

Commerce Directors Vote for Holding Double Track on Elm

Unanimously Against the Wickes' Proposal to Eliminate One Track on South Elm and They Favor Double Track Extension to O. Henry—Good Report on Membership Campaign.

Directors of the Greensboro chamber of commerce last night unanimously voted against the proposal of J. L. Wickes, Baltimore traffic expert, that one street car track be sufficient to handle South Elm street traffic, and they capped that opinion with the further one that the present double track on Elm street should be extended on North Elm as far as the O. Henry hotel.

The double action was taken after an hour's discussion, in a resolution presented by Charles H. Ireland that "it is the sense of this meeting that the elimination of one track on South Elm would be a mistake, and further, this meeting recommends that the present double track be extended to the O. Henry hotel."

The acting motives behind the resolution, as stated by E. B. Jeffress, were that the prime need of the street car system was relief from congestion and the consequent maintenance of schedules, that schedules depended upon the ability to move cars, that cars could not be moved so easily on one track as on two, and that the extension of the double track on North Elm to the O. Henry hotel would help relieve the congestion at the corner of Elm and Market.

Mr. Wickes, who is a traffic engineer connected with the Maryland Public Service commission, was brought to Greensboro two weeks ago to make recommendations about local traffic conditions. His report now lies before the city council. City Manager P. C. Painter has requested several civic bodies to express an opinion of parts of it, and last night's meeting was the result of that request.

In the discussion, participated in by a dozen directors, and echoed by the evident sentiment of the entire meeting of more than 30, the one-track proposal received severe condemnation. Director after director denounced it. C. B. Hole, of the Public Service company, in a prepared statement, thought the proposal impracticable now because it depended on two uncertainties, the building of the proposed new station with a large underpass, and extension of street car tracks from Elm through Depot street to West

Greene and on Greene to Market, which extension, Mr. Hole said, was out of the question until Greene had developed to a more important street. In addition, C. H. Ireland, A. E. Joyner, W. Y. Freyer, Frank T. Miller, E. B. Jeffress, C. H. McKnight, H. R. Bush, and W. D. Meyer spoke against the elimination of one track.

Mr. Wickes' proposal for the elimination of one track on South Elm was coupled with the suggestion that Pomona cars stop at the corner of Market and Elm, that Glenwood cars stop north of the railroad, and that the street car line be extended from Elm through Depot street to Greene and from thence on Greene to Market.

This suggestion also was denounced by a number of the directors although no formal action was taken on it except in so far as it is connected with the one-track proposal.

The statement of C. B. Hole, representing the point of view of the Public Service company, after assuring the city officials and the chamber of commerce of the desire to co-operate in every way possible and after stating that the Wickes' proposals had not been thoroughly examined by the operating department, read in part as follows: "One of the most interesting and possibly the most important problem suggested by this traffic report is the question of the eliminating one of the street railway tracks on Elm street between the square and the Southern railway."

"This problem has been discussed at various times during the last several years. Unfortunately, the permanent solution offered by Colonel Wickes is dependent upon at least two uncertainties. The first is the building of the proposed new depot by the Southern railway with an underpass of sufficient length and width to take care of double street railway tracks to do the work that those now located on Elm street are doing. If this condition is brought about, it would seem feasible to eliminate the present double tracks on Elm street.

"The second uncertainty, or I might say certainty, is the extending of the present street railway system through Depot place to Greene street to West

Market. The capital expenditure that such a plan would necessitate is out of the question until such time as business may develop on Greene street to justify such a step. The bus business is not at present developed on Greene street is self-evident.

"The temporary solution suggested by Col. Wickes, if we understand him correctly, seems to us to put an unfair burden upon the street car patrons. He suggests that the Pomona line terminate at Market and Elm streets, and that the Glenwood line terminate immediately north of the South Elm Southern railway crossing, thus making necessary extra transfers to all patrons in the Glenwood section desiring to reach West Market or Pomona sections, or the reverse.

"This burden could be justified only if the patrons could be guaranteed by the city authorities that it was only a temporary condition. From the financial standpoint of the Public Service company this schedule, we are convinced, would be disastrous, even if only a temporary condition. The importance of this financial phase of the situation under consideration will be better realized when you know that this department of the Public Service company is showing a continual decrease. At the present time reaching almost 13 per cent as compared with the same time last year.

"It may be possible to make some other adjustment of our present schedule to the desired result without the evident hardship. We are more than willing to investigate every possible combination in our street railway schedules if it is finally decided by the municipal authorities that they prefer to have 'one track grown where two grew before.'"

Mr. Hole said later that one great trouble with the street car traffic was the congestion at the corner of Elm and Market, which was caused by the station crossing. "Cars are blocked by the railroad and have to be held up at the square as they wait with the schedules," he said. He thought a double track extension to the O. Henry would help relieve the situation.

So did E. B. Jeffress. "The main trouble with street cars is not keeping up with schedules," he said. "The Southern railway had the same trouble until it put in double tracks. Double tracks for the street cars would help keep the cars moving, would cut out traffic blocks, and would relieve the congestion at the square. Two tracks do not block traffic except when cars are on them and with cars moving there will be little concern. The street cars never keep up with schedules."

Mr. Jeffress thought the entire report lacked vision except in the suggestion for two tracks at the proposed railway underpass. "So far as retail stores on Elm street are concerned," he said, "what they want and need is some control over the space in front of the stores."

