

Julius Rosenwald Fund

925 S. Homan Avenue
CHICAGO

NES
transportation

To

S. L. Smith

Credit Voucher No. 392

Date January 14, 1931

Refund a/c payment made to state of Oklahoma for one school


transportation bus (See payment Vo. from Nashville
Office #4321) -----

\$200.00

See letter 2/12/31

F. N.

Accounts	Appropriation No.	Debit	Credit
Rural School Program - Transportation	2930-138 I		\$200.00

Prepared By MCJ	Checked By	Posted By	
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7/18

	7/18	3/10		

Remarks: Rural School Program
Transportation

Appropriation for 1930-31 \$ 28500.

(1931-32. # 12,500.

1932-33 9000.

21,500.

Payments to date

33,290.50

Overdraft

4790.50

Remarks: Reserve for Transportation
2930-1

Appropriation	\$ 42,263.86
Payments to date	18,629.97
	<hr/>
	23,633.89

NRS
(Transportation)

7

Mr. Embree:
Mr. Stern:

OK for
new budget

There was appropriated \$28,500 for Rural School Program
transportation for 1930-31 in addition to \$12,500 for 1931-32 and \$9,000
for 1932-33. During 1930-31 Mr. Smith has already paid out under the
transportation allotment, \$33,290.50, thus creating an overdraft in
this phase of the budget of \$4,790.50. ✓

Do you have any instructions in this matter?

NWL:CO

March 10, 1931

App - 4/16/30 \$50000 - 3 yr. commitment:
Not divided into yrs in minutes
but divided as above in correspondence.

FISK
UNIVERSITY
Nelson

0-7 Finance Budget

P

AKS	3-12	AKS	0
		NRS	

Transportation

Nashville, Tennessee,
March 11, 1931.

Dear Mr. Stern:

You will find attached a revision of the school bus transportation program. I have thought this over from every possible angle and discussed it with our associates in the office, and I am thoroughly convinced that the schedule shown here is as large as the Fund ought to consider giving for 1931-32. We are changing the Fund's share from one-half, one-third and one-fourth to one-fourth, one-fifth and one-sixth up to fixed maximums, in which the total maximum amounts for purchase and operation and for operation only will be the same.

In view of these deductions I am suggesting that we reduce the amount in the tentative budget from \$36,000 to \$28,000 for 1931-32.

Mr. McCuiston and I discussed this program together this morning and he fully agrees that we can carry on in a satisfactory way with this program without much lost motion. In fact, we would rather let them have to step on the gas than to put on the brakes.

Sincerely,

[Handwritten signature: S. L. Smith]

SLS/KS

Mr. Alfred K. Stern,
Julius Rosenwald Fund,
900 South Homan Avenue,
Chicago, Illinois



SCHOOL BUS TRANSPORTATION

Last year (1929-30) school bus transportation was a new project of the Fund, and in order to accelerate a satisfactory momentum the Fund agreed to give one-half the cost the first year, one-third the second year and one-fourth the third year, considering \$500 as the maximum for the first year aid, which made it possible for a bus to qualify for as much as \$1,000 over the three year period. In 1930-31 the same ratio was continued but the maximum limit on one bus over the three year period was placed at \$650. It is now proposed to reduce the Fund's share of the cost for 1931-32 as follows:

A. PURCHASE AND OPERATION:

<u>Year</u>	<u>Fund's Share of Cost</u>	<u>Not to Exceed</u>
1st	One-fourth	\$250
2nd	One-fifth	80
3rd	One-sixth	<u>60</u>
	Total for 3 years	\$390

B. OPERATION ONLY:

<u>Year</u>	<u>Fund's Share of Cost</u>	<u>Not to Exceed</u>
1st	One-fourth	\$160
2nd	One-fifth	125
3rd	One-sixth	<u>105</u>
	Total for 3 Years	\$390

While this is a reduction of about 40 per cent, the Fund's share would still be 20 per cent of the total cost over the three-year period, which in the opinion of the officers is ample to stimulate bus transportation in connection with strategic consolidations and important county high schools, on a permanent basis. Aid is to be limited to one consolidated or high school in a county where the term is at least eight months, and four or more trained teachers are employed, with no salary less than \$60 a month.

