed \$75 per bus.)

Third year - \$1.00 for each \$3.00 raised from local sources. (Our contribution not to exceed \$55 per bus.)



FILE BUSSES:

*ncs*

EXTRACT FROM MR. STERN'S LETTER OF 3/29/27 to MR. NEWBOLD:

"As to bus transportation, it does not seem to be wise for us to go into the field, at least for the present. You suggest our aiding in the purchase of a truck and helping to maintain it. I do not believe Mr. Rosenwald would consider maintaining the busses. From practices of other states, the general system is that the father of school children or some other person in the community who has an automobile, transport the children and receive a remuneration of so much per head. From the standpoint of economy, this seems a good scheme and then, too, in many ways, it is the most natural development."

(Original letter filed - N.C. Folder - Corrs. re Negro Child Welfare in N.C.)



STATE OF NORTH CAROLINA  
SUPERINTENDENT OF PUBLIC INSTRUCTION  
RALEIGH

*File  
Business*

*mes*

February 24, 1927

*(transportation)*

*d*

Mr. Alfred K. Stern,  
Baker Hotel,  
Dallas, Texas.

My dear Mr. Stern:

It has not been our intention to delay so long in giving you the information which you requested at Winston-Salem. We have been thinking about the matter and considering it among ourselves here in the office, and we are glad to make recommendations for the development of the Rosenwald work in North Carolina along the lines which you suggested as follows.

1. Libraries. That we request the Jeanes Supervisors to select three to six Rosenwald schools in their counties which have principal and teachers who would give proper attention to the use and safety of a small library. That the Rosenwald Fund contribute \$10 to \$50, depending upon the number of classrooms in the school, in the hope that we may secure like amounts from local and State sources; that is, \$30 to \$150 for beginning libraries in these schools. Naturally we would work out some scheme by which the supervisors might be guided in making their recommendations. We would also ask that the County Superintendents join with the supervisors in such recommendations.

2. Tools. In the same way ask the supervisors to select a few Rosenwald schools to be supplied with tools to cost \$25 to \$50, of which amounts the Rosenwald Fund might contribute \$10 to \$15. The same safeguards should be used in connection with the schools selected for this aid as those indicated with reference to libraries.

3. Shops. That our office, in cooperation with County Superintendents and supervisors, select probably a half dozen county training schools\* to begin with, which at the same time are Rosenwald schools, for the building of shops. In

\*this year, others next year and so on.

some cases it might not be wise to restrict this to county training schools, but all parties concerned, - that is, County Superintendents, supervisors, principals, teachers of the school, and this office, - should agree that such school would be a good place for a shop. You suggested, I believe, \$200 per room from the Rosenwald Fund for shops.

4. Transportation. At present, according to reports from 68 county superintendents out of our 100 counties, 826 Negro children are being transported to school either at public or private expense. Twenty-one of these County Superintendents stated that financial support would help develop a modern system of transportation for Negro schools. Such transportation, I presume, would be limited to Rosenwald schools. If the Rosenwald Fund could contribute about 1/3 to 1/2 the total initial cost of trucks, and a small annual amount for maintenance and up-keep for one to three years longer, this movement would probably be stimulated considerably. If you wish any more detailed information on the matter of transportation I shall be glad to furnish it.

Anything the Rosenwald Fund might do in connection with these several projects will be highly appreciated, both by our school officials and the colored people themselves.

With cordial good wishes for you and Mr. Smith, I am

Very sincerely yours,

H. C. NEWBOLD, Director  
Division Negro Education.

P.S. Your letter of February 10th concerning traveling library developments in Greenville, S.C., is received, and I shall hope to give you some definite suggestions about it at an early date.

N.C.N.

c/ Chicago office,  
Mr. S. L. Smith.

A

# THE JULIUS ROSENWALD FUND

CHAMBER OF COMMERCE

MRS

NASHVILLE, TENN. January 1, 1927.

Dear Mr. Stern:

Subject: Transportation for Consolidated Schools

I am glad to know that Mr. Rosenwald is interested in the problem of transportation in connection with consolidation of schools, and that he has suggested our making an investigation. I shall arrange to have this placed on the program at the Conference of State Agents for discussion, or at least I am suggesting that it be done. This is a project that will have to be approached with great caution, because in some places in the South there is much prejudice against transportation for the whites. But just as in the case of the Rosenwald schools we might be able to help the whites indirectly by getting the states and counties to adopt this program more generally.

Mr. Alfred K. Stern,  
Chicago, Ill.

Sincerely yours,

B. L. Smith

FISK UNIVERSITY

# JULIUS ROSENWALD FUND

CHAMBER OF COMMERCE BLDG.

NASHVILLE, TENNESSEE

AKS	10/11/28	AKS	10/11/28
ERE	10/11/28	202	

October 11, 1928

Dear Mr. Stern:

Subject: Consolidation with Transportation

You will recall our correspondence some time ago relative to bus transportation of Negro pupils as a means of stimulating consolidation. It was thought best to suspend the matter at that time as there did not seem to be sufficient demand nor sentiment for it.

Transportation is an important factor in the proper development of consolidation among rural schools. The mere fact that this was discussed with the State Agents and a few county superintendents at that time seemed to have a wholesome effect, resulting in some serious efforts in a few states - even in Maryland where the problem of consolidation has not been solved nearly so well as other problems of rural school development. Recently the board of education of Morgan County, Alabama, decided to transport upper grade and high school pupils to the county training school (a Rosenwald school). On a competitive basis the lowest bidder was a white man of the county and the contract was awarded to him. Sentiment seems to be changing in favor of transportation.

I believe it would be well worth while to set aside a nominal fund of about \$10,000 with which to try out a few experiments in consolidation and transportation - either at the November meeting or in the Spring. I would want the appropriation to be subject to approval of the officers for each project until the experiment could be carefully tried out.

There are two practically undeveloped fields open for this experiment, which I am mentioning in order of their importance:

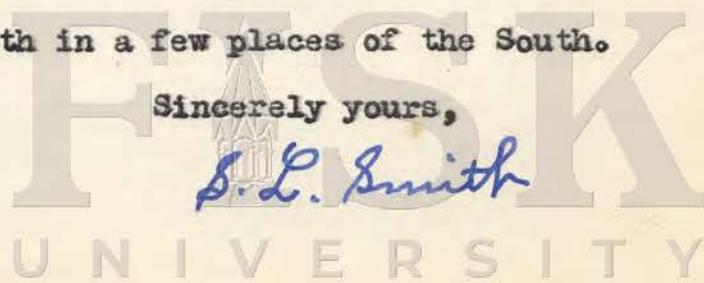
- (1) An extra allotment toward the construction of a four-teacher school or larger, where two or more schools will agree to consolidate and provide ample transportation for pupils living too far to walk; and
- (2) Aid in stimulating the beginning of transportation of high school pupils to a county training or county high schools where a Rosenwald school has already been built.

I believe we are now ready to try both in a few places of the South.

Mr. Alfred K. Stern,  
Chicago, Illinois

Sincerely yours,

*S. L. Smith*



ROSENWALD FUND

ERE	10/15/28	ES	

October 15, 1928.

