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An Improvement Plan for Green County Kentucky Schools

Marion Webb Gumm
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Gumm,

Marion Webb

1950

AN IMPROVEMENT PLAN FOR GREEN COUNTY KENTUCKY SCHOOLS

BY

MARION WEBB GUMM

A THESIS .

SUBMITTED IN PARTIAL FULFILLMENT
OF THE REQUIREMENTS FOR THE DEGREE OF
MASTER OF ARTS

WESTERN KENTUCKY STATE COLLEGE

JUNE, 1950

Approved:-

Major Professor
and
Department of Education

Minor Professor

Graduate Committee

Lee Francis Jones

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ACKNOWLEDGMENTS

The writer wishes to express his sincere appreciation to all who have in any way assisted him in making this work possible. For valuable information pertaining to "An Improvement Plan for Green County Kentucky Schools" the writer is indebted to Mr. G. B. Taylor, Mrs. Lucile Guthrie, Superintendent of Green County Schools, Mr. John H. Ewing, County Agent of Green County, Mr. Pilson Smith, County Judge of Green County, the librarians of Western Kentucky State College library, and his wife, Wilma D. Gumm, who has been a source of inspiration.

Last, the writer wishes to express his sincere thanks and deepest gratitude to Dr. Lee Francis Jones and Dr. Gordon Wilson for their suggestions, criticisms, and encouragement that have made this work possible.

INTRODUCTION

The foremost thought in the minds of educators is better educational facilities for our youth. This thought is especially true in Kentucky. When compared with the nation, Kentucky ranks low in the field of education. Kentucky is slowly progressing to higher levels of education. Kentucky has some very poor counties that have to battle many obstacles to improve their educational systems. Many of the counties in Kentucky have very limited sources of revenue. Many of its residents are not educated to the need of more modern educational facilities. It is the aim of this thesis to show the need and a plan of improving the educational system of Green County schools.

Charles Carr, Plains of Kentucky (Chicago: American Historical Society, 1922), p. 130.

Green County, Plains of Kentucky (Chicago: American Historical Society, 1922), p. 130.

Madison County, Plains of Kentucky (Chicago: American Historical Society, 1922), p. 130.

CHAPTER I
HISTORICAL DATA

Green County, Kentucky, has a very interesting history. Being among the oldest counties of Kentucky, it has scars, monuments, and legends left by settlers and explorers of the eighteenth century. Green County was established in 1792, the same year Kentucky was made a state. It carries the name of General Nathanael Greene of the Revolutionary War.¹ When established, Green County contained approximately 3000 square miles. Today it covers an area of approximately 275 square miles. Originally Green County embraced what are now Hart, Taylor, Adair, Metcalfe, Barren, Monroe, Cumberland, Clinton, Wayne, Pulaski, and Russell Counties.² See maps I and II, pp. 2-3.

The original settlers of this historic county came from Virginia, West Virginia, North Carolina, and South Carolina. Even though it is small, Green County has more miles of streams than any other county in the state of Kentucky. Green River, Little Barren River, Russell Creek, Pittman's Creek, Big Brush Creek, and their tributaries traverse a distance of more than 280 miles.³

The Brush Creek section of Green County when a wilderness was referred to as "The Promised Land."⁴ This section of Green County was the first to

¹ Charles Kerr, History of Kentucky (Chicago: American Historical Society, 1922), II, 1106.

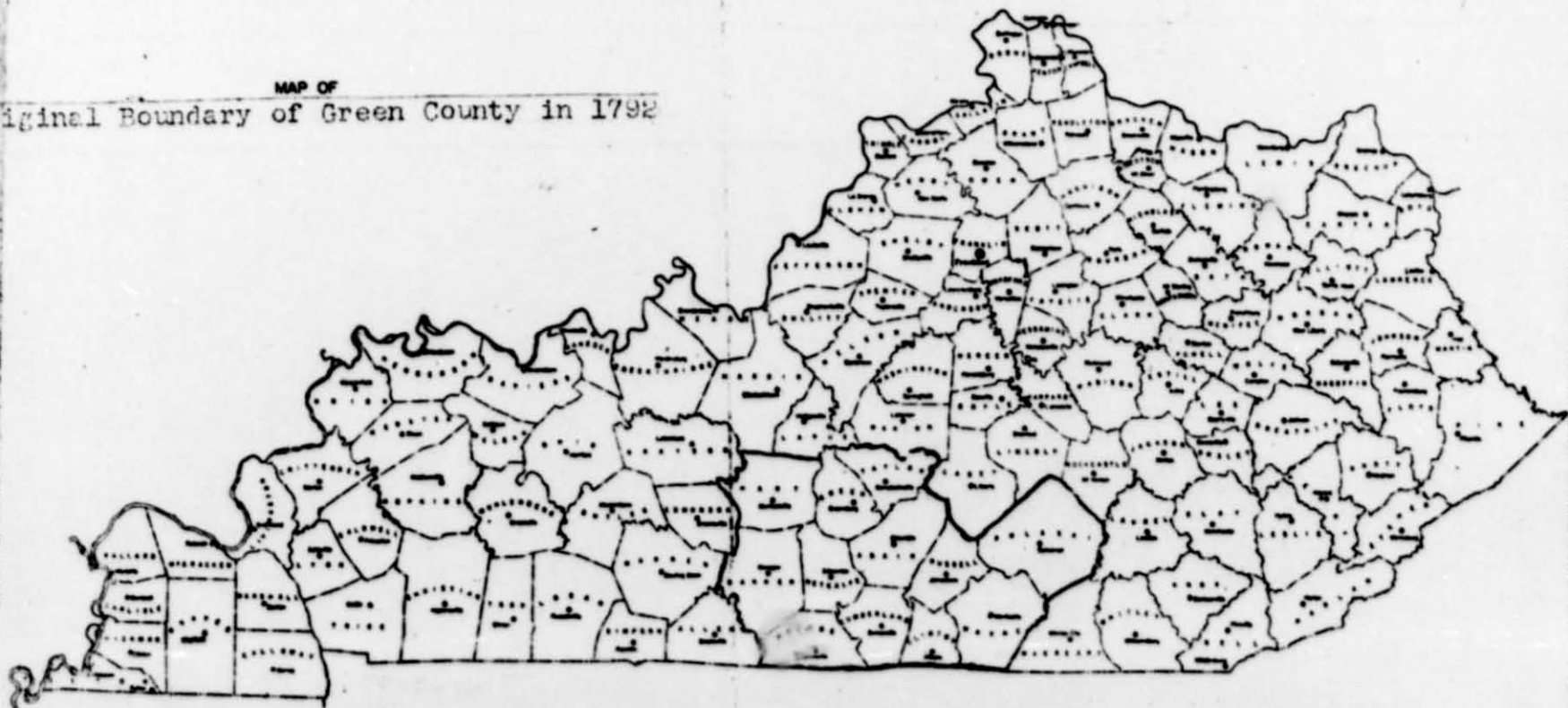
² Greensburg Town Board, "Welcome to Greensburg 1769-1949" (Greensburg, 1949), p. 1.

³ Ibid., p. 1.

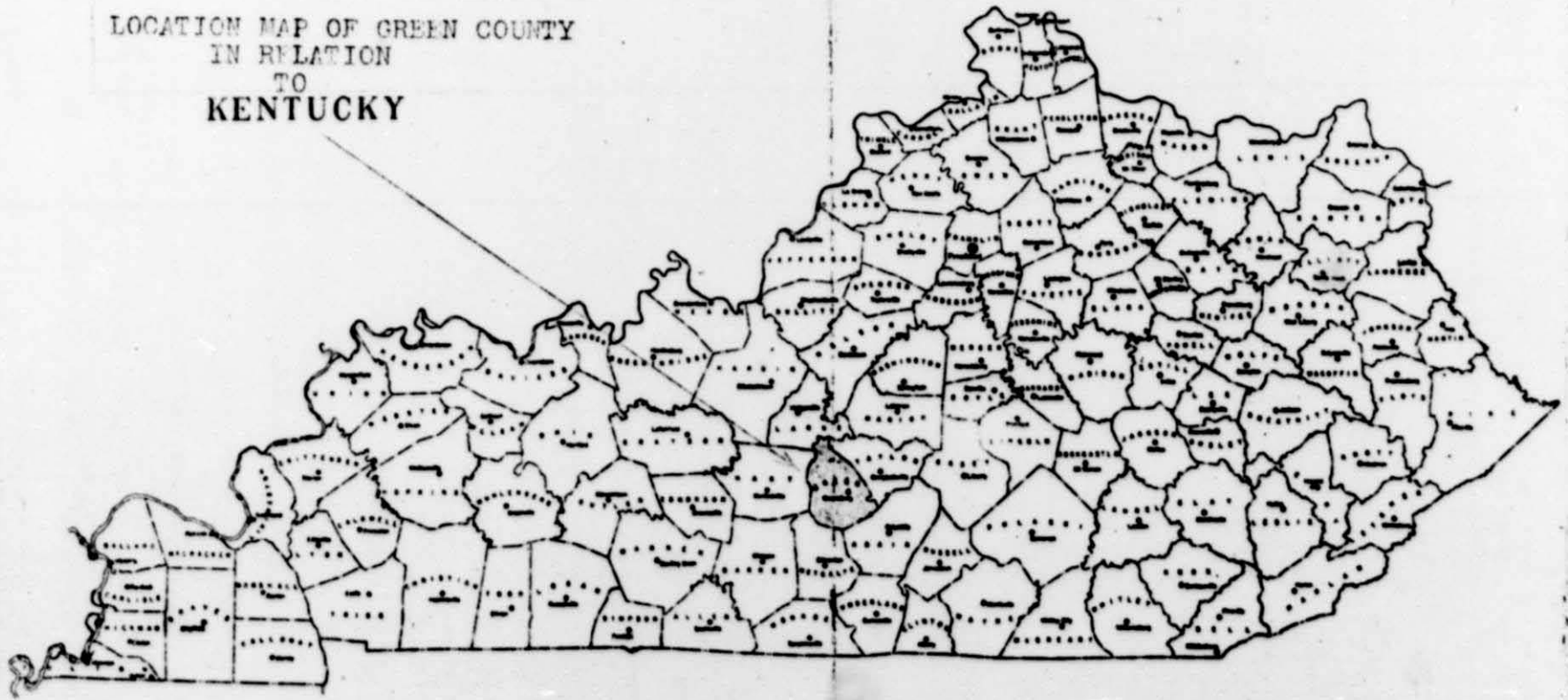
⁴ Kunigunde Duncan and D. F. Nickols, Mentor Graham (Chicago: University of Chicago Press, 1944), p. 5.