While the Fund has given aid on 237 busses this two year period, only 3 have been reported as discontinued. Two of these were in counties where all the schools, white and colored, had to close in the middle of the session because of depleted treasuries due to bank failures; and the third was in a Kentucky county where the high school pupils were transported last year to an adjoining county high school, but because this county has now provided its own county high school, it is unnecessary to continue intercounty transportation. The Fund contributed toward the operation only of these three busses, and not toward the purchase.

7

NLS
(Transportation)

March 17, 1931

Dear Mr. Smith: My records indicate that up to March 1, 1931, you have expended \$33,290.50 for transportation for 1930-31 commitments. It was my understanding that the payments for 1930-31 were to be at a maximum, \$28,500. I presume, however, that you are not making commitments of the excess of the \$50,000 allotment.

Because of this apparent discrepancy between the original estimates and the actual payments, I would appreciate a letter from you stating the exact status of the transportation budget for 1930-31. You will remember that this \$50,000 allotment was to cover the three-year period.

Yours very truly,

NATHAN W. LEVIN
Comptroller

NWL:CO

✓
TO 983
Mr. S. L. Smith
Cotton States Building
Nashville, Tennessee



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mes

Nashville, Tennessee,
March 18, 1931.

Dear Miss Elvidge:

I am sending herewith ^{Ky} check No. 210 to the order of the Julius Rosenwald Fund for \$233.75, refund on account of a temporary curtailment of ~~transportation~~ service at the Howard's Creek School in Clark County, Kentucky, application 3-a, reducing the amount actually spent from \$387.90 to \$154.15, leaving a balance of \$233.75 to be returned to the Fund. We are crediting Kentucky with this amount under Budget No. 3-bb and charging the Fund likewise.

Sincerely,

Bessie W. Canney
Secretary to Mr. Smith.

BWC/KS

Miss Dorothy A. Elvidge,
Julius Rosenwald Fund,
900 South Homan Avenue,
Chicago, Illinois



Julius Rosenwald Fund
925 S. Homan Avenue
CHICAGO

7/23

From
S. L. Smith

Credit Voucher No. 453
Date March 20, 1931

Refund received from Howard's Creek School in Clark County, Kentucky,
on unused payment made for transportation ----- \$233.75

*See letter of
3/18/31*

P. N.

Accounts	Appropriation No.	Debit	Credit
Rural School Program Reserve - Transportation 2930-11			\$233.75
Prepared By MGJ	Checked by	Posted By	Controller



AKS & H
SRZ - SR
N W

P

NRS
transportation

Nashville, Tennessee,
March 27, 1931.

Dear Mr. Levin: The commitments for school busses
qualifying on the 1930-31 budget
are as follows:

originally
28500

Total for three years		\$49,422.41
First year-1930-31	\$33,690.50	
Second year-1931-32	9,026.66	
Third Year-1932-33	6,705.25	

You will notice that a large part of the commitment comes the first year, due to the fact that 52 of the 82 transportation busses were purchased outright by the school boards in which case we pay one-half of the purchase and only \$75 toward the operation the second year, and \$55 the third year. My estimate was that the first year would be around \$28,000 based on last year's experience, but last year the number of busses purchased by aid of the Fund was very much less than the number on which we gave aid for operation only, which accounts for the difference the first year. This is a wholesome development since there is likely to be greater permanence where the school boards are willing to purchase and own the transportation busses.