Dear Mr. Smith:

Subject: Consolidation with transportation

I have not yet talked with Mr. Embree about your letter of October 11th but do not believe that we are prepared to present this at the Trustees' meeting in November. I should like to have one or two experiments worked out to present in addition to any request for the setting aside of a fund. I will discuss this with Mr. Embree upon his return.

Sincerely yours,

ALFRED K. STERN

AKS:M

Mr. S. L. Smith,  
Nashville, Tenn.

THE JULIUS ROSENWALD FUND

CHAMBER OF COMMERCE

NASHVILLE, TENNESSEE

October 16, 1928

Dear Mr. Stern:

Subject: Consolidation with transportation

I agree with you that we may not be prepared to present this matter at the Trustees' meeting in November for adoption as a policy. My thought in suggesting it was that we might have a sum available to try out a few demonstrations this year. No doubt transportation is necessary in any extensive consolidation. Possibly you may have some contingent fund that the officers could take this from.

Mr. Alfred K. Stern,  
Chicago, Illinois

Sincerely yours,

*J. L. Smith*

FISK  
UNIVERSITY

WBH	2/16		

**THE JULIUS ROSENWALD FUND**

CHAMBER OF COMMERCE BUILDING  
NASHVILLE, TENNESSEE

S. L. SMITH  
GENERAL FIELD AGENT FOR RURAL SCHOOLS

February 15, 1929

Dear Mr. Harrell:

The County Board of Education in Shelby County, Alabama, has voted to use transportation busses for the County Training School and have only enough money for two routes, but find it will require three routes and an extra bus. They are exceedingly anxious to start this extra bus immediately, operating the three the remaining months this term, bringing in the pupils of the upper and high school grades from the remote parts of the county to this most excellent Rosenwald County Training School.

In Morgan County the Board of Education has put on one auto bus and desires another for immediate use to transport children of the county to the Morgan County Training School - an excellent Rosenwald school.

Somehow Mr. Lambert had gotten the impression at the conference of State Agents in Signal Mountain last spring that the Fund might become interested in this and has used it as an incentive to start these busses. He hopes that we may be able now to come to his rescue by allowing them aid in this experiment, which he feels is an advanced step in Alabama. The contract would be let for so much a month for each route, the contractor furnishing the transportation bus. As this will serve every purpose of term extension as well as curriculum extension to a large group of remotely rural pupils, it has occurred to me that it might be a good thing to allow Mr. Lambert to use part of his term extension fund to provide this extra bus in each of these two counties, particularly since he will not be able to use up the term extension aid in his State the present year. I shall be glad to have your reactions on this. In order to get the experiment going while they are in the notion, Mr. Lambert hopes to have an immediate decision.

The Fund's share of the cost would not likely exceed \$250 for each county or a total of \$500 for the two counties from now until the end of the school year. In each project we would see that at least two to three times the Fund's amount be provided by the county for transportation.

<sup>we</sup> I feel that such an experiment would be well worth while, and would visit these counties between now and the next meeting of the Trustees and make a report on the progress. Since these two county training schools represent all the boards interested in Negro education - the public funds, Federal Vocational Agriculture, the Slater Fund, the General Education Board, and the Julius Rosenwald Fund - the experiment would be all the more important.

Mr. W. B. Harrell,

Sincerely yours,

*S. L. Smith*

February 13, 1929

Dear Mr. Smith: Referring to your recommendation that the Fund make appropriations to Shelby County and to Morgan County, Alabama to meet a part of the cost of operating school busses;- we favor making such an appropriation providing assistance from us will not be necessary over a period of years. If assistance is needed only for the current year, you may approve the payment at once in the amount of \$250.00 for each county.

We would be willing to consider giving further aid for this service during the next school year if necessary in order to put the service into operation. We should like, however, to have definite assurance that the county school authorities will take over the entire responsibility for the transportation of students after the next school year. In case our aid in inaugurating the service will involve commitment for the next school year, will you please inform us as to the amount involved?

In case such an appropriation is made, it should, we believe, be charged against the contingent fund rather than against the fund for extension of terms.

Very truly yours,

WBH:F

WILLIAM B. HARRELL

Mr. S.L. Smith  
Julius Rosenwald Fund  
Chamber of Commerce Building  
Nashville, Tennessee

FISK  
UNIVERSITY

Busses  
School Exp.

1 - to 1  
1 - to 2  
1 - to 3

- 1st gr.  
2nd  
3rd

any and all requests

**Julius Rosenwald Fund**  
Southern Office  
CHAMBER OF COMMERCE BUILDING  
NASHVILLE, TENNESSEE

same terms  
6 mo school  
not less than  
\$500 per mo.  
salaries

March 2, 1929  
nothing on

S. L. SMITH,  
FIELD AGENT  
CLARK FOREMAN,  
ASSOCIATE

alternate  
Pay 1/2 cost of bus  
operation.

Dear Mr. Harrell:

I have made some further investigations in regard to the program of transportation for Shelby, Chilton and Morgan counties, Alabama. The superintendents of these counties seem to be eager to carry out such a program, stating that it is the only way that they can furnish high school facilities to the Negro children living in remote sections of the counties.

One-half the cost of four busses in these three counties the remainder of this year - three months at \$40 per month - would be \$480 (Shelby two busses, \$240; Chilton one bus, \$120; and Morgan one bus, \$120). The \$500 which the officers have tentatively agreed to give this year would be sufficient to carry on this work in these three counties which would be a most valuable demonstration in this important feature of rural school development.

These county superintendents and Mr. Lambert hope that the Fund would be willing to pay one-half the cost of these busses for next school year and one-fourth the following year, and agree that they would take over the full obligations after that time. Morgan and Shelby counties would each want aid on an extra bus next year, making a total of six for eight months, costing \$3,840, the Fund's share being \$1,920, which would be reduced to \$960 the second year. The cost is based on \$80 per month for a bus. The aid by the Fund is based on the same ratio as that given on extension of term, and will in my opinion accomplish even more than that given for term extension, as it will not only extend the term for many of these rural children two or three months but will enable them to attend larger consolidated schools where they will have better instruction and high school facilities which are not afforded in the remotely rural districts.

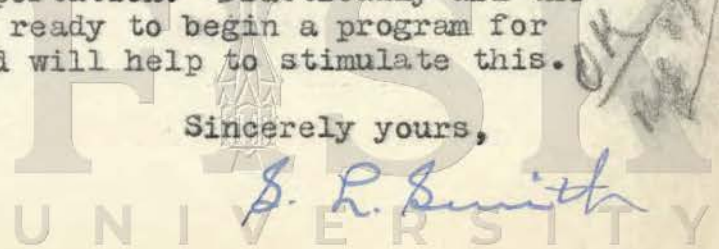
? total  
43  
counties

This study of consolidation and transportation dates back to a request of Mr. Rosenwald about three years ago. At that time there did not seem to be much sentiment for it, but we have kept it constantly before the State Agents as well as some progressive county superintendents. It seems now that the time is ripe to stimulate some efforts toward transportation. Practically all the State Agents now feel that they are ready to begin a program for consolidation and hope that the Fund will help to stimulate this.