On the Wickes' proposal to eliminate mid-block stops on South Elm the directors were not so unanimous. Mr. Ireland wanted to retain them, and so did W. D. Meyer, J. E. Latham saw no need of them, but he liked the double track station underpass. Frank T. Miller thought there ought to be a one way street at Depot, where, he said, many accidents have occurred.

The directors heard good reports of the membership campaign. A total of 175 new memberships have been obtained and a large number of high teams covering districts will start today. H. K. Williams, with 55 new members leads the field. C. C. Hudson told of plans for the Indian and Mardi Gras frolics and C. W. Roberts appeared in a gorgeous white Indian costume to tell of the 1,000 costumes now available at Huntley-Stockton-Hills store.

Votes for the princess stood last night as follows: Miss Gray Farr, 25; Miss Clara Ottinger, 22; Miss Myrtle Freyer, 22; Miss Susie Gunter, 7; Miss Kathleen Price, 5. All votes which members now hold must be cast Tuesday and future votes must be cast when handed to members. This is necessary, the committee announced, to keep accurate count and maintain interest. The rule goes into effect Tuesday. Any outstanding vote Tuesday must be cast immediately.



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- Checker Board and Checkers, 15-inch board in gold and black with checkers to match, board at 49c, Checkers at 25c
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- Teddy Bears in all sizes, cinnamon color and well stuffed—squeeze them and they make a noise—bright eyes—jointed. Priced at each: 75c to \$1.48
- Steel Body Wheelbarrow, with steel frame, wood handles painted red and black, \$1.75 value. 98c
- Mounted Dapple Horses, with saddle and bridle, wood base with wheels; good size, \$2.00 value, at 59c
- American Flyer Trains, consisting of engine, tender and coach, with circular track, operated by clock spring, \$2.50 value. \$1.98
- Kitchen Cabinet, made of hardwood, just like mother uses, filled with groceries, \$2.00 value. \$1.89
- Wood Dominos, in black with white dots, packed in box, 25c value. 19c
- Boys' Tool Chest, in hard-wood boxes, filled with practical tools for real woodwork. \$1.39 to \$3.98
- Laundry Set, consisting of wringer, wash board, clothes dryer and clothes line. 98c to \$1.89
- Pioneer Express Wagon, steel frame with wire wheels, iron body with wood bottom, brightly painted and decorated. Special \$2.48
- Boys' Velocipede, 16-inch front wheel with rubber tires, spring seat, for boys of 4 to 6 years old, \$5.50 value. \$4.48
- Building Blocks, of heavy wood, fancy colors, in decorated wood box which can be made into wagon. 98c to \$1.19
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LEGISLATORS HOPE FOR BRIEF SPECIAL SESSION

Pete Murphy and Clem Wright Think Matters Can Be Handled So As To Adjourn By Christmas

Every member of the general assembly, which convenes in special session today, hopes that the assembly will dispose of its business as quickly as possible and adjourn without delay. Each was the opinion expressed yesterday by three legislators, C. G. Wright, Guilford representative, and Walter Murphy and W. C. Coughenour, Rowan county representatives, who passed through Greensboro yesterday on their way to Raleigh. Mr. Wright will leave today for Raleigh.

"Only the most essential matters should be discussed," said Mr. Wright, "and those ought to be handled in a few days."

"I don't expect a long session," said Mr. Murphy, "but you can't tell what will happen. I've been to six special sessions in my time and two of them didn't pay any attention to the subjects for which they were called. But I think we ought to be able to get through in a few days and get home by Christmas. I certainly hope so."

Accompanying Mr. Coughenour were Mrs. Coughenour and their three children, who will spend some time in Kinston and Smithfield. Prof. T. E. Whitaker, of Oak Ridge, J. Allen Austin, and O. E. Mendenhall, other representatives from Guilford, will be present at the opening today.

MRS. JENNIE ROBINSON IS THE NEW PRESIDENT

Park Place Missionary Society Elects New Officers and Discusses Plans For Next Year.

Mrs. Jennie Robinson was elected president of the Woman's Missionary society of the Park Place Methodist church at a meeting yesterday afternoon at the church.

The other officers elected were as follows: vice-president, Mrs. Connelly Guerrant; recording secretary, Mrs. W. H. Dickleson; corresponding secretary, Miss Lake Brown; treasurer, Mrs. J. C. Penny; superintendent of social service, Mrs. G. S. Ferguson; superintendent of supplies, Mrs. George Robertson; superintendent of local work, Mrs. Miles Glenn; superintendent of young people's work, Mrs. Wistar Stockard; superintendent of mission study and publicity, Mrs. E. W. Dawson; pianist, Mrs. Charles Robinson; agent for "Missionary Voice," Mrs. M. E. Banner. The meeting was largely attended and much interest was shown in the plans for the coming year.

CIVIL TERM OF COURT CONVENES FOR A WEEK

Four Divorces Granted Yesterday; Number of Judgments Are Signed; Judge Webb Presiding

A one-week term of civil court, Judge James L. Webb, of Shelby, presiding, convened yesterday morning. Most of the day was spent in clearing the docket of old cases, several judgments announced at the last term being signed.

Four divorces were granted. They were Ida M. Conrad vs. Everett Conrad, Joe T. Kirkpatrick vs. Emily Kirkpatrick, L. E. Sullivan vs. Myrtle Sullivan, and Leola Jane Nye vs. Kinchen K. Nye.

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