Sincerely,

S. L. Smith

SLS/KS

Mr. N. W. Levin, Comptroller,
Julius Rosenwald Fund,
900 South Homan Avenue,
Chicago, Illinois



Julius Rosenwald Fund

925 S. Homan Avenue
CHICAGO

nes

Journal Voucher No. 510

Date April 13, 1931

Explanation	Appropriation No.	Debit	Credit
Appropriations for Future Years - 1931-32		\$3,473.34	
1932-33		2,294.75	
Rural School Program - <u>Transportation</u>			\$5,768.09
To adjust allocation of Transportation budget previously made. In Mr. Smith's letter of March 27th, he gives the estimated expenditures for 1930-31 as:			
1930-31 - - - - -		-\$33,690.50	
1931-32 - - - - -		9,023.66	
1932-33 - - - - -		6,705.25	
		<u>\$49,422.41</u>	
Previous set up was:			
1930-31 - - - - -		-\$28,500.00	
1931-32 - - - - -		12,500.00	
1932-33 - - - - -		9,000.00	
		<u>\$50,000.00</u>	



Prepared By MGJ	Checked By	Posted By
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For Controller

Survey

State of Arkansas
Department of Education
Little Rock

October 1, 1931.

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

Dear Mr. Smith:

Your letter of September 30 to Mr. Hirst has been referred to me for reply. We have no information on transportation of school pupils in this state before the school year 1925-26. That year there were 108 buses in the state transporting 3136 pupils. We do not have the information separate for white and colored pupils until last year, 1930-31.

Last year there was a total of 1212 buses in the state transporting 46,878 pupils daily. Of this number 1174 buses were for 45,262 white pupils, and 38 were for 1616 colored pupils. I hope this will give you the information you want.

Under separate cover I am sending you a bulletin, "Public Transportation of School Pupils in Arkansas," hoping it may be of some help to you.

I am also sending you a copy of the survey which we made of the schools in Boone County Missouri this summer.

Very truly yours,

Harry A. Little

Harry A. Little, Associate Director
Division of Research & Surveys.

HAL/M

FISK
UNIVERSITY

October 2, 1931

LOUISIANA

Number Transfers (Busses)

	White	Negro
1920 - - - - -	670	None
1930 - - - - -	2,363	None

Number Pupils Transported (Registration)

	White	Negro
1920 - - - - -	18,229	none
1930 - - - - -	87,703	none



COMMONWEALTH OF KENTUCKY

Department of Education

FRANKFORT

W. C. BELL
SUPERINTENDENT PUBLIC INSTRUCTION

October 2, 1931

Transp

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

My dear Mr. Smith:

We have no information available at the State Department of Education of Kentucky concerning school busses or transportation of school children in 1920; however, at that time a few busses were being operated. Prior to that, some consolidated school projects had been worked out in Mason County, which involved the question of transportation. It was done at that time without legislative authority or sanction. Sometime prior to 1920, the first legislative sanction or authority given to transportation in Kentucky was enacted, but the records of the number of busses used or pupils transported were not made until sometime after 1920.

Very truly yours,

W. C. Bell

W. C. Bell,
Superintendent Public Instruction.

WCB:LR

FISK
UNIVERSITY

SOME TRANSPORTATION FACTS AS SHOWN BY ANNUAL STATISTICAL
REPORTS AS OF JUNE 30, 1930

Fifty of the 120 counties of the state furnish transportation to 14,487 pupils at a total cost of \$282,502.00.

The average per pupil cost per day was 13¢ or \$19.50 per pupil for the ^{av.} school year.

Below will be found the 15 counties transporting the largest number of children, arranged according to average number of pupils transported, with the total cost to each county.