Sincerely yours,

Mr. W. B. Harrell,  
Chicago, Illinois

S. L. Smith



# Julius Rosenwald Fund

Southern Office

CHAMBER OF COMMERCE BUILDING  
NASHVILLE, TENNESSEE

S. L. SMITH,  
FIELD AGENT  
CLARK FOREMAN,  
ASSOCIATE

*J. R. S.*

	WBAH	3/12	WBAH	0
March 11, 1929				

Dear Mr. Harrell:

At a staff meeting in Chapel Hill, North Carolina, at which Mr. Embree, you and I were present, the following plan was agreed to with reference to transportation of pupils:

1 That the Fund would be willing to pay one dollar for one the first year, one dollar for two the second year, and one dollar for three the third year, with the understanding that the county would agree to continue the operation of such bus or busses thereafter,

OR

2 That the Fund would pay one-half the purchase of a new bus on condition that the county would agree to operate it without aid from the Fund.

I talked this matter over carefully with Mr. Credle and Mr. Newbold after our conference to see just how it would fit into the plan of transportation in North Carolina. No. 1 is entirely satisfactory where the county does not care to own the busses, but they feel that No. 2 might not be sufficient stimulus to cause many counties to buy busses where it is the custom to do so for the whites. On careful reflection I agree with their views.

If we could change No. 2 to read as follows, I believe it would be more satisfactory:

*Yes*

One-half the cost for the purchase of a new bus and in addition one dollar for one toward the operating expenses the first year on condition that the Fund's share toward the purchase and operating expenses of the bus shall not be more than \$500 the first year, one dollar for two the second year (not to exceed \$75), and one dollar for three the third year (not to exceed \$55). I base this on a concrete example in North Carolina, found in Johnston County, where the cost of a bus ranges from \$800 to \$900 and the operating expenses this year an average of \$200 per bus. The total outlay for the purchase of the bus and the aid in operating it for the three years could not exceed \$630, which would still be a little better for the Fund than giving aid toward the operating expenses only, where the bus is privately owned. The Fund's share under No. 1 toward operating a bus for eight months at \$80 per month would be for the three years about \$695.

Mr. W. B. Harrell,  
Chicago, Illinois

Sincerely yours,

*S. L. Smith*

*JRS*

March 14, 1929

Dear Mr. Smith: We are willing to recommend to our Board of Trustees an appropriation to provide for the extension of terms and to provide bus service for transporting Negro children to consolidated rural schools as follows:

1. The Fund to provide \$1 for each dollar provided by local sources for the first year; \$1 for each \$2 provided in the second year; \$1 for each \$3 provided in the third year, with the understanding that the county will agree to continue the operation of the service after the three-year period.

or 2.


- The Fund will pay one-half the purchase price of new busses and in addition \$1 for each dollar raised from local sources to be applied toward the operating expenses of such transportation for the first year, on the condition that the Fund's share toward the purchase and operation of one bus shall not be more than \$500; \$1 for each \$2 the second year (not to exceed \$75 a year for each bus); \$1 for each \$3 the third year (not to exceed \$55 a year for each bus), with the understanding that the county will continue the service after the three-year period.

or 3.

- The Fund will provide \$1 for each dollar raised from local sources for an extension of terms for the first year; \$1 for each \$2 the second year; \$1 for each \$3 the third year, providing the county agrees to continue at least the same length of term after the three-year period.

The counties should agree that in each case the length of the school term will be a minimum of six months and that no teacher will receive a salary of less than \$50.00 per month.

Very truly yours,

  
WILLIAM B. HARRELL

Mr. S. L. Smith  
Nashville, Tennessee

FISK UNIVERSITY

Requisition on Appropriation 2829 -36

To JULIUS ROSENWALD FUND  
PHILADELPHIA, PENNA.

MARCH 26, 1929

Please issue check to S. L. Smith, General Field Agent \$392.50  
for items listed below:

TRANSPORTATION OF PUPILS IN ALABAMA - CHILTON  
MORGAN AND SHELBY COUNTIES. The amount approved  
for this was \$480 for four busses for March,  
April and May. One bus will not run in April  
and May and will need aid for only one month.

Approved:

\_\_\_\_\_  
Director

Respectfully

*S. L. Smith*

\_\_\_\_\_  
General Field Agent

FISK  
UNIVERSITY

# Julius Rosenwald Fund

925 S. Homan Avenue  
CHICAGO

*JK7*

To  
S. L. Smith,  
Chamber of Commerce Building,  
Nashville, Tennessee.

Payment Voucher No. 164

Date March 28, 1929.


Transportation of Pupils in Alabama - Chilton, Morgan, and Shelby Counties.

\$ 392.50

Check # 43

Accounts	Appropriation No.	Debit	Credit
Contingent Fund for Aid to Backward to Backward Counties.			
<del>Inter-State Service</del>	2829-36	\$ 392.50	

Prepared By	Checked By	Posted By	

April 1, 1929

Dear Mr. Tidwell:

You will find attached the Fund's check number 2939 for \$392.50 to the order of the Alabama State Department of Education to pay for the Fund's one-half for operating four transportation busses in Chilton, Morgan and Shelby Counties, as detailed in your letter of March 25.

Sincerely,

Supt. R. E. Tidwell  
State Department of Education  
Montgomery, Alabama  
SLS:C

FISK  
UNIVERSITY

W. B. S.

# Julius Rosenwald Fund

Southern Office

CHAMBER OF COMMERCE BUILDING  
NASHVILLE, TENNESSEE

S. L. SMITH,  
FIELD AGENT  
  
CLARK FOREMAN,  
ASSOCIATE

9

W.B.S. 4/15	W.B.S.
E.R.C.	E.R.C.
A.K.S.	A.K.S.
April 13, 1929.	

Dear Mr. Harrell:

While it might not be best to place too many conditions in the appropriation for the purchase of transportation busses, I do believe that we should require that the bus be of standard type for that particular section of the state and meet the approval of the State Department of Education and the Fund. In some sections they buy the chassis and have the body made at a cost of from \$100 to \$150. After once getting the momentum going on this project we might be able to help improve the type used, just as the Fund has done in schoolhouse construction.

In my opinion there would be nothing gained by requiring a limited number of pupils per teacher in schools where aid is given on transportation busses, at least until the work has been well under way. The high schools have fixed some limitations as to the number of pupils per teacher, for whites, and a committee of the Southern Association of Secondary Schools is now considering a plan for accrediting Negro high schools. But little has been done in the Southern states to limit the number of pupils per teacher in elementary schools.

As the State Legislatures will not meet again for almost two years it will be rather difficult for most of the states to take over a greater part of the Building Agents' salaries before July 1, 1931. It might be well for us to discuss this matter thoroughly with the State Agents at the next conference in an effort to work out a plan of withdrawal over a period of years. These men are valuable aids to the program of schoolhouse construction, rural libraries, term extension, etc.

Sincerely,

*S. L. Smith*

Mr. W. B. Harrell,  
Chicago, Ill.