MAP I

MAP OF
Original Boundary of Green County in 1792



LOCATION MAP OF GREEN COUNTY
IN RELATION
TO
KENTUCKY



build and progress. In earlier days Pittman's Station on Pittman's Creek, Gray's Station (later changed to Greensburg), Skaggs's Station, and Graham's Station were the nuclei of activity in Green County. The stations, located as they were, had to battle Indians. Although one and a half centuries have passed since the perilous days of the early settlers of Green County, there are still definite traces left behind.⁵

Camp Knox, not the same as Fort Knox, is located about seven miles from Greensburg and is so called because the Long Hunters, headed by a man named Knox, camped along Skin House Branch for almost a year, about 1770. Traces of one of the chimneys used at Graham's Station can still be seen, along with the hand-chiseled tombstones of some of the early Graham settlers, near the Lobb section of Green County. One of the tombstones to be seen there is that of Cassandra Stone Graham, who was a great-great-great grandmother of the writer, and his daughter is named for her.

Graham's Station with its weavery, tan-yard, powder mill, furnace, and new church lost the race for the county seat to Gray's Station (Greensburg). Gray's Station was changed to Greensburg in honor of a Revolutionary War hero.⁶ Greensburg was made the county seat of Green County in 1794. In 1870 the county seat had two taverns, fifteen stores, and mechanic shops.⁷ The population of Greensburg from 1810 to 1870 is shown on Table I, p. 6.

5

W. H. Peerin, History of Kentucky (Louisville: F. A. Baltry and Co., 1884), pp. 676-77.

6

Duncan and Nickols, op. cit., p. 11.

7

Richard H. Collins, History of Kentucky (Louisville: John P. Morton Co., 1924), II. 294.

The early settlers were very strict in their religion. Being mostly protestant in faith, they organized their churches in places where the need arose. The citizens of Green County today are still mostly protestant in faith.

Among the first churches organized in Green County was the Baptist Church on Brush Creek in 1791. The first record book of that church is now owned by Mrs. C. E. Graham, Sr., of Greensburg. The first Methodist Church was organized in Green County in 1797.⁸

The "old courthouse" in Greensburg is very historic. It was built in 1799 and was the first courthouse west of the Alleghery Mountains. This structure still stands and is used to house the Jane Todd Crawford Library. The "old courthouse" has been used as a fort, as a barracks, as a place to bring justice to criminals, and as a school. Its walls have echoed the eloquence of Henry Clay, Andrew Jackson, and many others.⁹ During court week the town was gay, but education was still its hobby. The east jury room was set aside for the purpose of a school in 1805; there young men labored with Latin and Greek under the tutoring of the Reverend John Howe.¹⁰

The first bank to be established in Green County was in Greensburg in 1818. The building still stands in good condition and is used for offices and living quarters.¹¹

⁸ William B. Allen, History of Kentucky (Louisville: Bradley and Gilbert, 1872), p. 377.

⁹ Greensburg Town Board, op. cit., p. 3.

¹⁰ Kerr, op. cit., pp. 488-90.

¹¹ Greensburg Town Board, op. cit., p. 3.

TABLE I
POPULATION OF GREENSBURG 1810-1870

YEAR	POPULATION
1810	132
1830	669
1840	585
1860	536
1870	351 ¹

¹ Richard H. Collins, History of Kentucky (Louisville: John P. Morton and Company, 1924), II, 263.

The first bridge, built to replace ferries and in some instances built where there were no ferries, was in the years 1810 to 1815, under the direction of the architect James H. Pate. After roads and with the railroad, the people did not use the ferries so much because the bridge gave them a more direct route, afforded less cost in shipping and more assurance of a safe delivery of their products. The people, however, still preferred the ferries for their boats. In 1815, the improved roads by wagon and by rail to markets in Jackson, Danville, and Louisville.

The social life of the earlier citizens of the county was hampered by the poor mode of travel; thus small communities were formed and later were called "districts." Usually these communities centered around a general store, post office, blacksmith shop, church, and school. These communities

A man by the name of King from Prussia established the first tobacco warehouse in Greensburg in 1811; then all tobacco was shipped by flatboat down Green River to New Orleans.¹²

The slave population of Green County shows a sharp increase between 1840 and 1850; however, since the abolition of slavery the population has not made any marked increase. See Table II, p. 8. The Negroes of Green County are upright, law-abiding, religious, and civic minded citizens.

With "buffalo trails" and streams as the main transportation routes, the early settlers were progressing slowly. The need for better means of transportation encumbered them. In 1871 the first railroad was built.¹³ Greensburg is still served by this railroad, which is a branch line of the Louisville and Nashville Railway Company. The first bridges, built to replace ferries and in some instances built where there were no ferries, were in the years 1902 to 1914, under the judgeship of the writer's grandfather. With better roads and with the railroad, the people did not use the water route so much because new markets were opened that afforded less cost in shipping and more assurance of a safe delivery of their products. The people transported their products, such as tobacco, whiskey, logs, and cattle over the improved roads by wagons and by rail to markets in Lebanon, Danville, and Louisville.

The social life of the earlier citizens of the county was hampered by the poor mode of travel; thus small communities were formed and later were called "districts." Usually these communities centered around a general store, postoffice, blacksmith shop, church, and school. These communities

¹² Greensburg Town Board, op. cit., p. 4.

¹³ Ibid., p. 1

TABLE II
SLAVE POPULATION 1840-1870

YEAR	SLAVES	FREED SLAVES
1840	199	
1850	2,608	
1860	2,372	111
1870		1,937 ¹

¹

Richard H. Collins, History of Kentucky (Louisville: John P. Morton Co., 1924), II, 260

contributed to the progress of the county. With the improved roads and the introduction of the automobile, the horse and buggy began to disappear. The quiet life of the communities was invaded, but today a few of the communities cling to their antiquated mode of life. The growth of better roads has tended to eliminate time and distance and has caused a change in the school system which will be discussed later.

Green County considers itself fortunate in having a good road system. Since 1927 fifty-seven miles of state- and federal-maintained highways have been built. The county also has 450 miles of rural highways and county-maintained all-weather roads.¹⁴ (See traffic flow map III, p. 9.)

Kentucky Highway 61 runs from the northwest to the southeast boundary line of Green County. Kentucky Highway 70 runs from the northeast boundary to the southwest boundary line. U.S. Highway 68 runs from the northeast to the southwest boundary line, coinciding with Kentucky Highway 70. Kentucky Highway 88 runs from a junction of Kentucky Highway 61 two miles northwest

¹⁴ Greensburg Town Board, op. cit., p. 1.