Mason	1,821	pupils	at	cost	of	\$32,776
Fayette	1,294	"	"	"	"	25,199
Warren	1,080	"	"	"	"	15,410
Jefferson	913	"	"	"	"	27,601
Daviess	789	"	"	"	"	24,382
Henderson	766	"	"	"	"	16,383
Woodford	692	"	"	"	"	12,915
Grant	552	"	"	"	"	14,915
Harrison	538	"	"	"	"	8,403
Bourbon	463	"	"	"	"	5,025
Franklin	406	"	"	"	"	4,504
Boone	355	"	"	"	"	6,720
Ballard	350	"	"	"	"	5,234
Muhlenberg	303	"	"	"	"	3,635
<i>Year 1929-30</i> Boyle	225	"	"	"	"	5,522

Vehicles used for transporting the 14,487 pupils
 For White Children 438
 " Colored Children 75
 Both 513





M. L. DUGGAN
STATE SUPERINTENDENT
OF SCHOOLS

Department of Education

Atlanta

October 2, 1931

Group

Mr. S. L. Smith,
Director for Southern Schools,
Julius Rosenwald Fund,
Cotton States Building,
Nashville, Tennessee.

Dear Mr. Smith,

Your letter of the 30th to Mr. Duggan has been referred to me for reply.

In 1920 there were 432 teams and trucks used for the transportation of children in Georgia. In that year the number of teams and trucks was not shown for white and colored separately. In 1930 there were 1970 white and 13 colored making a total of 1983 teams and trucks used for the transportation of pupils to Georgia schools.

Trusting this is the information you desire and with kindest personal regards, I am,

Yours very truly,

Gordon G. Singleton
Gordon G. Singleton, Director,
Div. Information & Statistics.

FISK
UNIVERSITY

COMMONWEALTH OF VIRGINIA
STATE BOARD OF EDUCATION
RICHMOND

Transp

Oct. 2, 1931

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

My dear Mr. Smith:

I regret to say that we have apparently no record of the number of school wagons and buses used during the school year 1919-20 and 1920-21. Our earliest record, that for the session of 1921-22, shows that 348 wagons and buses were in operation. For the year 1929-30, this number had increased to 1,405. ✓

With kindest regards, I am

Very truly yours

Sidney B. Hall
Sidney B. Hall
Superintendent Public Instruction

H/H



STATE OF FLORIDA
DEPARTMENT OF PUBLIC INSTRUCTION

TALLAHASSEE

W. S. CAWTHON,
SUPERINTENDENT

October 3, 1931

Long

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

My dear Mr. Smith:

Replying to your letter of September 30, I regret to say that no data are available in this office showing the total number of school busses that were used during the years 1930 and 1931.

During the year 1920, 7,925 white and 31 negro children were transported to school. In 1929, the number of white children transported was 41,832 and the number of negro children carried by busses was 494.

Trusting that this information may be of interest to you, I am

Yours sincerely,

W. S. Cawthon

State Superintendent

WSC/SB

FISK
UNIVERSITY

Smith

STATE OF ALABAMA
DEPARTMENT OF EDUCATION
MONTGOMERY

October
Fifth
1931

Mr. S. L. Smith
Director for Southern Schools
Julius Rosenwald Fund
Nashville, Tennessee

2

Dear Mr. Smith:

Complying with your request, I am giving you below the information relative to the cost of transportation in Alabama for the years 1920-1930 inclusive:

<u>White</u>	1920		1930
Spent for transportation	\$117,468 -		\$1,355,630
Pupils transported -	7,058 -		66,499
Number Buses -	157 -		2,198

<u>Colored</u>			
Spent for transportation -	No report		
Pupils transported -	" "		
Number buses -	" "	\$	9,735
			No report
			12 ✓

These figures are taken from our Annual Reports.

Yours very truly,

R. E. Ledbetter

R. E. Ledbetter
Director of Schoolhouse Planning

L:DB





STATE
DEPARTMENT OF EDUCATION
AUSTIN, TEXAS

S. M. N. MARRS, SUPERINTENDENT
L. W. ROGERS,
FIRST ASSISTANT SUPERINTENDENT

SECOND ASSISTANT SUPERINTENDENT
GLADYS LITTLE,
THIRD ASSISTANT SUPERINTENDENT

October 5, 1931

Mr. S. L. Smith
Director for Southern Schools
Julius Rosenwald Fund
Nashville, Tennessee

Dear Mr. Smith:

Your letter of September 30th to State Superintendent S. M. N. Marrs has been referred to this division for attention.