SLS:DB



	WRS	9/12 ✓	WRS. 9/12 ✓
August 10,	1929.	NRS transportation	

P

NRS  
(14)

Dear Mr. Harrell: In these new projects, new problems always arise at the beginning. Kentucky has filed an application for transportation of fifteen children on train, in order that a one-teacher school may be abandoned and consolidated with a better and larger school.

They are running two busses, transporting fifteen pupils each in that county, and can carry these fifteen on train for exactly the same price as the cost of the busses on the other two routes. It is because of the poor roads that they prefer to use the train. I have no recommendation to make, but I would like to have your reactions on whether or not this could come under the appropriation for transportation, in case it should seem wise to do it.

Sincerely,

J. L. Smith

SLS/mc

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
Chicago, Illinois.



P

WKS  
Transportation

August 12, 1929

Dear Mr. Smith:

X-Policy

It seems entirely proper to give the usual aid for transportation of students carried by train instead of by bus. Our contribution in such cases should be on the same basis as that offered where busses are hired rather than operated by the school authorities.

Before extending this aid we should have assurance:

1. That the train schedule permits students using this method of transportation to be in school during the regular school hours.
2. That the school authorities recognize that by accepting our assistance over a three-year period they commit themselves to assume full responsibility after we have withdrawn our aid, either by continuing to transport the students by train or to provide bus transportation.

WBH:F

Mr. S.L. Smith  
Nashville  
Tennessee

WILLIAM B. HARRELL

FISK  
UNIVERSITY

P

WASH	8/19	USA	SPH
August 16, 1929.			

NCS

Dear Mr. Harrell: Kentucky is starting out on high with bus transportation. We have on file applications for 23 busses in twelve counties of Kentucky, costing \$15,883.65. Of this amount the Fund's share would be \$6,954.32. This is less than half the total cost, due to the fact that I have considered \$500 as a maximum amount of the Fund's aid the first year, while in a few places the total cost is much beyond \$1,000.

As the estimated allotment for Kentucky was \$3,200, it would be necessary to have authority from you to take care of these additional busses in that state. The total allotment for busses was more than \$28,000 and the only applications we have on file so far are these from Kentucky. The interesting thing about it is that the superintendents became so interested in it when Mr. Taylor made the offer that they went ahead and, in a large number of these places, have already contracted for their busses and have them in operation. I was in two counties in Kentucky this week where they have seven busses now in operation, beginning them about a week ago.

I very much hope that we can take care of all Mr. Taylor's transportation because it is necessary to consolidate and transport in his state or to build more one-teacher schools. I very much prefer the former. He thinks a few more counties will yet qualify if the Fund can take care of them. I believe it would be well to make a real demonstration of transportation in Kentucky this year.

Sincerely,

D. L. Smith

SLS/mc

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
Chicago, Illinois.

P.S. If agreement was could approve applications from the various states up to the total appropriation for transportation and then ask the Officers to transfer from the \$50000 for other aspects of Reg. Ed. to take care of the excess, if needed. D. L. S.

	WBH	8/19	WBH	o	NRS
					transportation
		August 16, 1929.			tbls

P

Dear Mr. Harrell: I notice in your letter of August 12th that it seems proper to give the usual aid for transportation of students carried by train as well as by bus. Before approving aid for this kind of transportation, I shall make a careful investigation to see about the train schedules and shall have the Superintendent's signed statement that the transportation will be continued after the Fund's withdrawal.

There is a greater element of risk in this type of transportation than by bus, and I shall try to take every precaution to safeguard the Fund's aid in this project.

Sincerely,

*L. L. Smith*

SLS/mc

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
925 South Homan Avenue,  
Chicago, Illinois.

*P*

LBH	8/19	WPBA	8/21
August 17, 1929.			

*JCS*

Dear Mr. Harrell: Since writing you yesterday relative to extra aid for transportation in Kentucky, we have had applications for six or seven more transportation busses in Kentucky, calling for about \$2,600 aid from the Fund. Mr. Taylor is urging that we take care of these, since the County Superintendents have become enthusiastic over this new plan and feel that it will help to solve a very serious problem, which has confronted them for some years.

Sincerely,

*S. L. Smith*

SLS/mc

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
925 South Homan Avenue,  
Chicago, Illinois.



P

nps

August 21, 1929

Dear Mr. Smith:

The request for additional aid as indicated in your letters of August 16th and 17th for (transportation) of Negro students in Kentucky is approved.

I should like, however, to raise one question. Is it at all likely that the consolidation of existing schools merely means the placing of more students under one teacher? The number of Negro students in some counties in Kentucky is so small that we may find we are helping to provide transportation for students to another community to attend a one-teacher school. In this case there is no reason to believe that the grade of instruction will be improved.

I assume you plan to keep a careful check on schools where we are giving aid for transportation to insure that the conditions as to teachers' salaries and length of terms are being complied with.

Very truly yours,

WILLIAM B. HARELL

WBH:F

Mr. S.L. Smith  
Nashville, Tennessee

718

P

	August 23, 1929		
WCH	WCH	WCH	0

Dear Mr. Harrell: This will acknowledge with thanks your letter authorizing the approval of additional transportation applications in Kentucky. I agree with your word of caution in regard to transporting pupils to the one-teacher schools, and have called this to Mr. Taylor's attention. You will be interested to know that they are beginning to add to these one-teacher schools, bringing them up to the two-teacher type in order to take care of the increased number of pupils. We are urging that, wherever transportation is provided, bringing another small community into a one-teacher school that an additional teacher be employed if the number should exceed 40-45 on the enrollment basis.

Not a single teacher in the 24 applications approved for transportation in Kentucky is drawing less than \$75 salary, and the minimum term so far has been seven months. We shall approve no applications where a teacher is paid less than \$50 a month and the term is less than six months.

Sincerely,

*J. L. Smith*

SLS/me

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
925 South Homan Avenue,  
Chicago, Illinois.

# Julius Rosenwald Fund

925 S. Homan Avenue  
CHICAGO

*MRS*

To American National Bank a/c J.R. Fund  
 \$ Mr. S. L. Smith  
 Chamber of Commerce Bldg.  
 Nashville  
 Tenn.

Payment Voucher No. 686

Date September 12, 1929

Requisition dated September 11, 1929 - CONSTRUCTION - \$20,000.00

Requisition dated September 11, 1929 - ~~TRANSPORTATION~~ - 13,818.00  
 \$ 33,818.00



Ck. #446

Accounts	Appropriation No.	Debit	Credit
Rural School Program			
Construction	2930-1A	\$20,000.00	
Transportation	2930-1F	13,818.00	
		<u>\$33,818.00</u>	



Prepared By

Checked By

Posted By

For Controller

# Requisition 1929-30

BUDGET #1

004686

To JULIUS ROSENWALD FUND  
CHICAGO, ILLINOIS

September 11th, 1929

Please issue check to American National Bank, Account Julius Rosenwald Fund  
for items listed below:

CONSTRUCTION

\$20,000.00



Respectfully

A handwritten signature in dark ink, appearing to read "S. L. Smith", is written over a faint background watermark of a building tower.