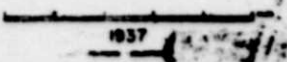
MAP III



<ul style="list-style-type: none"> 1. 100' - 200' 2. 200' - 300' 3. 300' - 400' 4. 400' - 500' 5. 500' - 600' 6. 600' - 700' 7. 700' - 800' 8. 800' - 900' 9. 900' - 1000' 10. 1000' - 1200' 11. 1200' - 1500' 12. 1500' - 2000' 13. 2000' - 2500' 14. 2500' - 3000' 15. 3000' - 4000' 16. 4000' - 5000' 17. 5000' - 6000' 18. 6000' - 7000' 19. 7000' - 8000' 20. 8000' - 10000' 21. 10000' - 15000' 22. 15000' - 20000' 23. 20000' - 25000' 24. 25000' - 30000' 25. 30000' - 40000' 26. 40000' - 50000' 27. 50000' - 60000' 28. 60000' - 70000' 29. 70000' - 80000' 30. 80000' - 100000' 31. 100000' - 150000' 32. 150000' - 200000' 33. 200000' - 250000' 34. 250000' - 300000' 35. 300000' - 400000' 36. 400000' - 500000' 37. 500000' - 600000' 38. 600000' - 700000' 39. 700000' - 800000' 40. 800000' - 1000000' 41. 1000000' - 1500000' 42. 1500000' - 2000000' 43. 2000000' - 2500000' 44. 2500000' - 3000000' 45. 3000000' - 4000000' 46. 4000000' - 5000000' 47. 5000000' - 6000000' 48. 6000000' - 7000000' 49. 7000000' - 8000000' 50. 8000000' - 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TRAFFIC FLOW MAP
GREEN COUNTY
KENTUCKY

PREPARED BY THE
 KENTUCKY DEPARTMENT OF HIGHWAYS
 IN COOPERATION WITH THE
 U. S. DEPARTMENT OF AGRICULTURE
 BUREAU OF PUBLIC ROADS
 STATE-WIDE HIGHWAY PLANNING SURVEY

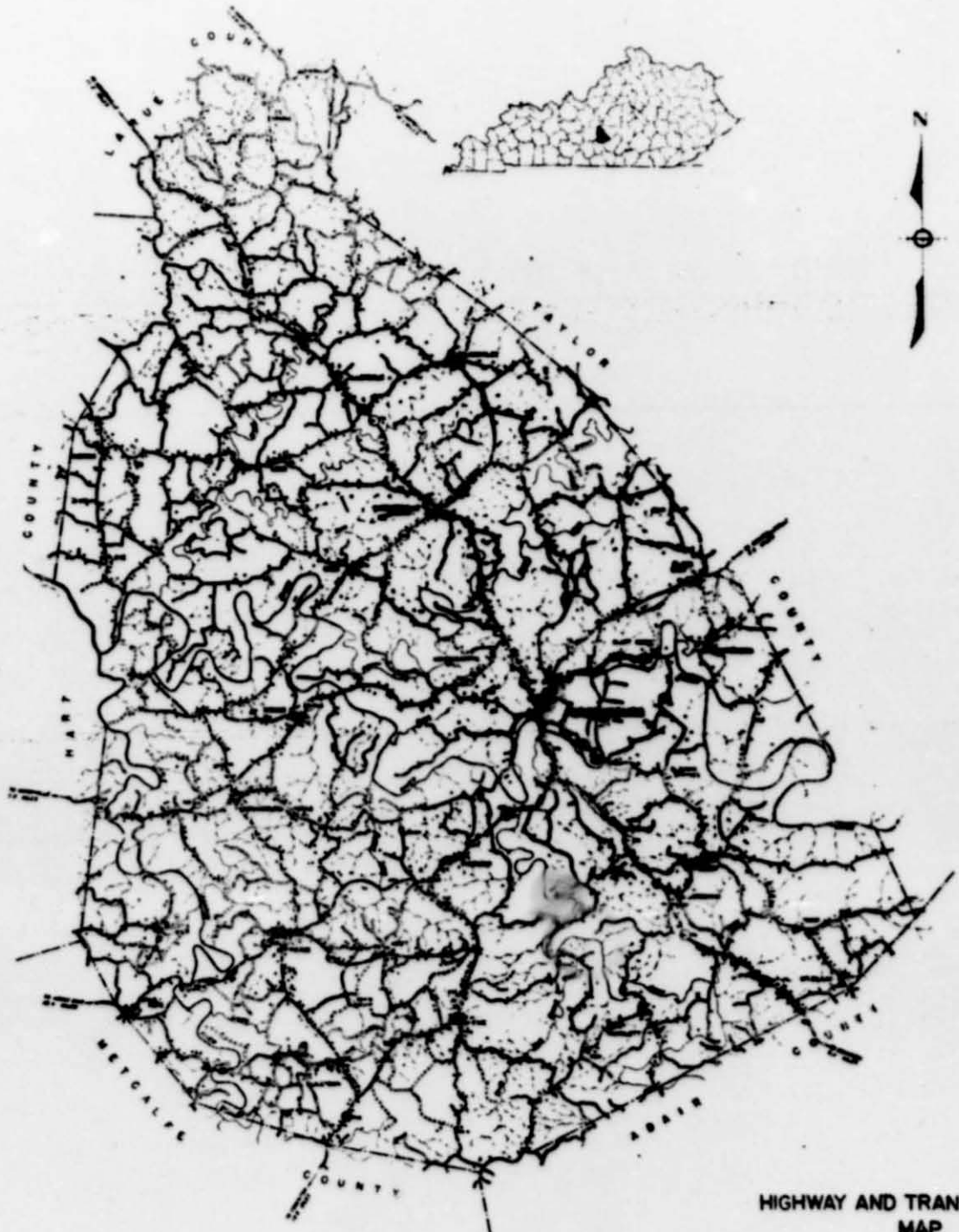


of Greensburg to the Hart County line. Kentucky Highway 218 runs from a junction of Kentucky Highway 70 and U.S. Highway 68 eight miles southwest of Greensburg to the Hart County line.¹⁵ (See Highway and Transportation Map IV, p. 11.)

Agriculture has been the main industry in Green County since the first settlers arrived. The industries in the county have progressed to a great extent as compared with the early industries, such as tan yards, iron ore furnaces, weaveries, gun smiths, saddle makers, saw mills, grist mills, and, last but not least, farming. There are still a few saw mills and grist mills, but they do not operate on a large scale; this is especially true of the grist mills. At present plans are being made for a gas-stripping plant to be built near Gabe, approximately eight miles northwest of Greensburg. This plant is to be built at an estimated cost of \$15,000,000.00 by the Mathinson Chemical Company and the Tennessee Gas and Transmission Company.¹⁶ Gas pipe lines under the operation of the Tennessee Gas and Transmission Company run through Green County west from the Hart County line east to the Taylor County line. The American Needlecraft Industries of New York operates a branch in Greensburg. The Greensburg Bottling Company, owned and operated by G. B. Taylor, serves seventeen counties under its franchise. One large concrete block plant operates in Greensburg. The rock quarry that is in operation in Green County is said to be one of the best in the state. According to size, Greensburg has the largest tobacco market in the world. The four warehouses contain 448,000 square feet; this does not include a

¹⁵ Department of Highways, "Official Kentucky Road Map" (Frankfort: July 1, 1948).

¹⁶ The Record Herald, Greensburg, Kentucky, March 17, 1950.

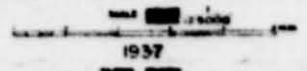


LEGEND

<ul style="list-style-type: none"> 1. Interstate Highway 2. U.S. Highway 3. State Highway 4. County Road 5. Local Road 6. Unimproved Road 7. Footpath 8. Railroad 9. Canal 10. Stream 11. Lake 12. Pond 13. Swamp 14. Forest 15. Pasture 16. Cultivated Land 17. Uncultivated Land 18. Water 19. Town 20. Village 21. Hamlet 22. Farm 23. School 24. Church 25. Post Office 26. Telephone Office 27. Gas Station 28. Store 29. Mill 30. Sawmill 31. Lumber Yard 32. Coal Mine 33. Iron Mine 34. Quarry 35. Sand Pit 36. Gravel Pit 37. Brickyard 38. Glass Works 39. Paper Mill 40. Textile Mill 41. Machine Shop 42. Blacksmith 43. Carriage Shop 44. Blacksmith Shop 45. Livery Stable 46. Hotel 47. Restaurant 48. Tavern 49. Saloon 50. Barber Shop 51. Tailor Shop 52. Shoemaker 53. Saddler 54. Blacksmith 55. Farrier 56. Veterinarian 57. Doctor 58. Dentist 59. Lawyer 60. Judge 61. Sheriff 62. Jail 63. Court House 64. School House 65. Church 66. Cemetery 67. Graveyard 68. Monument 69. Obelisk 70. Tower 71. Spire 72. Steeple 73. Belfry 74. Bell Tower 75. Bell 76. Cannon 77. Fort 78. Castle 79. Palace 80. Castle 81. Tower 82. Spire 83. Steeple 84. Belfry 85. Bell Tower 86. Bell 87. Cannon 88. Fort 89. Castle 90. Palace 	<ul style="list-style-type: none"> 1. Interstate Highway 2. U.S. Highway 3. State Highway 4. County Road 5. Local Road 6. Unimproved Road 7. Footpath 8. Railroad 9. Canal 10. Stream 11. Lake 12. Pond 13. Swamp 14. Forest 15. Pasture 16. Cultivated Land 17. Uncultivated Land 18. Water 19. Town 20. Village 21. Hamlet 22. Farm 23. School 24. Church 25. Post Office 26. Telephone Office 27. Gas Station 28. Store 29. Mill 30. Sawmill 31. Lumber Yard 32. Coal Mine 33. Iron Mine 34. Quarry 35. Sand Pit 36. Gravel Pit 37. Brickyard 38. Glass Works 39. Paper Mill 40. Textile Mill 41. Machine Shop 42. Blacksmith 43. Carriage Shop 44. Blacksmith Shop 45. Livery Stable 46. Hotel 47. Restaurant 48. Tavern 49. Saloon 50. Barber Shop 51. Tailor Shop 52. Shoemaker 53. Saddler 54. Blacksmith 55. Farrier 56. Veterinarian 57. Doctor 58. Dentist 59. Lawyer 60. Judge 61. Sheriff 62. Jail 63. Court House 64. School House 65. Church 66. Cemetery 67. Graveyard 68. Monument 69. Obelisk 70. Tower 71. Spire 72. Steeple 73. Belfry 74. Bell Tower 75. Bell 76. Cannon 77. Fort 78. Castle 79. Palace 80. Castle 81. Tower 82. Spire 83. Steeple 84. Belfry 85. Bell Tower 86. Bell 87. Cannon 88. Fort 89. Castle 90. Palace
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**HIGHWAY AND TRANSPORTATION
MAP
GREEN COUNTY,
KENTUCKY**