Please be advised that we are supplying all available data in regard to school buses in Texas. We have no tabulations made on this subject previous to 1926-1927.

Year	Total Number of Transportation Vehicles in Use
1926-27	1,043
1927-28	1,373
1928-29	1,502
1929-30	1,916

I hope that this information will be of some value to you in the preparation of your paper, and if we can be of any further service please feel free to call upon us.

Very truly yours,

John H. Steinle, Jr.
John H. Steinle, Jr., Assistant
Division of Research and Accounting.

JHS/M

FISK
UNIVERSITY

STATE OF MARYLAND
DEPARTMENT OF EDUCATION

TWENTIETH FLOOR, LEXINGTON BUILDING
LEXINGTON AND LIBERTY STREETS
BALTIMORE

BESSIE C. STERN
STATISTICIAN
BUREAU OF EDUCATIONAL MEASUREMENTS

October 6, 1931.

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

My dear Mr. Smith:

I regret very much that we cannot give you comparative information on number of busses in use in 1920 and 1930. No information of that type was collected back in 1920. The only comparative information we can give on transportation is on amount of money expended.

<u>Year</u>	<u>Expenditures from Public Funds for Transportation of Pupils</u>	<u>Expenditures from Public Funds for Transportation of Colored Pupils</u>
1920	\$ 64,734	0
1930	\$603,148	\$ 8,675*

*Includes \$1,875 from Rosenwald Fund, but excludes expenditures by the State in transporting pupils attending the elementary training school at the Bowie Normal School.

The following paragraph is taken from pages 267 and 268 of the 1930 report of the State Department of Education:

"In the fall of 1930, there were 665 motor vehicles used for the transportation of Maryland county school children. Of these, 53 were owned by the County Boards of Education and 612 by contractors. Montgomery owned 23 buses; Baltimore, 16; Prince George's 6; Garrett, 4; Calvert, 2; and Harford and St. Mary's, one each. In addition, 1,440 pupils went to school on public buses, 324 rode on trains and electric cars, and 50 came in private conveyances at the expense of the county. In Calvert County a motor boat was necessary for transportation in one section of the county, and in Dorchester, Garrett, and Montgomery, one or two horse-drawn vehicles were in use. The total distance covered one way by the 670 conveyances, exclusive of public buses, trains and cars, was 5,592 miles, an average route of 8 1/3 miles." *

I hope you can use these data.

Sincerely yours,

Bessie C. Stern
Statistician.

* Eleven of the school buses were used to carry colored pupils while the colored pupils going to 10 schools in three counties went on public trains, trolleys, or electric cars at public expense.

DIVISION OF RESEARCH AND SERVICE
MARSHALL W. GREGORY, DIRECTOR

State of Oklahoma
Department of Public Instruction

JOHN VAUGHAN, SUPERINTENDENT
CLAY W. KERR, ASST. SUPERINTENDENT

Oklahoma City

October 9, 1931

Mr. S. L. Smith
Director for Southern Schools
Cotton States Building
Nashville, Tennessee

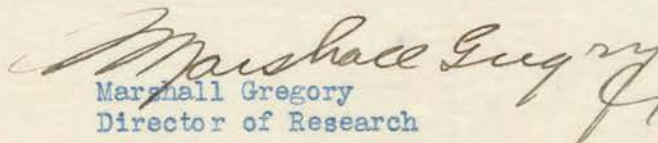
My dear Mr. Smith:

Your letter of September 30 was referred to me for reply October 5.

In 1929-30, Oklahoma had 1,480 school busses transporting white children and approximately 60 busses transporting negro children. The records of the office show that 635 busses were being used in 1922, but do not show how many were used for negro children. Records are not available for 1920.