Director for Rural Schools



# Requisition 1929-30

Budget #3

To JULIUS ROSENWALD FUND  
CHICAGO, ILLINOIS

September 11, 1929

Please issue check to American National Bank, Account Julius Rosenwald Fund  
for items listed below:

TRANSPORTATION

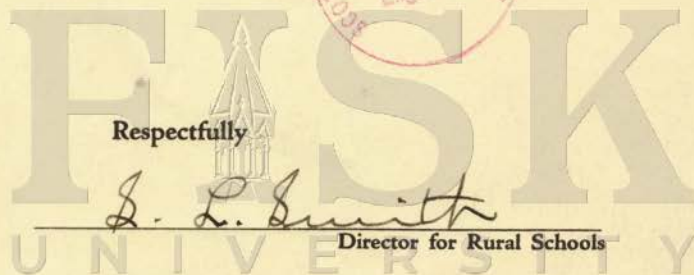
\$13,818.00



Respectfully

A handwritten signature in dark ink, appearing to read "L. L. Smith", is written over a horizontal line.

Director for Rural Schools



STATE OF SOUTH CAROLINA  
DEPARTMENT OF EDUCATION

JAS. H. HOPE  
STATE SUPERINTENDENT OF EDUCATION

W. A. SHEALY  
ASSISTANT SUPERINTENDENT



COLUMBIA

September 23, 1929.



Mr. S. L. Smith,  
Chamber of Commerce Building,  
Nashville, Tennessee.

Dear Mr. Smith:

Please give me all the information necessary as to the amount of money that the Rosenwald Fund will contribute toward transportation. I think I have a few places in South Carolina where we can use this to advantage. I shall be glad to get this at the earliest possible date. I should like to have this information at least by Saturday of this week.

Thanking you for this,  
and with best wishes, I am,

Very truly yours,

JBF-C.

*W. A. Shealy*  
State Agent Negro Schools.

*I wish to know the amount for each school.*

*Shealy*  
FISK  
UNIVERSITY

September 25, 1929

Dear Mr. Felton: In Mr. Smith's absence I am sending you herewith what information I have on the subject of transportation. It is my understanding that the amount of aid is limited per bus, \$500 being the maximum per bus for purchase and operation, but not limited per school so long as the amount used comes within the appropriation allotted to each state.

Sincerely yours,

Enclosures

Mr. J. B. Felton,  
Columbia, South Carolina

Secretary

	UBH	10/2	UBH	10/2

October 1, 1929

*WPS*

Dear Mr. Harrell: We have applications for transportation aid from Florida and North Carolina which can not be approved without authority from you because (1) Florida did not ask for transportation aid in the spring and does not have any money under this budget item, and (2) North Carolina is exceeding her quota of \$6,920.

If these transportation busses in North Carolina are approved, it will require about \$5,000 in addition to the \$6,920 already appropriated to North Carolina for transportation this year. Mr. Newbold, in a recent letter, states that he will make application for aid on none but new projects and that satisfactory bus bodies will be provided.

Mr. Williams of Florida has applications on file for the operation of five busses - two in Duval County (eleven-teacher school), two at the St. Lucie County Training School (twelve-teacher), and one at the Port Saint Joe School in Gulf County, a new two-teacher consolidated Rosenwald school, built last June, on which the bonus was given for the first school in the county. If these are approved, it will require \$2,085, aid from the Fund, which is less than one half, since two of the busses will exceed the maximum of \$500 each. Mr. Williams did not think, last spring, that he could stimulate any bus transportation in Florida and did not ask for any aid. He now states that some interest is being manifested and he may have one or two other places to qualify.

Please let me hear from you at your earliest convenience whether this aid can be granted, provided all conditions are met as to the type of bus service to be furnished.

Sincerely,

*S. L. Smith*

SLS/me

Mr. W. B. Harrell,  
Julius Rosenwald Fund,  
Chicago, Illinois.

p.s. I shall secure a picture of every bus on which aid is to be given, before sending out any money.



P ncb  
October 2, 1929

Dear Mr. Smith:

I am willing to join with you in approving the additional applications for aid for transportation in North Carolina, referred to in your letter of October 1st. I am willing also to join you in approving the applications received from Florida.

As soon as possible I think it will be advisable to summarize by states, the applications approved for aid for transportation. You will recall that Miss Carney has recently prepared such a statement. Due, however, to the fact that a number of the applications from Kentucky were for old projects, this statement needs revision. I realize, of course, that Mr. Taylor has not had time as yet to determine just what projects will be eliminated, but it seems proper to bring some pressure to bear upon him in order that we may know to what extent we have committed ourselves. I hope it will be possible to prepare a revised statement of allotments as of the end of October and a monthly statement thereafter.

Very truly yours,

WILLIAM B. HARRELL

WBH:F

Mr. S.L. Smith  
Chamber of Commerce Building  
Nashville, Tennessee

FISK  
UNIVERSITY

P  
NRS  
October 3, 1929

Dear Mr. Smith:

I have prepared a summary for the information of Mr. Embree of the requirements for giving aid for transportation, a copy of which is attached. This statement is intended to cover the points which you and I discussed. Will you please go over it at your convenience and suggest any changes which you consider proper?

You will note I have indicated that it seems desirable for you to attempt to work out, in cooperation with the proper state authorities, specifications defining "satisfactory equipment." If you approve of this proposal, I suggest that you take whatever steps you consider proper.

Very truly yours,  
WILLIAM E. WARE

WBH:F

Mr. S.L. Smith  
Julius Rosenwald Fund  
Nashville  
Tennessee

FISK  
UNIVERSITY

October 5, 1929

*MRS*

*P*  
Mr. Embree:

Attached herewith is a proposed plan for giving aid for transportation of rural Negro school students. The financial requirements for giving aid were approved by the Trustees at the May 1929 meeting.

The "operating standards" suggested represent the conclusions reached by Mr. Smith and myself after studying first-hand a number of projects in Kentucky.

WBH:F

*W. H. Howell*

*WBH - Very clear*

*My only question is as to whether we should give help on busses to schools of less than 3 or 4 teacher type - If we must give to 2-teacher schools this year; how about serving notice that after this year it will be only to 3-teacher, & after 2 years only to 4 teacher?*

mes

October 5, 1929

P

Mr. Embree:

Attached herewith is a proposed plan for giving aid for transportation of rural Negro school students. The financial requirements for giving aid were approved by the Trustees at the May 1929 meeting.

The "operating standards" suggested represent the conclusions reached by Mr. Smith and myself after studying first-hand a number of projects in Kentucky.

WBH:F

WILLIAM B. HARRELL



October 5, 1929

*ms*

*Q*

	<i>ABH</i>	<i>10/7</i>	<i>ABH</i>	<i>10/7</i>

Dear Mr. Harrell: Mr. Lambert of Alabama writes  
 that he will likely have three  
 or four additional schools to qualify for bus transportation the present year, which will call for at  
least \$2,000 more than he asks for in his request  
 for appropriation under this item. Am I authorized  
 to approve these if they meet fully with the require-  
 ments, as long as the total does not exceed the amount  
 of the appropriation for bus transportation - \$28,140?

