

Motorists Appalled At So Many Stops

New Railroad Crossing Law Takes Lots Of Joy Out Of Life For Autoists

How many streets in Elizabeth City have one or more railroad crossings?

If an Elizabeth City motorist complies with the law and stops at every crossing how many times would he have to stop in driving over the paved streets of the city?

The answer to these questions was so appalling to the City Council at its Monday night meeting that a serious effort was made to devise some means of keeping within the law and avoiding the stops.

The law provides that a motor vehicle shall come to a full stop before crossing a railroad unless there is a watchman or a gate at the crossing.

Somebody suggested that the Norfolk Southern be requested to keep a watchman at each of the crossings in the city and the idea, not far enough to be put to a vote, but was overwhelmingly defeated when some member of the Council figured that it would cost the railroad about \$12,000 a year to comply with this request.

With the idea of a watchman so clearly impracticable, the only alternative that would under the law leave the motorist free to cross a railroad track without stopping would be a gate which would be closed at the approach of a train, and somebody suggested an automatic gate which would close at a train's approach and open at its passing, only to be squelched by a statement from Councilman Foreman to the effect that such a gate had not yet been devised.

And so the Elizabeth City motorist must reconcile himself apparently to having a dozen points in the city at which he must bring his car to a full stop instead of only two as heretofore—and the two stop corners on Main street have been deemed by the motorist hardship enough in all conscience—or else he must save his conscience to a bland disregard of the law. There are far more railroad crossings within the city limits than there are policemen and there seems little doubt that if the motorist wants to disregard the law he can get by with it for most of the time. Once the City Council passed an ordinance making a certain corner on South Road street a stop corner, and perhaps the law itself was never repealed. At any rate the motorist never paid a great deal of attention to it and the effort to make that corner a stop corner was finally abandoned.

A thing that irks the motorist exceedingly is that a large number of the railroad crossings in the city are over the tracks of the Suffolk division which normally operates only two or three trains a week.

The crossing discussion brought up the matter of the practice of the Norfolk Southern to leave box cars standing near the North Road street crossing in such a position as to obstruct the view of approaching trains. It was ordered that the railroad be notified to discontinue this practice.

MILITANT MEXICAN BEAUTY DIES OF HER WOUNDS

Mexico City, July 3.—The Joan d'Arc of the Mexican revolution, Ramona Flores, is dead from the effects of a wound she received during one of the battles in which she was engaged against the troops of Victoriano Huerta in 1913.

Known popularly as "La Coronela," Ramona first saw active service in the rank of General Juan Carrasco. She was born in Sinaloa about 40 years ago, and was a striking example of Mexican Indian beauty. During the last three years she was a patient in a local sanitarium, the federal government meeting the cost of her medical treatment.

BOY TAKES LONG TRIP IN HOME MADE AUTO

Salisbury, N. C., July 3.—Cicero E. McAllister, Salisbury youth, who left this city last Wednesday in an automobile made by himself, has arrived in Saranac Lake, N. Y., according to information received by his friends here.

DINNER LASTING THREE DAYS WILL MARK ROYAL WEDDINGS

Tokio, July 3.—A public dinner extending over three days is planned to follow the wedding of the Prince Regent and Princess Nagako, which is to take place in the fall. Three thousand government officials, the diplomatic corps, the foreign colony and many others are to be invited. The Empress, the Prince Regent, Princess Nagako, who then will be the Crown Princess, and other members of the royal family will attend at stated times.

WELFARE OFFICERS TO BE ELECTED ON JULY NINTH

Raleigh, July 3.—All county superintendents of public welfare in North Carolina come up for election July 9, according to an announcement made by the Department of Public Welfare. These elections are held every two years.

Every county having a population of 32,000 or more by the census of 1920 is required by law to have a superintendent of public welfare. In counties of less population, the employment of a superintendent is optional. In counties not having public welfare officers, the school superintendents perform the duties which would devolve upon a regular welfare official.

Forty-five counties in the State now have whole-time superintendents of public welfare and nine part-time officers. The remaining forty-six counties depend upon the school superintendent for the performance of the welfare duties. In six of the 45 counties having full-time superintendents, Buncombe, Mecklenburg, Forsyth, Durham, Guilford and Wake, the welfare officer is assisted either by an assistant superintendent, probation officer or school attendance officer.

Under the law in North Carolina, the county superintendent is supported and advised by the county board of charities and public welfare, whose members are named by the State Board of Charities and Public Welfare. The entire system is under the supervision of the State board.

This month also will mark changes in the personnel of a number of the boards, according to the announcement, with a view of strengthening the organization.

HIGH POINT IMPROVES POST OFFICE SERVICE

High Point, July 3.—Effective July 1, three new carriers, two new clerks and an extension of city delivery were improvements added to the High Point postoffice. Postmaster York recently returned from Washington, where he conferred with officials of the postoffice department in connection with the improvements which were authorized.

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Stella Vitae may be obtained from any druggist and the purchase price will be refunded if it fails to bring relief.

Nerve Exhaustion Causes Accidents

Major Anderson Says Fear Plays No Part in Airplane Flights Waverer

London, July 3.—Fear is never responsible for airplane accidents, in the opinion of Major H. Greame Anderson, consulting surgeon of the British Royal Air Force. From the confessions of pupils and his own experiences, Dr. Anderson said, he found that fear never asserted itself in the first few flights because the pupils were too occupied.

The chief causes of accidents to pilots, he explained, were due to nerve exhaustion, which might develop within even an hour after the beginning of a flight. The pilot then found himself unable to use his mental faculties and frequently came to grief on landing through inability to judge his speed and nearness to the ground.

Dr. Anderson said that since the British medical service reduced the first practice flights from an hour to ten minutes, accidents from exhaustion had been considerably lessened. They also insisted upon young pilots having a good meal before flying, even at three or four in the morning.

People who fly in commercial machines, the British expert advised, should choose the back seat as being considerably safer than the front, where there is danger of being crushed by the engine in case of trouble. He also suggested that some method should be devised whereby in case of fire the pilot could liberate the cabin to which a parachute of sufficient strength should be attached to carry it and the passengers safely to earth.

ITALIANS GOING TO MEXICO

Mexico City, July 3.—Italian emigrants are expected in large numbers in Mexico, and probably will settle in the states of Tamaulipas, Jalisco, Tabasco and Nuevo Leon. Arrangements for their colonization have been made by agents of the Italian emigration service at Washington. The first batch of arrivals probably will number 600.



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