I shall be glad to comply with any further requests you may make for information.

Cordially yours,


Marshall Gregory
Director of Research

MG:ED

FISK
UNIVERSITY

JULIUS ROSENWALD FUND

Southern Office
Nashville, Tennessee

REPORT ON SCHOOL BUS TRANSPORTATION

July 1, 1929 to June 30, 1931

Rank	State	Number Of			Pupils Trans- ported	Miles Daily	Total Cost	Fund's Aid
		Busses	Schools	Counties				
1.	N. Carolina	61	30	21	2,375	1,629	\$ 59,109.82	\$25,180.50
2.	Kentucky	33	18	15	769	791	24,860.48	9,618.51
3.	Arkansas	26	18	12	1,425	643	25,222.00	10,946.00
4.	Mississippi	21	11	8	738	416	11,036.50	5,286.00
5.	Oklahoma	19	10	8	786	735	19,164.00	7,618.00
6.	Tennessee	19	15	13	615	649	20,507.62	7,590.00
7.	Alabama	15	11	10	584	486	12,835.00	5,680.00
8.	Virginia	15	11	11	434	395	14,989.00	6,591.50
9.	Texas	11	7	7	473	235	13,586.50	4,961.25
10.	Maryland	10	4	3	244	326	7,555.00	3,125.00
11.	Florida	8	6	6	418	358	10,205.00	3,660.00
12.	Missouri	5	4	4	33	102	1,805.00	822.50
13.	Georgia	<u>1</u>	<u>1</u>	<u>1</u>	<u>61</u>	<u>45</u>	<u>805.00</u>	<u>402.50</u>
	Totals	<u>244</u>	<u>146</u>	<u>119</u>	<u>8,953</u>	<u>6,810</u>	<u>\$221,680.92</u>	<u>\$91,481.76</u>

Note: Louisiana and South Carolina not included in the above table.

MRS
filed
15-14-31

SCHOOL BUS TRANSPORTATION

1931 - 32

1. Purchase and Operation
(Bus to be owned by School Board)

Year	Fund's Share of Cost	Not to Exceed
1st	One-fourth	\$250
2nd	One-fifth	80
3rd	One-sixth	<u>60</u>
Maximum Total for Three Years		\$390

2. Operation Only

Year	Fund's Share of Cost	Not to Exceed
1st	One-fourth	\$160
2nd	One-fifth	125
3rd	One-sixth	<u>105</u>
Maximum Total for Three Years		\$390

Aid will be limited to one important consolidated or high school in a county where the term is at least eight months and four or more trained teachers are employed, with no salary less than \$60 a month.

Drawn

May 14, 1932

Dear Mr. Williams: As per the attached pink slip of transmittal we are today pending to the Florida State Department of Public Instruction the Fund's check No. 5735 for \$345, in payment of its share of operating three school transportation busses. Mr. Smith urges that you investigate, personally, each project to see that the bus has run the full time in keeping with original agreement, and that wherever there has been a reduction in the contract price the Fund's share be reduced relatively. This should be done before any payment is made. Any unused balance can be refunded.

Sincerely yours,

Comptroller So. Office.

BWC/KS

Mr. E. E. Williams,
State Dept. of Public Instruction,
Tallahassee, Florida

FISK
UNIVERSITY

Julius Rosenwald Fund
925 S. Homan Avenue
CHICAGO

92RS

From

S. L. Smith

Credit Voucher No. 799

Date May 20, 1932

Refund from Florida on account of the Tampashores School at
Clearwater, Pinellas County not meeting requirements
for first year (transportation,)

\$ 146.25

F. N.

Accounts	Appropriation No.	Debit	Credit
Rural School Program			
Transportation	3031-490		\$ 146.25
Prepared By	Checked by	Posted By	Controller
D.E.			