Sincerely,

*J. L. Smith*

SLS/mc

Mr. W. B. Harrell,  
 Julius Rosenwald Fund,  
 925 South Homan Avenue,  
 Chicago, Illinois.



P  
ms

October 7, 1929

Dear Mr. Smith:

We agree that it would be proper for you to approve the addition of applications for transportation in Alabama, referred to in your letter of October 5 and to approve other applications meeting our requirements up to the total appropriation for transportation of \$28,140.

Very truly yours,

WBH:F

Mr. S.L. Smith  
Nashville  
Tennessee

WILLIAM B. HARRELL

FISK  
UNIVERSITY

ms

October 7, 1929

W.B.H.	10/6	W.B.H.	0
C.R.E.		E.P.S.	0

P

Dear Mr. Harrell: I approve of the proposed operating standards for bus transportation attached to your letter of October 3d, and am taking up the matter of minimum specifications with the states in an effort to define satisfactory equipment.

Sincerely,

*S. L. Smith*

SLS/mc

Mr. W. B. Harrell,  
 Julius Rosenwald Fund,  
 925 South Homan Avenue,  
 Chicago, Illinois.



October 10, 1929

Dear Mr. Smith:

Mr. Embree has raised the question as to whether we should give aid for transportation to schools as small as the two-teacher type after the current year. He wonders whether it would be advisable to serve notice that after 1930-31 aid for transportation be given to schools of the three-teacher type or larger and beginning with July 1st, 1931 only to schools of the four-teacher type.

Before discussing the question further I should like to have the benefit of your opinion. Will you also comment on the advisability of adopting such a plan except for sparsely settled communities such as are found in Kentucky and parts of Missouri and some sections in other states.

Very truly yours,

WBH:F

Mr. S.L. Smith  
Nashville  
Tennessee

WILLIAM B. HARRELL

FISK  
UNIVERSITY

	WBS	10/14	WBS	10/14

*WBS*

*P*

October 11, 1929

*#28,140*

Dear Mr. Harrell: It seems now that we shall need \$10,000 to \$12,000 additional for bus ~~transportation~~. We have enough satisfactory applications on file, approved or eligible for approval, to amount to \$32,000, after cancelling applications amounting to about \$3,000 from Kentucky. Then, too, four states have budget allotments amounting to \$7,460 not yet taken up, which must come out of the total budget allotment if these states qualify. Since we have already announced to each the amount of its appropriation in this budget, we could not afford to allocate any part of this to another state unless or until it is released by the state to which it was appropriated. Most of this unused balance is in Arkansas, Louisiana, Maryland, and Oklahoma, and, judging from recent correspondence, it seems that most of it will be used.

I would like to have as early decision as possible, as one or two of the states are waiting for approval of some applications now on file.

Sincerely,

*L. L. Smith.*

SLS/mc

Mr. W. B. Harrell,  
 Julius Rosenwald Fund,  
 925 South Homan Avenue,  
 Chicago, Illinois.



October 12, 1929

*mes*

*P*

	<i>UBA</i>	<i>10/14</i>	<i>UBA</i>	<i>10/17</i>

*Begin on 1/18/1930*

Dear Mr. Harrell: The point raised by Mr. Embree on transportation as to whether we should give aid for transportation to schools as small as the two-teacher type after the current year is well taken. I believe it would be all right to serve notice that after 1930-31 aid for transportation will be given to schools of three-teacher type or larger. It might be well not to take the next step for 1931-32 until we have studied it a little further. We have gone over the records and find that of the sixty-three transportation busses approved for aid, only nine are to two-teacher schools - seven in Kentucky, one in Florida, and one in Mississippi.

If the above should be adopted as a rule, I think there should be some flexibility for exceptions in Kentucky, Maryland, Missouri, and sparsely settled sections of a few other states, to be made only after very careful study in each case.

*no*

Sincerely,

*S. L. Smith*

SLS/me

Mr. W. B. Harrell,  
 Julius Rosenwald Fund,  
 925 South Homan Avenue,  
 Chicago, Illinois.



October 14, 1929

WBS

P

Dear Mr. Smith:

We are asking the Executive Committee, at a meeting to be held on October 30th, to approve an increase in the appropriation for transportation in the amount of \$12,000. This amount will be taken from the contingent fund. Since the officers have authority to make adjustments in the rural school budget, it will not be necessary for you to await action from the Executive Committee before approving applications for transportation in excess of the amount appropriated at the May meeting.

Very truly yours,

WBH:F

Mr. S.L. Smith  
Nashville  
Tennessee

WILLIAM B. HARRELL



October 18, 1929

Dear Mr. Smith:

I regret that we did not have an opportunity to discuss possible future rulings with regard to the size of schools where we are willing to aid on transportation. Mr. Embree has suggested we announce that, beginning with July 1, 1930, transportation will be offered only to schools of the three-teacher type or larger. We further suggests that we make no exceptions to this rule in Kentucky, Maryland and Missouri.

Very truly yours,

WILLIAM B. HARRELL

WBH:F

Mr. S.L. Smith  
Nashville  
Tennessee

November 1, 1939

Dear Supt. Vaughan: You will find enclosed the Julius  
Rosenwald Fund check No. 3307 pay-  
able to the Oklahoma State Department of Public Instruc-  
tion for \$1,000., in payment of the Fund's share on two  
transportation buses in Kingfisher County - Dunbar \$500  
and Dover Consolidated \$500.

Enclosure

Sincerely yours,

Supt. John Vaughan,  
Oklahoma City, Oklahoma

FISK  
UNIVERSITY

November 1, 1929

Dear Mr. Harned: You will find enclosed the Julius  
Rosenwald Fund check No. 3308 payable  
to the Tennessee State Department of Education for  
\$500., in payment of the Fund's share on the purchase  
and operation of one bus at the Fayette County Training  
school, your application No. 1.

Enclosure

Sincerely yours,

Mr. P. L. Harned,  
State Department of Education,  
Nashville, Tennessee

FISK  
UNIVERSITY

# Julius Rosenwald Fund

Southern Office

CHAMBER OF COMMERCE-BUILDING  
NASHVILLE, TENNESSEE

	was 11/4	was 11/5	
	llk	DC	mes

S. L. SMITH,  
DIRECTOR FOR RURAL SCHOOLS  
CLARK FOREMAN,  
ASSOCIATE FOR STUDIES

*(Handwritten mark)*

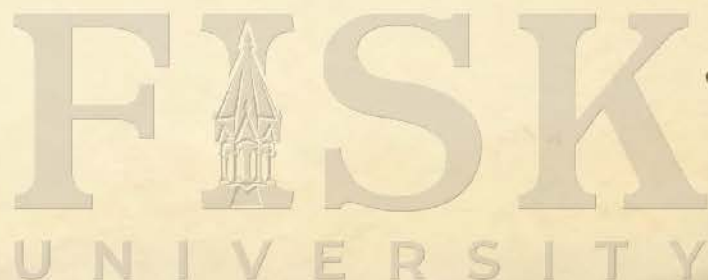
November 2, 1929

Dear Mr. Harrell :

You will notice that we have another requisition for transportation. It took the full amount of the recent requisition to pay the Fund's share on transportation busses purchased by a few states. We have sent out no money to pay toward the operation of busses, yet. I think it might be well to send half of the Fund's share on such bus transportation that has been fully approved, and hold back the other half till later on. It would facilitate matters to send it all at one time, but the states cannot wait till near the end of the year for it, and I do not feel that it would be best to send it all at this time. Do you agree? I shall appreciate any suggestions you may have to offer.