PREPARED BY THE
KENTUCKY DEPARTMENT OF HIGHWAYS
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
STATE-WIDE HIGHWAY PLANNING SURVEY



prize room that is used to prepare tobacco for shipping.¹⁷ In 1948 Green County produced 5,819,000 pounds of tobacco. (For the yearly tobacco production of Green County since 1934 see Table III, p. 13.)

In 1945 there were 2,182 farms in the county as compared with 2,605 in 1940. The average size of the farm in 1945 was 71.8 acres as compared with 61.1 acres in 1940. The value of the farm has increased as has the average size of farms. (See Table IV, p. 14.) The increase in the value of the land is due to the high rise in prices, caused by World War II, and the improvement of the land. The farm land in Green County is adapted to most all types of crops as shown on Table V, p. 14.

The population of Green County shows fluctuations of remarkable interest in the years 1820 to 1840; this is due mostly to the westward movement that opened new territories in the West. The population of Green County is increasing while the number of farms is decreasing. (See Table VI, p. 15.) Should this trend continue, serious economic conditions might arise.

Those small communities mentioned earlier have gained in many respects. The farm households have almost as many modern conveniences as the household in the city. The farmers have new and modern farm machinery with labor-saving devices. These people were quick to grasp the opportunity that afforded them modern conveniences, but they still cling to one antiquated idea: they do not want a change in the school system. The school system has not changed to any great extent in the past fifty years.

Although many of the youths seek a better education, they are held back because of the limited facilities offered them. Green County does

¹⁷ Greensburg Town Board, op. cit., p. 4.

TABLE III
TOBACCO PRODUCTION, GREEN COUNTY, KENTUCKY

Year	Acres Harvested	Price Per Hundred lbs.	Yield Per Acre	Total Production
1934	3,790	\$15.02	610 lbs.	2,312,000
1935	3,500	17.62	620	2,170,000
1936	3,450	40.44	580	2,001,000
1937	3,150	15.06	760	3,914,000
1938	4,380	16.20	680	2,978,000
1939	4,610	15.97	820	3,780,000
1940	4,125	15.45	910	3,754,000
1941	4,000	27.69	860	3,440,000
1942	4,025	43.29	900	3,668,000
1943	4,325	46.09	865	3,741,000
1944	5,240	42.59	1,040	5,450,000
1945	5,030	40.66	1,230	6,187,000
1946	4,600	37.45	1,330	6,118,000
1947	4,500	48.73	1,292	5,814,000
1948	4,128.2	45.02	1,433	5,819,000*

*John H. Ewing, County Agent, June 8, 1949.

TABLE IV
NUMBER OF FARMS, SIZE OF FARMS, VALUE OF FARMS

YEAR	Number of Farms	Average Size of Farms	Values of Farms
1930	2,761	57.7	\$50,997.50
1935	2,599	61.9	\$33,893.39
1940	2,605	61.1	\$52,299.80
1945	2,185	71.8	\$73,207.53 ¹

¹
Census of United States (16th ed., Washington, 1940), I. 185.

TABLE V
FIELD CROP PRODUCTION, GREEN COUNTY, KENTUCKY, 1945

Crops	Acres	Yield per Acre	Production
Corn (bushels)	23,600	41.0	968,000
Tobacco (pounds)	5,030	1230.0	6,187,000
Wheat (bushels)	2,460	14.0	34,400
Soy beans (bushels)			
Alfalfa hay (tons)	1,300	2.15	2,800
Clover-Timothy hay (tons)	3,950	1.30	5,140
Lespedeza hay (tons)	6,980	1.10	7,680 ¹

¹
Kentucky Agriculture Statistics (Frankfort: Kentucky Department of Agriculture, 1948), p. 16.

TABLE VI
POPULATION OF GREEN COUNTY, KENTUCKY

Year	Population
1800	6,096
1810	6,735
1820	11,943
1830	13,138
1840	14,212
1850	9,060 ¹
1860	8,806
1870	9,379
1880	11,871 ²
1890	11,463
1900	12,255
1910	11,870
1920	11,391 ³
1930	11,401 ⁴
1940	12,321 ⁵

¹ Census of United States (12th ed.; Washington, 1850), I. 15.

² Census of United States (13th ed.; Washington, 1880), I. 236.

³ Census of United States (14th ed.; Washington, 1920), I. 107.

⁴ Census of United States (15th ed.; Washington, 1930), I. 15.

⁵ Census of United States (16th ed.; Washington, 1940), I. 18.

not maintain a high school. Those students wishing a high school education attend the Greensburg Independent High School. Just recently this modern educational plant burned to the ground. At present the students are attending school in temporary classrooms.

There are no parochial schools in Green County. There are sixty-six rural schools in the county, including the colored schools. There are fifty-two one-room schools, four two-room schools, one three-room school for white children and nine one-room schools for colored children. (See Tables VII and VIII, pp. 17-20.)

The County Board of Education employed sixty-nine white teachers and nine colored teachers in the school year 1948-49.¹⁸ (See Tables IX and X, pp. 21-22.)

The number of teachers in the county has not changed much in the past fifteen years. The census report shows a decrease in the number of both white and colored students enrolled in the county schools. The number of students enrolled in the Greensburg Independent schools, both white and colored, is also decreasing. (See Tables XI, XII, XIII, XIV on pp. 22-25.)

TABLE VII
GREEN COUNTY SCHOOLS, ENROLLMENT, TEACHERS, ROOMS, GRADES

School (White)	Number of Pupils	Number of Teachers	Number of Rooms	Grades
Forest Rose	56	2	2	1-8
Locust Grove	20	1	1	1-8
New Hope	7	1	1	1-8
Howard	19	1	1	1-8
Walnut Springs	11	1	1	1-8
Buckner	37	1	1	1-8
Sumac	24	1	1	1-8
Vineyard	21	1	1	1-8
Pierce	22	1	1	1-8
Chinquapin	19	1	1	1-8
Liletown	37	1	1	1-8
Little Barren	39	1	1	1-8
Lone Oak	27	1	1	1-8
Exie	42	1	1	1-8
Haskinsville	21	1	1	1-8
Ebenezer	17	1	1	1-8
Miami	13	1	1	1-8
Summershade	40	1	1	1-8
Beech Grove	13	1	1	1-8
Sunnyview	18	1	1	1-8
Frazier	25	1	1	1-8
Temperance	17	1	1	1-8
Clover Lick	25	1	1	1-8

TABLE VII (Continued)
GREEN COUNTY SCHOOLS, ENROLLMENT, TEACHERS, ROOMS, GRADES

School (White)	Number of Pupils	Number of Teachers	Number of Rooms	Grades
Blowing Springs	22	1	1	1-8
Russell	13	1	1	1-8
Russell Creek	50	2	2	1-8
Ladies Chapel	17	1	1	1-8
Fancy Ridge	15	1	1	1-8
New Salem	15	1	1	1-8
Old Salem	20	1	1	1-8
Glenview	20	1	1	1-8
Chestnut Ridge	20	1	1	1-8
Pleasant Ridge	41	2	2	1-8
Mt. Olive	34	1	1	1-8
Allendale	20	1	1	1-8
Pleasant Valley	35	1	1	1-8
Perkins	42	1	1	1-8
Rock Lick	7	1	1	1-8
Oak Grove	20	1	1	1-8
Eve	14	1	1	1-8
Hudgins	22	1	1	1-8
Gabe	48	2	2	1-8
Poplar Grove	25	1	1	1-8
Bale	19	1	1	1-8
Summersville	64	3	3	1-8
Union Hall	7	Transported to Summersville		

TABLE VII (Continued)
GREEN COUNTY SCHOOLS, ENROLLMENT, TEACHERS, ROOMS, GRADES

School (White)	Number of Pupils	Number of Teachers	Number of Rooms	Grades
Grassy Flat	14	1	1	1-8
Skaggs	14	1	1	1-8
Gum Springs	15	1	1	1-8
Oak Ridge	38	1	1	1-8
Jones	27	1	1	1-8
Terrill	41	1	1	1-8
Eloyds Eluff	19	1	1	1-8
Black Gnat	45	1	1	1-8
Marshall Ridge	25	1	1	1-8
Highland	27	1	1	1-8
Camp Ground	19	1	1	1-8
Roachville	23	1	1	1-8
Liberty	20	1	1	1-8 ¹

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Records Superintendent of Green County Schools.