Julius Rosenwald Fund

Southern Office
Cotton States Building
Nashville, Tennessee

S. L. Smith
Director for Southern Schools
Fred McCuiston
Associate Director
W. F. Credle
Associate

May 18, 1932

	DE	5/19	DE	0

Dear Miss Elvidge: You will find attached Florida check No. 13 to the order of S. L. Smith, Agent, for \$146.25 endorsed to the Julius Rosenwald Fund, which represents a refund on first year transportation application No. 1, Budget No. 3-A. This refund was made necessary on account of the Tampashores School at Clearwater in Pinellas County not meeting requirements specified in the application.

Sincerely yours,

Bennie W. Casner
Comptroller So. Office.

BWC/KS

Miss Dorothy A. Elvidge,
Julius Rosenwald Fund,
4901 Ellis Avenue,
Chicago, Illinois

*Transp.
Form letter*

Form

June 30, 1932

Dear Mr. Lambert: I am writing you well in advance to say that I do not see any way for us to pay second and third year aid on transportation for 1932-33. When the applications for first year were approved and payments made we had intended in good faith to give aid as indicated for second and third year commitments but in recent months business conditions have been such that the stock market has dropped to new low levels and we are informed that dividends will be omitted on our stocks beginning July 1, 1932. This gives us no means of paying the transportation commitments except by selling stocks at a ridiculously low price, which I am sure you and the county superintendents would not want us to do. Will you please write the county superintendents at an early date calling attention to this fact, giving our reasons for not being in position to cooperate next year, sending them a copy of my letter if you desire?

We feel that if we can conserve our capital stock now it will be only a matter of a few months or a year until conditions will grow much better and that we will then be able to cooperate with the public school officials in important projects. We certainly hope that the superintendents and boards who have been so fine in their cooperation with us will understand the situation and that the momentum created by the aid already given in this important project will be sufficient to carry it on without further assistance from the Fund.

On behalf of the Officers of the Fund I wish to thank the county superintendents through you for their most wonderful cooperation and fine attitude in this phase of the work.

Sincerely,

SLS:mc

Mr. J. S. Lambert
Montgomery, Alabama

FISK
UNIVERSITY

Transp

September 12, 1932

Dear Mr. Newbold: Please let me thank you for your letter of September 9 to which you attached the report on school bus transportation from 1929-30 to June 30, 1932. It is interesting to note that 34 schools in 23 counties have been stimulated to put on a total of 68 busses, transporting 7,849 pupils. It would also be fine if we could know the total distance these pupils were hauled daily for the total time. The figure would be rather staggering, but therefore interesting. I note that the total cost of these busses for the period was more than \$93,000, of which amount the Fund gave a little more than \$35,000. It seems now that this fine demonstration in North Carolina and in other states has gathered sufficient momentum to carry the bus transportation project on without further aid. Have you had any serious rebounds to our withdrawal as per my letter sent out on June 30 stating that we did not feel we could go forward with aid on second and third year transportation for the present year?

I am glad to know that Credle is getting started in his work, and is about to get some aid out of the government since the Rosenwald Fund is not giving any the present year. You can count on Credle stimulating some kind of activities and getting money somewhere to build schoolhouses.

Sincerely yours,

SLS/KS

Mr. N. C. Newbold,
State Dept. of Public Instruction,
Raleigh, North Carolina



STATE OF NORTH CAROLINA
SUPERINTENDENT OF PUBLIC INSTRUCTION
RALEIGH

September 9, 1932

Mr. S. L. Smith,
Cotton States Building,
Nashville, Tennessee

Dear Mr. Smith:

A summary of the Rosenwald aid on transportation has been made in our office and I think you will be interested in seeing a copy of it. I hope you will check this over with your records and find that it tallies with what you have.

I want you to know, and through ^{you} the officers of the Rosenwald Fund, that we keenly appreciate the large sum contributed by the Rosenwald Fund on this program.

Additional busses are being used in the transportation of colored children but naturally the movement is going very slowly at this time.