Sincerely,

*S. L. Smith*



# CROSS REFERENCE RECORD

**FIRM NAME OR SUBJECT** NEGRO RURAL SCHOOLS (TRANSPORTATION) **FILE NO.** \_\_\_\_\_

**DATE** 11/5/29 **REMARKS** Payment of \$7,000

**SEE** FINANCE NASHVILLE OFFICE (GENERAL) **FILE NO.** \_\_\_\_\_

**DATE** \_\_\_\_\_ **SIGNED** \_\_\_\_\_

FILE CROSS REFERENCE RECORD UNDER NAME OR SUBJECT LISTED AT TOP OF THIS SHEET, AND IN PROPER DATE ORDER.  
THE PAPERS REFERRED TO SHOULD BE FILED UNDER NAME OR SUBJECT LISTED UNDER "SEE"

**YAWMAN AND ERBE MFG. CO.**  
ROCHESTER, N.Y.



November 7, 1929

Dear Mr. Lambert: Beginning with July 1, 1930,  
the officers of the Fund have  
decided that transportation aid will be offered  
only to schools of the three-teacher type or larger.  
This is done in order to stimulate consolidated  
schools and I am sure will meet with the hearty ap-  
proval of all states.

Sincerely,

SLS/mc

*Circular to all state agents.*

FISK  
UNIVERSITY

November 9, 1929

Dear Mr. Duke:            If you happen to have any other schools that desire to qualify for school bus transportation this year we shall be glad to take care of them since we have had an additional appropriation for transportation, bringing the total from \$28,000 up to \$55,000 for this year. I would like to see your state make a good record.

Wherever the Fund gives aid on the purchase of a bus it should be new but where aid is given only on the operation it is not necessary that the bus be new, but it should meet fully with the approval of the state department of education. As to the type of bus body, etc. and should be a new service or route.

Sincerely,

SLS/mc

Mr. E. A. Duke,  
State Dept. of Public Instruction,  
Oklahoma City, Oklahoma.

FISK  
UNIVERSITY

JULIUS ROSENWALD FUND

Nashville, Tennessee

November 23, 1929

Dear Supt. Harman: You will find enclosed the Julius Rosenwald Fund check No. 3349 payable to the Alabama State Department of Education for \$2,000., in payment of one-half the cost of purchasing and operating four school busses (the Fund's share per bus not to exceed \$500), in accordance with the following tabulation:

App. No.	County	School	Purchase and Operation of	Fund's aid
6	Talladega	County Training	2 busses	\$1,000.
8	Clay	Lineville "	1 bus	500.
9	Russell	County Training	1 bus	500.

Sincerely yours,

Supt. A. F. Harman,  
Montgomery, Alabama

cc to Mr. J. S. Lambert

FISK  
UNIVERSITY

**JULIUS ROSENWALD FUND**  
**Nashville, Tennessee**

**November 23, 1929**

**Dear Supt. Bell: You will find enclosed the Julius Rosenwald Fund check No. 3351 payable to the Kentucky State Department of Education for \$472.19, in payment of the Fund's share on the cost of purchasing and operating one school bus at Stony Point school in Boyle County, represented by your application No. 26 on file in your office.**

**Sincerely yours,**

**Enclosure**

**Supt. W. C. Bell,  
State Department of Education,  
Frankfort, Kentucky**

**cc to Mr. L. N. Taylor**

JULIUS ROSENWALD FUND

Nashville, Tennessee

November 23, 1929

Dear Supt. Cook: You will find enclosed the Julius Rosenwald  
Fund check No. 3352 payable to the Maryland  
State Department of Education for \$1,000., in payment of the  
Fund's aid on two busses at the Industrial school in Calvert  
County, your application No. 2.

Enclosure

Sincerely yours,

Supt. Albert Cook,  
Baltimore, Maryland

cc to Mr. J. Walter Huffington

FISK  
UNIVERSITY

✓

JULIUS ROSENWALD FUND

Nashville, Tennessee

November 23, 1929

Dear Supt. Allen: You will find enclosed the Julius Rosenwald Fund check No. 3553 payable to the North Carolina State Department of Public Instruction for \$3,589.70, in payment of one-half the cost of purchasing and operating six school busses (the Fund's share per bus not to exceed \$590), in accordance with the following tabulation:

App. No.	County	School	Purchase and Operation of	Fund's aid
17	Johnston	Four Oaks	(Bal. due 3 busses)	\$317.35
18	Johnston	Clayton	(Bal. due 3 busses)	272.35
24	Rockingham	Douglas High	1 bus	500.00
25	Catawba	Catawba	1 bus	500.00
26	Johnston	County Training	1 bus	500.00
27	Montgomery	Troy	1 bus	500.00
28	Alexander	Happy Plains	1 bus	500.00
30	Iredell	Houstonville	1 bus	500.00

Sincerely yours,

Enclosure

Supt. A. T. Allen,  
Raleigh, North Carolina

cc to Mr. M. C. Newbold

FISK  
UNIVERSITY

JULIUS ROSENWALD FUND

Nashville, Tennessee

November 23, 1929

Dear Supt. Hirst: You will find enclosed the Julius Rosenwald Fund check No. 3350 payable to the Arkansas State Department of Education for \$2,400., in payment of one-half the cost of purchasing and operating five busses (the Fund's share per bus not to exceed \$500), in accordance with the following tabulations:

App. No.	County	School	Purchase and Operation of	Fund's aid
1	Woodruff	Augusta	1 bus	\$500.
2	Woodruff	Fitzhugh	1 bus	500.
7	Conway	County Trg. (Menifee)	1 bus	500.
8	Columbia	Freehope	1 bus	500.
14	Ouachita	Lafayette	1 bus	400.

Enclosure

Sincerely yours,

Supt. C. M. Hirst,  
State Department of Education,  
Little Rock, Arkansas

cc to Mr. F. T. Mitchell,

FISK  
UNIVERSITY

December 12, 1929

Dear Supt. Hirst: You will find attached the Julius Rosenwald Fund check #3411, payable to the Arkansas State Department of Education for \$1,721.25, to pay one-half the Fund's obligation for the operation of nine buses as listed below. I am sure your department will carefully check to see whether each bus is actually in operation before making payment. This aid is for one-half the year. We will likely pay the second installment about February or March.