TABLE VIII
 COLORED SCHOOLS, ENROLLMENT, TEACHERS, ROOMS GRADES

School (Colored)	Number of Pupils	Number of Teachers	Number of Rooms	Grade
Summersville	28	1	1	1-8
Cedar Top	30	1	1	1-8
Pleasant Hill	30	1	1	1-8
Mt. Moriah	18	1	1	1-8
Owen Ridge	9	1	1	1-8
Hickory Ridge	6	1	1	1-8
Little Pitman	4	1	1	1-8
Meadow Creek	14	1	1	1-8 ¹

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Records Superintendent of Green County Schools.

Records of Green County Board of Education, 1942

TABLE IX
NUMBER TEACHERS, GREEN COUNTY SCHOOLS

Year	White	Colored	Total
1935-36	64	10	74
1936-37	63	10	73
1937-38	65	10	75
1938-39	65	10	75
1939-40	64	10	74
1940-41	65	10	75
1941-42	66	10	76
1942-43	69	9	78
1943-44	65	10	75
1944-45	63	9	72
1945-46	63	9	72
1946-47	67	9	76
1947-48	69	9	78
1948-49	69	9	78 *

* Records of Green County Board of Education, 1949.

TABLE X
CERTIFIED TEACHERS EMPLOYED IN GREEN COUNTY SCHOOLS

Year	Number of Four- Year College Graduates	Number of Two- Year College Graduates	Number of Emergency	Total
1935	1	73	0	74
1937	4	71	0	75
1939	2	72	0	74
1941	5	71	0	76
1943	7	52	15	74
1945	4	44	26	74
1947	5	43	28	76
1949	4	42	32	78 ¹

¹ Records Green County Board of Education.

TABLE XI
CENSUS REPORT OF GREEN COUNTY SCHOOLS 1950

Year	White	Colored	Total
1938	2,803	386	3,189
1939	3,020	387	3,407
1940	3,082	382	3,464
1941	2,902	361	3,263
1942	2,394	207	2,601
1943	2,657	271	2,928
1944	2,651	271	2,922
1945	2,058	208	2,266
1946	2,184	210	2,394
1947	2,182	212	2,394
1948	2,143	196	2,339
1949	2,116	177	2,293 ¹

¹ Annual Reports of Green County Board of Education, 1949.

TABLE XII
MEMBERSHIP GREENSBURG INDEPENDENT ELEMENTARY SCHOOL

Year	White	Colored	Total
1935	341	52	393
1936	399	56	455
1937	392	56	448
1938	409	44	453
1939	465	49	514
1940	467	55	522
1941	455	59	514
1942	396	63	459
1943	347	52	399
1944	351	49	400
1945	312	53	365
1946	318	47	365
1947	313	41	354
1948	282	38	320
1949	282	45	327 ¹

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Annual Reports of Green County Board of Education, 1949.

Reports of Green County Board of Education, 1949.

TABLE XIII
HIGH SCHOOL ENROLLMENT OF GREENSBURG

Year	High School Enrollment	Number of Teachers	Colored
1933-34	170	6	
1934-35	221	6	
1935-36	214	7	
1936-37	230	7	
1937-38	*		*
1938-39	280	8	
1939-40	287	9	
1940-41	245	9	
1941-42	250	9	
1942-43	230	8	
1943-44	220	8	
1944-45	218	7	
1945-46	253	10	
1946-47	287	11	
1947-48	269	12	
1948-49	243	13 ¹	

* No Report for Years 1937-38.

¹ Records Superintendent of Green County Schools.

TABLE XIV
MEMBERSHIP GREENSBURG INDEPENDENT ELEMENTARY SCHOOL 1949

Grade	White	Colored
One	29	6
Two	27	5
Three	25	8
Four	32	0
Five	32	1
Six	30	12
Seven	22	9
Eight	17	4
TOTAL	214 ¹	45

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Records Green County Board of Education. Boards of education. Report

... and ... of education ... have ... program ... children have to pay the ... by accepting the ... of educational ... them. This is true with the ... school children of Green County.

Public transportation was started for the first time in Green County in 1949. This service, which was badly needed, is somewhat limited. The county board of education owns four new, modern, forty-eight passenger buses; they have three privately-owned ones. However, they are aware of the fact ... to the ... of the county to ... school ...

... for which they are ... of the ... of transportation ... school ...

CHAPTER II

PRESENT TRANSPORTATION AND SCHOOL SYSTEM

Transportation of school children in Kentucky has been in progress for many years. However, transportation of school children at public expense is a somewhat recent inauguration. The school children have been transported in almost every conceivable type of vehicle, including trolleys, trains, hearses, and school buses, both antique and modern. Before motor vehicles were used, some children were transported by horse and buggy, wagons and other horse-drawn carriages. World War II caused the progress in transportation of school children to slow down considerably; however, it is now expanding in wider areas.

If adequate finances were available, a more extensive program of transportation could be carried out by the boards of education. In most cases where the boards of education do not have adequate funds to carry out a transportation program, our children have to pay the price by accepting the makeshift in educational opportunities offered them. This is true with the rural school children of Green County.

Public transportation was offered for the first time in Green County in 1949. This service, which was badly needed, is somewhat limited. The county board of education owns four new, modern, forty-eight passenger buses; they lease three privately-owned buses.¹ However, they are aware of the fact that it is more economical for the county to own the school buses.

These buses are adequate for the purpose for which they are used. One of the privately-owned buses is used to transport the colored high school

¹ Records Green County Board of Education.

students of Green County to the colored high school in Campbellville, because Green County does not maintain a colored high school. One of the privately-owned buses is used to transport students to the Forest Rose elementary, two-room, rural school. This is the only rural school served by transportation, the reason being that Forest Rose is a consolidated school of three smaller schools. The remaining five buses are used to transport county high school students to the Greensburg Independent High School, because Green County does not maintain a high school.² See Table IV, p. 28.

The county board of education did not have to cope with the problem of securing capable and qualified drivers for their buses. Some boards of education have been forced to resort to janitors, teachers, and students to drive the school buses. Since the state board of education has raised the qualifications of a bus driver, few students drive buses. The janitors cannot do both jobs well, because being a janitor is a full-time job, and they should be at school at the same time they would have to be driving the bus. For some teachers it has worked satisfactorily, but few find time to drive the bus on such long runs.

The storage and maintenance of the buses is an important factor, and in many instances creates a vital transportation problem. Green County, as many other counties, does not have proper storage facilities for its buses. The cost of maintaining a garage for the buses owned by the county could in time be paid by the repair bills arising from having to park the buses in unprotected places. In many instances buses are parked in vacant lots, in alleys, on the school grounds, in back yards, and by roadsides. When parked in such undesirable places the buses are an invitation to vandals and are

2

Ibid.