We are very glad indeed to have Mr. Credle back with us in our work here, both because of our real need for him and because of the situation which you described to me that now obtains in your office.

There is some possibility of getting the use of Federal Relief Funds to aid in schoolhouse building, the idea being to employ a well trained foreman who would direct the construction of small buildings or additions to other buildings. The Federal Funds would be used to put some unemployed laborers to work which, as you see, would accomplish two things.

1. Give employment to many workmen who need it.
2. Increase the number of available class-rooms for the children of the State.

This seems to some of us here to be a very fine program to develop and we hope it will succeed.



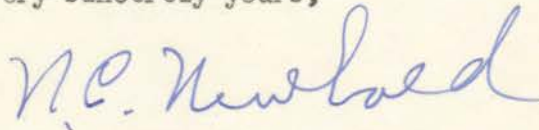
STATE OF NORTH CAROLINA
SUPERINTENDENT OF PUBLIC INSTRUCTION
RALEIGH

- 2 -

Mr. Credle has already gone to work and is receiving some encouragement from the Director of the Federal Relief Fund.

With cordial good wishes, I am

Very sincerely yours,



N. C. Newbold, Director
Division Negro Education

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FISK
UNIVERSITY

Rosenwald Aid on Transportation of Negro School Children
North Carolina

1929-30 to
June 30, 1932

County	School	No. Busses	No. Children	CONTRIBUTIONS		
				Rosenwald Fund	Public Funds	Local Funds
* Alexander	Happy Hollow	4	324	\$ 2,030.00	\$ 2,861.00	\$ -
"	Third Creek	1	125	455.00	1,295.00	-
Avery	Elk Park	1	170	500.00	717.00	-
Bertie	Co. Training	1	110	250.00	-	650.00
Cabarrus	Logan	1	60	244.00	47.00	150.00
Catawba	Catawba	1	216	630.00	976.50	-
Craven	James City	2	213	1,130.00	1,613.00	500.00
Currituck	Snowden	2	150	500.00	-	884.44
"	Moyock	1	180	575.00	1,201.83	-
Gaston	Dallas	1	120	260.00	916.00	676.09
"	Belmont	1	165	346.67	910.00	190.00
Halifax	Weldon	1	30	250.00	-	595.42
"	Eastman	1	35	500.00	-	406.24
Hertford	Waters Training	7	864	3,886.25	5,046.25	3,265.00
"	Murfreesboro	1	62	440.83	711.67	377.50
Iredell	Houstonville	1	279	630.00	768.00	-
Jackson	Consolidated	1	217	630.00	1,099.00	-
Jones	Co. Training	2	215	1,160.00	1,690.00	155.00
Johnston	Princeton	2	305	1,260.00	1,336.24	-
"	Clayton	4	518	2,520.00	3,389.94	-
"	Co. Training	1	184	630.00	726.31	-
Montgomery	Troy	3	389	1,835.00	3,335.50	315.00
"	Leaks	1	90	400.00	455.00	-
Pender	Rocky Point	4	364	1,459.99	2,960.00	-
"	Burgaw	2	82	613.33	858.67	-
Rockingham	Douglas High	1	48	630.00	783.46	-
Stanly	Co. Training	1	92	325.00	635.00	-
"	Norwood	2	268	975.00	1,905.00	-
Tyrrell	Columbia	1	40	575.00	350.00	-
Vance	Henderson Insti.	4	337	2,410.00	1,326.13	1,512.00
Wake	Berry O'Kelly	1	66	575.00	276.78	346.05
Warren	J. R. Hawkins	6	536	3,614.00	3,298.14	1,948.84
"	Co. Training	3	524	1,890.00	1,575.19	737.00
Wilkes	Lincoln Heights	2	379	1,205.00	1,952.00	-
23	34	68	7,849	\$35,335.07	\$45,015.80	\$12,708.58

4.74

* 1 listed as *Burgaw* *Clair*