App. No.	County	School	Opera- tion of	One-half Fund's aid
4	Nevada	C.T.S. (Rosston)	1 bus	\$200.00
5	Nevada	C.T.S. (Rosston)	1 "	200.00
6	Faulkner	Conway	1 "	200.00
9	Pulaski	Cato	1 "	131.25
10	Pulaski	Woodson	1 "	130.00
11	Pulaski	Roland	1 "	230.00
12	Nevada	C.T.S. (Rosston)	1 "	200.00
13	Union	Smackover	1 "	250.00
15	Ashley	Portland	1 "	180.00

Sincerely,

Supt. C. M. Hirst  
Little Rock, Arkansas

cc: Mr. F. T. Mitchell

FISK  
UNIVERSITY

December 10, 1929

Dear Supt. Bell: You will find attached the Julius Rosenwald Fund check #3406, payable to Kentucky State Department of Education for \$2,871.91, to pay one-half the Fund's obligation for the operation of twenty-two busses as listed below. I am sure your department will carefully check to see whether each bus is actually in operation before making payment. This aid is for one-half the year. We will likely pay the second installment about February or March.

App. No.	County	School	Operation of	One-half of Fund's aid
1	Woodford	Versailles	2 busses	\$180.00
2	Breckinridge	Hardinsburg	1 "	250.00
3	Clark	Howard's Cree	2 "	337.16
4	Daviess	Reid & West	1 "	250.00
6	Bourbon	Little Rock	2 "	157.50
7	Jefferson	Jeffersontown	1 "	250.00
8	Jefferson	Newburg	1 "	250.00
19	Harrison	Red Oak	2 "	200.00
27	Daviess	Western High	1 "	112.50
28	Jefferson	Jefferstown	1 "	70.00
29	Fayette	Coletown	1 "	112.50
30	Bath	County High	1 "	157.50
31	Woodford	Versailles	4 "	193.50
32	Daviess	Owensboro H	1 "	101.25
33	Fayette	Maddoxtown	1 "	250.00

Sincerely,

Supt. W. C. Bell  
State Department of Education  
Frankfort, Kentucky

cc: Mr. L. W. Taylor  
Frankfort, Kentucky



December 13, 1929

Dear Mr. Harned: You will find attached the Julius Rosenwald Fund check #3416, payable to the Tennessee State Department of Education for \$1,788.75, to pay one-half the Fund's obligation for the operation of ten busses as listed below. I am sure your department will carefully check to see whether each bus is actually in operation before making payment. This aid is for one-half the year. We will likely pay the second installment about February or March.

App. No.	County	School	Opera- tion of	One-half Fund's aid
2	Hamilton	Washington	1 bus	\$135.00
3	Hamilton	Howard High	1 "	168.75
4	Henderson	Montgomery H. S.	1 "	250.00
5	Decatur	County Trg. S.	2 "	470.00
6	McMinn	J. L. Cook	1 "	137.50
7	Carroll	County Trg. S.	1 "	247.50
8	Meigs	Burkett's Chapel	2 "	292.50
9	Monroe	Madisonville	1 "	87.50

Sincerely,

Mr. P. L. Harned  
Nashville, Tennessee

cc: Mr. Dudley Tanner

FISK  
UNIVERSITY

December 14, 1929

Dear Mr. Allen: You will find attached the Julius Rosenwald Fund check #3418, payable to the North Carolina State Department of Public Instruction for \$1,055. to pay one-half the fund's aid for the operation of ten busses as listed below. I am sure your department will carefully check to see whether each bus is actually in operation before making payment. This aid is for one-half the year. We will likely pay the second installment about February or March.

App. No.	County	School	Opera- tion of	One-half Fund's aid
3	Gaston	Dallas	1 bus	\$ 60.00 ✓
4	Gaston	Belmont	1 "	30.00 ✓
13	Pender	Rocky Point	2 "	220.00
14	Stanly	Albemarle	1 "	75.00
15	Stanly	Norwood	2 "	225.00
29	Alexander	Third Creek	1 "	105.00
31	Hertford	Hertford C. Trg.	1 "	145.00
32	Hertford	Hertford C. Trg.	1 "	145.00

Sincerely,

Enc.

Mr. A. T. Allen  
Raleigh, North Carolina

cc: N. C. Newbold

FISK  
UNIVERSITY

December 17, 1929

Dear Supt. Harman: You will find attached  
the Julius Rosenwald  
Fund check #3430, payable to the Alabama  
State Department of Education, for \$500,  
in payment of the Fund's aid for the pur-  
chase and operation of one bus at the Shelby  
County Training School, represented by trans-  
portation application #2, on file in your de-  
partment.

Sincerely,

Supt. A. F. Harman  
Montgomery, Alabama

cc: Mr. J. S. Lambert

FISK  
UNIVERSITY

December 17, 1929

Dear Supt. Harman: You will find attached the Julius Rosenwald Fund check #3429, payable to the Alabama State Department of Education, for \$850, to pay one-half the Fund's obligation for the operation of six busses as listed below. I am sure your department will carefully check to see whether each bus is actually in operation before making payment. This aid is for one-half the year. We will likely pay the second installment about February or March.

App. No.	County	School	Opera- tion of	One-half Fund's aid
1	Morgan	County Training	1 bus	\$120.00
2	Shelby	County Training	1 "	160.00
3	Franklin	Harricane	1 "	120.00
4	Chilton	County Training	1 "	160.00
5	Baldwin	County Training	1 "	150.00
7	Shelby	Galera	1 "	140.00

Sincerely,

Enc.

Supt. A. F. Harman  
Montgomery, Alabama

cc: Mr. J. S. Lambert

FISK  
UNIVERSITY

NES

P

Dr

December 19, 1929.

Dear Mr. Smith: I am pleased to inform you that at a meeting of the Executive Committee, held December 18, 1929, the following resolution was adopted:

RESOLVED that the sum of Eleven thousand dollars (\$11,000) be and it is hereby allocated from the sum provided for "other aspects of the rural school program" to be used for aid in the (transportation) of students during 1929-30.

This brings the total allotment for the purpose of transportation up to \$51,140. According to your statement and your letters, the amount necessary will be closer to \$60,000. but I understand that adjustments will be made through allotments within the rural school budget.

If any question occurs to you regarding this matter, please write me.

Very truly yours,

NATHAN W. LEVIN

NWL:CO

Mr. S. L. Smith  
Cotton States Building  
Julius Rosenwald Fund  
Nashville, Tennessee



December 21, 1929

Dear Supt. Duggan: You will find attached the Julius Rosenwald Fund check #3449, payable to the Georgia State Department of Education for \$201.25 to pay one-half the Fund's aid for the operation of a school bus for the Camden County Training School (St. Mary's), represented by transportation application #1, in file in your department. We will likely pay the second installment about February or March.

Sincerely,

Supt. M. L. Duggan  
Atlanta, Georgia,

cc: Mr. Walter B. Hill

FISK  
UNIVERSITY

# Julius Rosenwald Fund

925 S. Homan Avenue  
CHICAGO

*NRB*

Journal Voucher No. 110

Date December 31, 1929

Explanation		Appropriation No.	Debit	Credit
Other Aspects of Rural School Program	A-76	2930-1H	\$11,000.00	
<u>Transportation of Students</u>	A-74	2930-1F		\$11,000.00
Allocation of balance in Appropriation for Other Aspects of Rural School Program to Transportation of Students. See minutes page 233.				

Prepared By mgj      Checked By \_\_\_\_\_      Posted By \_\_\_\_\_



For Controller