TABLE XV
 PUPILS TRANSPORTED TO GREENSBURG HIGH SCHOOL FROM VARIOUS PARTS OF COUNTY

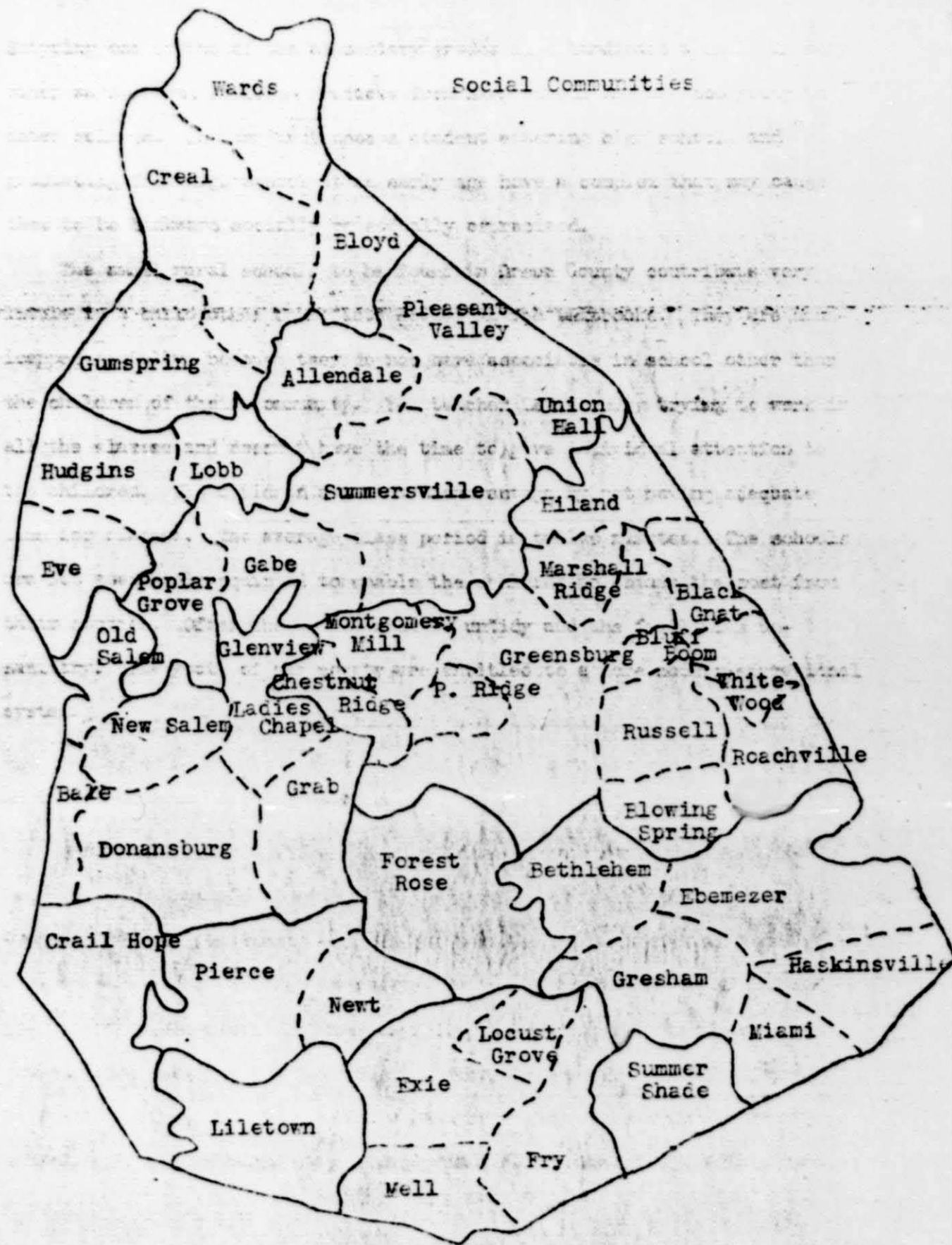
Year	Districts	Number Transported	Miles Both Ways
1949-50	Gresham	45	58
	Summersville	45	62
	Exie	46	56
	Summer Shade	28	48
	Brush Creek	24	82
	Donansburg	35	64
TOTAL		223	330¹

¹ Records, Superintendent of Green County Schools.

damaged extensively by changing weather conditions. Therefore, repair bills increase and the depreciation of the vehicle is mounted.

Green County, being an inland and agricultural county, has many social communities and neighborhoods. See Map 5, p. 29A.³ Each of these communities and neighborhoods have one or more rural schools. These schools have one room with the exception of four two-room schools and one three-room school. The number of pupils in each school range from four to eighty-four. Until recently the teachers taught only six grades, that is, alternating grades 5 and 7 with grades 6 and 8. Many children have never had all eight elementary grades. This schedule has caused many students to have great difficulty in learning high school subjects and in some cases to fail; because, they were not taught the fundamentals of such subjects in the elementary grades.

³ Office of County Agent, Greensburg, Green County, Kentucky.



Skipping one or two of the elementary grades also handicaps a child in many other ways. Some students graduate from high school and are too young to enter college. In many instances a student entering high school, and graduating from high school at an early age have a complex that may cause them to be backward socially or socially ostracized.

The small rural schools to be found in Green County contribute very little to a child other than facts stated in the textbooks. They are handicapped socially; because they do not have associates in school other than the children of their community. The teacher is too busy trying to work in all the classes and doesn't have the time to give individual attention to the children. The children are at a disadvantage by not having adequate time for classes. The average class period is twelve minutes. The schools are not adequately equipped to enable the children to obtain the most from their studies. Often the school room is untidy and the facilities un-sanitary. The youth of our county are entitled to a more modern educational system.

For several years, the local people in Green County have realized that a change was being needed in the school system. Consequently the county board has been asked in regard to this situation. The first step desired was to have a committee of school board members and school principals to study the situation and report back to the board. The committee has been organized and is now in the process of making a report to the board.

CHAPTER III

A PLAN FOR IMPROVING THE GREEN COUNTY SCHOOL SYSTEM

The children of Green County are deserving of a modern educational system. The taxpayers are not realizing where their school tax dollars are being spent. The school system now in effect in Green County is a half century behind the modern educational trends. This plan for improving the school system of Green County is aimed primarily to aid the educational progress of the county for the advantage of its youth.

This plan embraces consolidation, transportation, and finances. Consolidation is the main and beginning factor. Transportation is already being used to a limited extent. The financial burden is to be resumed by every taxpaying citizen of Green County.

Consolidation is the only way to give the rural child the same educational privileges as received by the city child. Just because one child lives in the city and another in the country is no excuse for the difference in the quality and advantages offered the children in education. With the children of Green County, its future citizens, in mind a consolidation plan for Green County schools is made public. See Map VI, p. 30B.

For several years, the more progressive-minded people in Green County have realized that a change must be forthcoming in the school system. Consolidation of the county schools has been talked in secret by some officials. Some of the long-hoped-for action is beginning to take place. The fire that destroyed the Greensburg Independent Schools was a great loss, however, this loss may be the stepping stone to greater educational progress in Green County. All of the county high school students attended this school. The county board of education paid approximately \$17,000.00 tuition

Proposed Consolidated Centers

Jones
Consolidated
Center

Summersville
Consolidated
Center

Greensburg
Consolidated
Center

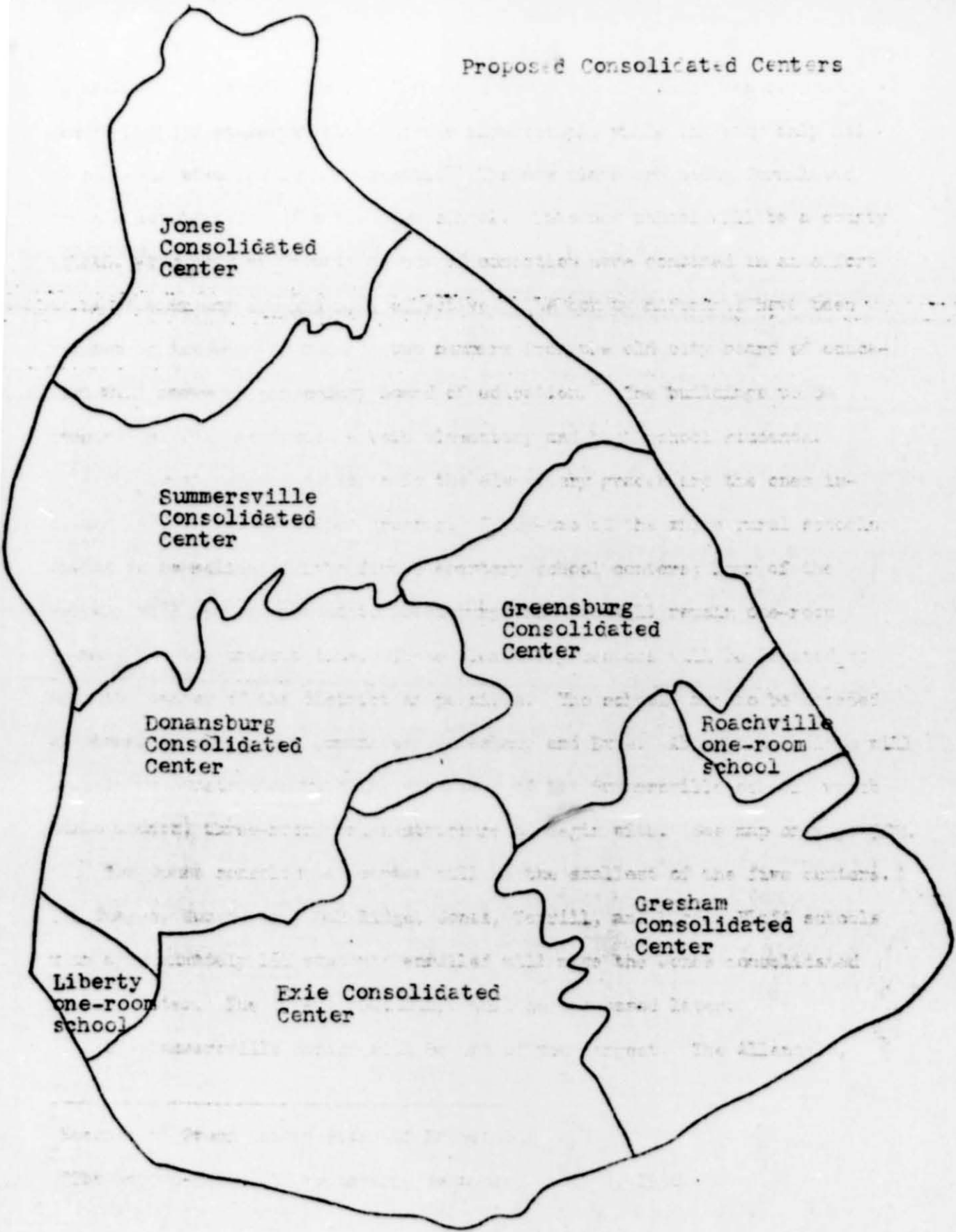
Donansburg
Consolidated
Center

Roachville
one-room
school

Liberty
one-room
school

Exie Consolidated
Center

Gresham
Consolidated
Center



to the city board of education for the county high school students. The county had 192 students attending the high school, while the city only had 30 students enrolled in high school.¹ The new plans are being formulated for the construction of a new high school. This new school will be a county school. The city and county boards of education have combined in an effort to be of more service and more effective. The county districts have been rezoned to include Greensburg; two members from the old city board of education will serve on the county board of education.² The buildings to be constructed will accommodate both elementary and high school students.

