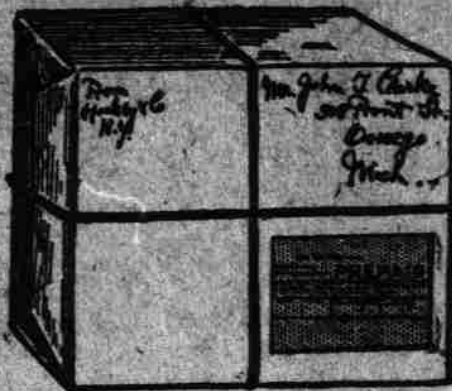


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Southern Express Company

EXECUTIVEMEN HOLD SESSION

Numerous Matters Pressed Themselves To The Attention Of The Board

WILL ENFORCE SPEED LAWS WITHOUT FAVOR

Agitation for stricter obedience to the Speed Limit Brought Forth Instructions for Chief of Police to See That the Law Was Observed and Not the Mere Spirit of It—Mr. Dowd Wanted Fourth Street Widened.

Though they be but four and not twenty-one in number the members of the executive board found considerable municipal business waiting for their coming last night when they gathered in weekly session in the city hall.

The setting of a contract for sidewalk paving, which will amount to \$10,000 was taken up, there being several local bidders present to witness the opening of bids. The work covers sidewalks on East Boulevard extension, East Ninth street and other sections, and after the bids were examined it was found that that of J. W. Haas, the bid also including curbing for the sections named.

After Autos Always.

The most interesting action of the board to the city at large and to possessors of the nearly 400 automobiles in Charlotte was the action taken invoking the chief of police to start a crusade against speeding and to keep the thing up indefinitely, not dropping it after a few days' work as has been done heretofore on several occasions, in fact on all occasions when such enforcement was started.

The suggestion of this plan brought forth opinions from all members of the board with a decided difference of opinion observable. Col. W. W. Phifer, who as mayor pro tem was in the chair, thought that the spirit of the law was what should be taken care of, and that drivers who make a habit of over-speeding and running their machines regardless of the regulations of the State and city, should be looked after by the officers of the law, but that all policemen should use careful discretion in enforcing the automobile speed laws. Colonel Phifer said that he had once before suggested to officers that they lay their

net for those who were making 18 or 20 miles, although the law fixes 12 miles as a maximum, with about 4 miles for Independence square.

Mr. T. I. Allison, who was among those who were taken in under a recent temporary upsurge of desire to bring in all speeding automobiles who could be found running at so much per according to the stopwatch of the officer, agreed with Colonel Phifer that discretion was the thing which the minds of the determined police should be impregnated with before they went out on an automobile hunt.

On the other hand there were opinions equally as valuable and important emanating from Messrs. Davis, Chambers and Williams, who held that the 12-mile limit was the proper thing and that 18 and 20 miles was really a maximum speed beyond which sane men should not desire to race their machines, much less keep pedestrians hovering to the sidewalks to stay clear of danger.

The outcome of this debate, however, was the strict issuance of orders to the chief of police to see that the law is eternally and not temporarily enforced.

Fix Up West Fourth Street.

There came before the executive board last night seeking the widening or rather the paving of West Fourth street. Mr. W. C. Dowd, who has recently made arrangements with the city whereby the city takes three feet and six inches of his newly purchased property on the north corner of the intersection of Church and Fourth streets for sidewalk purposes, thus giving room to widen the narrow street in that section nearly four feet.

Mr. Dowd said that the 2 1/2 feet would be left open and unimproved unless the city stepped in, this being a part of the old sidewalk which will be placed outside the curb for street usage. He urged the board that some means be devised for paving this street and declared in his opinion that no side street on Trade and Tryon was so much used.

"Not side street," said Mr. W. J. Chambers. "We got into trouble once before by calling a certain street a side street. Call it a cross street."

Mr. Dowd gracefully bowed recognition of his high strokes of diplomacy maneuvering and proceeded with his argument. Upon further questioning it was brought out that West Fourth is a permanent improvement district, so ordered by the aldermen, but it was Col. W. W. Phifer, guardian of the treasury, who injected a word of doubt as to whence would come the money. Mr. Dowd urged the board to do what it could, agreeing to pay his part at any time. He was promised such attention as the board has in its power to give. The need of this work is at present paramount and the city, it is admitted, should make some extraordinary effort to fix this street while the paving work is in progress because of its importance as perhaps the principal cross street

in the city and much used.

Chief Christenbury reported, as to a request that young messenger boys be not sent into the red light district by night with messages, that Manager Gaffney had already promised to turn such messages over to men, while the Western Union has the matter under advisement.

The purchase of street cleaning apparatus was presented by Mr. T. T. Allison, who wanted some adequate machinery put in for the work. It was held that the board of aldermen should pay for this machinery and consequently that a special appropriation ought to be made. Mr. Allison recommended three machines, which sweep and gather up the dirt simultaneously and known in municipal circles as "squeegee." The sum of \$5,500 is wanted for this machinery each machine taking care of 24 city blocks during the period it is at work.

It was developed that the Morehead street bridge is still up in the air and while the city and electric railway appear ready, the Southern Railway is inclined to hold off for a different type of bridge, namely the girder type, while the city had planned for an arch and concrete structure.

Tasty.

(London Opinion.)

"Met Sir Ernest Shackleton in a grill room a day or two ago and found him rather displeased with a tough steak. 'I am reminded,' he said, of a bootmaker who said to one of my fellows on returning from our last expedition: 'How did you like the boots I made for you?' 'Best I ever tasted,' was the reply."

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THE PASSING STRANGE
that The Chronicle in several issues of late sees fit to rather discredit than to commend the Building & Loan system operating in North Carolina. Oh, brother, how easy to destroy, and yet how difficult to build up. This association was 31 years old April last, and has never lost a cent, has erected many hundreds of homes—homes simple, homes beautiful, homes paternal, but homes they are, and homes why, they're one of God's greatest blessings to a community, to a State, yes, brother, to the nation itself.
AS FOR ME AND MY HOUSE,
I say, Go ye into every nook and corner of this dear land and preach the building and loan doctrine, yes, this same system of whose waters even ye have drunk copiously draughts of health and strength and wisdom. "The easy to proclaim, to announce, to assert that another system is better—more difficult by far, to demonstrate the greater virtue, the superiority claimed."
WITH MINE OWN LITTLE HATCHET
have I hewn down the claims of other systems expounded by students of their cause on the sanguine fields of New Jersey, Pennsylvania, Michigan and Carolina. I love our system for it has proven itself the brightest gem in the poor man's crown in this land of unequal burdens and of opportunities void of equality.
IF THOU WOULDST BE FAIR
and wise and beneficent, ere thou killest the goose that lays the golden egg, then wouldst acquaint thyself with all the virtues and all the faults of all the systems, then pin thy faith to that best suited to thy people's needs, weighing conditions local, hindrances financial, yes, studying well the supply and demand of the coin at home, and, having chosen practically and well, nigh for it to the death.
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