The county school children in the elementary grades are the ones included in this consolidation program. Fifty-two of the white rural schools are to be consolidated into five elementary school centers; four of the schools will be transported to Greensburg, and two will remain one-room schools for the present time. These elementary centers will be located as near the center of the district as possible. The schools are to be located at Jones, Summersville, Donansburg, Gresham, and Edie. All the buildings will have to be constructed with the exception of the Summersville school, which has a modern, three-room, brick structure to begin with. See map on page 30B.

The Jones consolidated center will be the smallest of the five centers. The Skaggs, Gumsprings, Oak Ridge, Jones, Terrill, and Bloyds Bluff schools with approximately 154 students enrolled will make the Jones consolidated school center. The type of buildings will be discussed later.

The Summersville center will be one of the largest. The Allendale,

¹ Records of Green County Board of Education.

² "The Record-Herald," Greensburg, Kentucky, April 7, 1950.

Fleasant Valley, Perkins, Rocklick, Oak Grove, Eve, Hudgins, Gabe, Poplar Grove, Bale, Summersville, Union Hall, and Grassy Flat schools will compose the Summersville center. Approximately 360 students now attend these schools.

The Russell Creek, Ladies Chapel, Fancy Ridge, New Salem, Old Salem, Glenview, Chestnut Ridge, Pleasant Ridge, and Mt. Olive schools will be consolidated into one school to be located at Donansburg. Approximately 235 students are now enrolled in these schools.

The Gresham consolidated school will be composed of Haskinsville, Ebenezer, Miami, Summersshade, Beech Grove, Sunny View, Frazier, Temperance, Clover Lick, Blowing Springs, and Russell schools. Approximately 225 school-age children live in this district.

The Edie consolidated center will be the largest of the five. The Forest Rose, Locust Grove, New Hope, Howard, Walnut Springs, Buckner, Sumac, Vineyard, Pierce, Chinquapin, Liletown, Little Barren, Lone Oak, and Edie schools will compose the Edie consolidated center. At present 385 school-age children are enrolled in these schools.

The students now attending the Black Gnat, Marshall Ridge, Highland, and Camp Ground schools will be transported to Greensburg. This is advisable because of their location and number of students. Approximately 119 students are enrolled in these schools.

The Roachville and Liberty schools will remain in their present state until advisable to transport the students to one of the larger centers. Roachville schools has 23 pupils in attendance and 20 pupils attend the Liberty school.

The buildings to be erected for the consolidated schools should be of brick on the one-floor plan. The buildings should include an adequate number of classrooms, a library, an auditorium, office, a lunch room, and sanitary

toilet facilities. Each unit can have its own water system by using wells with deep-well pumps powered by electricity. Each school should be heated with steam heat. These heating facilities should be located in the basement of each building. To conserve space the basement can be large enough to include the lunch room. Each school unit will be equipped with the most durable and modern facilities.

Green County has eight one-room colored schools. These schools are located where the population is most dense. Under the proposed program the children now attending Owen Ridge; Hickory Ridge, Little Pittman, and Meadow Creek schools will be transported to the colored elementary school in Greensburg. Thirty-five students now attend these four schools. Because of their location and number of students enrolled, Summersville, Cedar Top, Pleasant Hill, and Mt. Moriah schools will remain one-room schools for the present time. The colored high school students are transported to the Durham Colored High School in Campbellville, because the county does not have enough colored high school students to maintain a colored high school.

With the new school system in effect the county board of education will employ fewer teachers than are now employed. The qualifications of teachers should be raised to require all teachers to be graduates of a four-year college. The salary for teachers will be raised to the level of the better paying counties in the state.

The transportation phase of this new system will not be so difficult as may be expected when such a large turnover occurs. The roads in the county are sufficient to carry out the proposed program; however as the roads are improved the transportation program will mark progress.

As stated before, the county board of education owns four forty-eight passenger buses and leases three buses from private owners. It is evident

that more buses will have to be secured. Since it has been established that the county board of education can operate more economically when using its own buses, it is recommended that the county purchase the twenty additional buses it will need to carry on the transportation program under the proposed program.

The exact routes the buses will make cannot be definitely established until the time of operation, because of the moving of some of the children. The buses will operate by a schedule so that none of the children will be on the buses any longer than the time allotted by the state board of education.

The financial program will be discussed in the next chapter.

The financial program will be discussed in the next chapter. The exact routes the buses will make cannot be definitely established until the time of operation, because of the moving of some of the children. The buses will operate by a schedule so that none of the children will be on the buses any longer than the time allotted by the state board of education. The financial program will be discussed in the next chapter.

Another problem to be overcome is the low income from local taxation. The Green County board of education does not have any present indebtedness, but it does not have the needed funds to expand its public building program. The tax assessment for the year 1954-55 was \$1.00 per \$100 of assessed value. The tax assessment for the year 1955-56 was \$1.00 per \$100 of assessed value. The tax assessment for the year 1956-57 was \$1.00 per \$100 of assessed value. There is a need for an increase in taxes.

CHAPTER IV
FINANCING THE PROPOSED PROGRAM

The financial phase of the proposed program for Green County Schools is the largest problem. The consolidation program proposed for the Green County schools will be costly. All things that are worth while are costly; however, the people of Green County should not let dollars be the cause of a poor educational system offered their children. The school children in Green County today will soon be taxpaying citizens, helping to make and enforce its laws. It stands to reason that the better our children are educated, the more progressive the county will soon become.

The yearly costs of the present school system in Green County are comparatively low when considering the number of students enrolled in its schools. Green County ranks low in all phases of education when compared with more progressive counties. Before the educational goals in the minds of the more progressive-minded people can be realized, some changes will have to take place. First of all, the people of Green County will have to be educated to the needs in the field of education. Every civic organization and every progressive-minded person must tackle this problem with a determination that will result in better educational conveniences for the children of Green County.

Another problem to be overcome is the low income from local taxation. The Green County board of education does not have any present indebtedness, but neither does it have the accrued funds to embark on such a large building program without aid from outside sources. The tax assessment has been raised to a somewhat higher level than a few years ago; however, the tax assessment is still low when compared with those of more progressive counties and states. There is an anticipated increase in taxes, but this will not be

realized for a few years. The new industrial plant to be located in the county will support the anticipated increase in taxes.

Another factor that will somewhat delay the proposed consolidation program is the high school building that will have to be constructed immediately. The Green County Fiscal Court has given the county board of education permission to secure bonds for \$350,000.00 for the purpose of building the elementary and high school buildings in Greensburg to replace those recently destroyed by fire. This indebtedness will be a natural cause for delaying the consolidated program; however, the proposed program could be more readily realized when a higher state equalization funds is put into effect. Federal aid to education could also cause the proposed consolidation program to be available more promptly. Indebtedness for a worthy cause is not something to be ashamed of; instead it should cause the citizens of Green County to take great pleasure in the educational progress of the county.

The Constitution of Kentucky is in dire need of revision so as to make further progress in education possible. Kentucky statutes are rigid and inflexible, thus causing progress to move slowly and eventually to halt. Some of the statutes that have a bearing on the progress of education are listed below.

160.040 (4399-4) Merger of Districts "Boards of education of any two or more contiguous school districts may by con-current action merge their districts into one. In case of a merger the members of the board of education of the merged districts may serve out the terms for which they were elected. The resulting district shall take over all the assets and legal liabilities of the districts joining in the merger. Tax levies authorized for the payment of interest and the retirement of bonds or to create sinking funds for such purposes shall continue to be levied and collected over the same area

by or for the new board in accordance with the laws under which the levies were originally made until all bonded obligations of all districts have been retired."

160.460 (4399-40) School Taxes; When and by Whom Levied; Property Subject to Levy. (1) "All school taxes shall be levied by the fiscal court of each county except in independent districts embracing cities of the first four classes when the boundary lines of independent districts in such cities are coterminous with the municipal limits of such cities. In such districts the tax shall be levied by the governing body of the city. The tax levying authority shall levy an ad valorem at the rate specified by the district board of education and approved by the State Board of Education, within the limits prescribed in KRS 160.480 and 160.490, and such poll tax as the district board of education requests, within the limit prescribed in KRS 160.460, except that the tax levying authority of an independent district embracing a city of the first class shall determine, within the limits, prescribed in subsection (1) of KRS 160.490, the rate of the ad valorem tax.

(2) "The tax levying authority shall make its annual school levy during April, unless the authority is required by law to make all of its levy, including the school levy, at a different time of the year. The failure of the authority to make the levy within the date prescribed shall not invalidate any levy made thereafter.

(3) "All school taxes shall be levied on all property subject to local taxation in the jurisdiction of the tax levying authority. The clerk of each county and the clerk of each city shall certify to the school district or districts which the county or city embraces the total assessed valuation of property subject to local taxation in the school district, as determined by its tax assessor."

160.475 Ad Valorem Tax for School Purposes, Minimum and Maximum Rates; Poll Tax; Subdistrict Taxes Abolished. (1) "The ad valorem tax for school purposes, other than sinking fund purposes, in each school district, shall be not less than twenty-five cents annually on each one hundred dollars of property subject to local taxation nor more than one dollar and fifty cents annually on each one hundred dollars of property subject to local taxation.

(2) "The board of education of any district may request the levy of a poll tax, not exceeding two dollars on each male inhabitant within the district over twenty-one years of age who is not exempt by law from payment of poll tax.

(3) "All existing subdistrict school tax levies, except those required to retire bonds, are hereby abolished. (1946, C.36, §§ 1 (1), (2), 2)."

160.476 School Building Fund; Tax for; Other Resources; Investment; Expenditures; Audit. (1) "The board of education of any district may, in addition to other taxes requested for school purposes, request the levy of not less than four cents nor more than twenty cents on each one hundred dollars valuation of property subject to local taxation, to provide a special fund for the purchase of sites for school buildings, for the erection and complete equipping of school buildings, and for major alteration, enlargement and complete equipping of existing buildings, provided, however, that such tax shall come within the maximum school tax levy provided by KRS 160.475. In addition to or in lieu of this special tax, any board of education may pay into this special fund at the close of any fiscal year the proceeds from the sale of land or property no longer needed for school purposes and all or any balances remaining in the general fund over and above the amount necessary for discharging obligations for the fiscal year in full.

(2) "The special fund provided for herein shall be kept in a separate account designated as "School Building Fund." The fund shall be kept in the

depository selected by the board of education, or invested in bonds of the United States, of this state, or county or municipality in this state, provided however, that such investments shall be approved by the State Board of Education.

(3) "All expenditures from such fund shall be made solely for the purposes enumerated herein and shall be made in accordance with the school laws of the state at such times as the board of education determines. The board of education shall cause to be made annually an audit of the building fund by a certified public accountant or by an accountant approved by the State Department of Education." (1946, C. 36, § 1 (3))

160.540 (4399-44) Power to Borrow Money in Anticipation of Taxes.—"Any board of education may borrow money on the credit of the board and issue negotiable notes in anticipation of revenues from school taxes for the fiscal year in which the money is borrowed, and may pledge the school taxes for the payment of principal and interest on the loan. The rate of interest charged shall not exceed six percent per annum, and the principal shall not exceed seventy-five percent of the anticipated revenue for the fiscal year in which it is borrowed. In all cases such loans shall be repaid within the fiscal year in which they are borrowed."

160.550 (4399-45) Budget Not to be Exceeded.—"No superintendent shall recommend and no board member shall vote for an expenditure in excess of the income and revenue of any year, as shown by the budget adopted by the board and approved by the State Board of Education, except for a purpose for which bonds have been voted or in case of an emergency declared by the State Board of Education."

162.080 (4399-47) Bond Issues for School Sites and Buildings; Authorization; Election.—(1) Whenever a board of education deems it necessary for

the proper accommodation of the schools of its district to enlarge sites for school buildings, to purchase new sites, which in the case of independent districts may not be more than two miles without the boundary lines of the district, to improve, remodel or restore school buildings, to erect or equip new school buildings, or for any or all of these purposes, and the annual funds raised from other sources are not sufficient to accomplish the purpose, the board shall make a careful estimate of the amount of money required for the purpose and shall certify to the proper tax levying authority the fact that an election for an issue of bonds for school purposes shall be held together with the amount of money for which bonds shall be issued and the purpose to which the proceeds shall be applied. The taxing authority shall then adopt an ordinance or resolution submitting to the qualified voters of the district, the question as to whether bonds shall be issued for the purpose. The question shall be so framed that the voter may by his vote answer "For" or "Against."

(2) "The ordinance or resolution shall fix the time the bonds shall run and, if a serial issue, the amount to mature at each time. It shall limit the rate of interest to be permitted on the bonds, which shall not exceed six percent, and the total amount of bonds to be issued, and shall provide for the levy of a tax to pay the interest and to create a sinking fund to retire them at their maturity."

(3) "In independent districts embracing cities of the first four classes the election upon all school bonds shall be held at the next general election held not less than thirty days after the adoption of the ordinance or resolution. In other districts the election shall be held at a time fixed in the ordinance or resolution, not less than fifteen nor more than thirty days from the time the certificate of the board is filed with the tax

levying authority, and reasonable notice of the election shall be given. The election shall be conducted and carried out in the school districts in all respects as required by the general election laws, and shall be held by the same officers as required by general election laws. The expense of the election shall be borne by the fiscal court except where the election is held in a district embracing a city of the first five classes, in which case the cost of the election shall be borne by the governing body of the city."

162.090 (4399-47) Issuance and Sale of Bonds; Proceeds; Tax to Pay.—

(1) "If two-thirds of those voting on the question vote in favor of the proposition, the bonds shall be issued. The bonds shall be designated "School Improvement Bonds." They shall be placed under the control of the board of education, and the board shall determine when, at which price and how the bonds shall be sold, the date, number of bonds, denomination, whether coupon or registered, the rate of interest, the frequency and place of payment of principal and interest, and other details as desired, embodied in the bonds or in the ordinance providing for the issue. The board shall certify the matters so determined to the tax levying authority. The taxing authority shall at once adopt an ordinance in conformity therewith and cause the bonds to be at once properly prepared and executed and turned over to the board of education for sale and delivery. The bonds shall be signed by the chairman and secretary of the board of education and shall not be sold for less than par and accrued interest. As the bonds are sold, their proceeds shall be placed to the credit of the board of education in a depository designated by the board of education, and shall be kept in a separate account. The depository shall be required to execute proper bonds covering the funds.

(2) "The tax levying authority of the district shall, in addition to the levy made for the maintenance of schools, levy annually a tax sufficient

to raise a sum for the payment of the interest and to create a sinking fund for the payment of the bonds at maturity. The bonds shall be a charge upon the school district, except in independent districts embracing cities of the first and second classes, in which the bonds shall be a charge upon the sinking fund of the city and the city shall be entitled to have the annual sinking fund tax provided in this section."

162.100 (4399-47) Limitation on Amount of Bond Issue; Effect of Bonds Issued Under Former Laws.—(1)"The bond issue of any district shall not exceed the limit provided in the Constitution, such limitation to be estimated upon the assessment next before the last assessment previous to the incurring of the indebtedness.

(2) "All of the bonds voted by the various types of school districts and sub-districts prior to June 14, 1934, shall be retired and the interest paid thereon in accordance with the laws under which they were voted, and nothing in KRS 162.080 to 162.100 shall in any way impair any of such bond obligations or the interest thereon."

162.180 (4421-7; 4421-8) Bonds; Interest on; When Payable; How Sold.— "All bonds issued under the provisions of KRS 162.170 may bear interest at a rate not exceeding six percent per annum, payable semiannually, and shall be executed in such manner and be payable at such times, not exceeding thirty years from the date thereof, and at such place as the governing body of the city determines. The bonds shall be sold in such manner and upon such terms as the governing body of the city deems for the best interest of the city."

162.190 (4421-8) Bonds Negotiable; Tax Exempt; Signatures; Not a City Debt.—"All bonds issued under the provisions of KRS 162.170 shall have all the qualities of negotiable instruments, and shall not be subject to taxation. If any of the officers whose signatures appear on the bonds or coupons cease

to be such officers before delivery of the bonds, the signatures shall nevertheless be valid for all purposes the same as if they officers had remained in office until delivery. All bonds shall be payable solely from the revenue derived from the school building as provided in KRS 162.230, and shall not constitute an indebtedness of the city within the meaning of the constitutional provisions or limitations. It shall be plainly stated on the face of each bond that it was issued under the provisions of KRS 162.150 to 162.280 and that it does not constitute an indebtedness of the city."

162.200 (4421-9) Use of Funds; Lien on Building.—"All money received from any bonds issued pursuant to KRS 162.170 shall be used solely for the establishment or erection of the school building and necessary appurtenances, except that the money may be used also to advance the payment of the interest on bonds during the first three years following the date of the bonds. There shall be a statutory mortgage lien upon the school building and appurtenances in favor of the holders of the bonds and coupons."

It is quite evident that if the proposed program is put into effect, the Green County Board of Education will have to assume more indebtedness than is already anticipated in the present bond issue. The cost of the buildings to be erected to house the new consolidated centers cannot be estimated with any accuracy. This is true because the time of beginning construction is indefinite and the costs of building are fluctuating. However, regardless of the cost, the youth of Green County are worth every cent that will be spent to further aid the educational system offered them.

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