

# Enforcement Is Not Least Of Parking Law Problems

### After Regulations Have Been Put on Statute Books They are Sometimes Contested in Courts or Their Repeal Forced by Interested Merchants

By J. C. ROYLE

(This is the first of a series of dispatches on the handling of traffic on the streets and highways of America. The first installment covers the subject of automotive vehicles on our highways. The following numbers will cover, respectively, the subject of parking, the subject of the American public at present.

In some cities, regulations have met with the most vigorous opposition of the residents. In the business sections, by the way, there have been clashes with favoritism and in other sections have not been observed with the same strict observance of the rules.

In St. Louis, for example, protests were voiced to park in the business north town, advantage for months of a situation in which the city legal department ruled that the "no park" signs erected by the street department were illegal. The law limits parking to one hour in the congested districts. In cases where the police department made arrests, the city legal department entered a nolle prosequi and motorists have taken full advantage of the clause.

The traffic situation in St. Paul and Minneapolis has been helped by automatic traffic signals, arterial highways between the cities. Cars entering the highways are compelled to come to a full stop. However, abolition of parking in a zone about eight blocks square in the business centers of each city was tried and abandoned. Merchants declared their trade was being seriously injured and their protests resulted in substitution of a 30-minute time limit within the zone. This also proved unsatisfactory to them and the time limit was made one hour between 8 a. m. and 6 p. m. in St. Paul, although the 30-minute regulation still maintained in Minneapolis. A prohibition of parking on some heavily travelled streets outside the main business section was tried but again protests of merchants were heeded.

Some aid was found by establishment of parking areas on temporarily vacant property and the building of down town garages with ramps to upper floors. However, a car venturing down town in either city usually finds no place to stop except blocks from the desired destination. The situation in St. Paul is the worse, as the streets were laid out in the narrow winding style typical of the river trading posts of the early days. Arrests for violating parking regulations have been

wholesale but periodical and first offenders usually are let off with a reprimand. Repeaters cost only from \$1 to \$5.

The cities which were originally laid out in the fashion which the old negro described as "seven miles long and one street wide" are suffering from congestion to a greater extent than the more newly built towns. With one "main" street, free parking space along the curbs of cities like Rochester, New York, is almost a negligible quantity.

Rochester is mentioned, not because conditions are worse there than elsewhere, but because its business prosperity and the number of autos owned there, together with its topography make it typical. Efforts there have been made to relieve the congestion by down town parking spaces and garages—yet while charges of 25 to 50 cents are made. Even in these, space is always at a premium after 9 a. m.

In sections of the downtown sections where limited parking is allowed, it is necessary to be an early bird to find a vacant space. No parking at all is allowed in some sections and ten minutes is the limit in others. The movement of traffic in the downtown district is a growing problem in Rochester and other similarly situated cities because of the one main business street which extends from one end of the downtown district to the other.

A new street over the subway now being constructed in the bed of the old Erie Canal which runs through the downtown section parallel to the main street is expected to aid in relieving both parking and traffic congestion.

Many cities expect to find relief in subway construction. A subway under Sixth Avenue is talked of in New York. Pittsburgh is seriously considering putting all trolley tracks in the center of the center of the city underground and Chicago, it is believed, eventually will find relief in subway construction.

#### To Meet Tuesday.

The Students' Wesley Bible Class of the City Road Church will meet Tuesday evening at 7:30, at the home of Mrs. G. F. Seyfert, 611 Pennsylvania Avenue. They will be entertained by group number 2. Every member is urged to be present.

### LIEUTENANT GOVERNOR ACQUITTED SATURDAY

Wilmington, Feb. 18 — Lieut. Governor W. B. Cooper and brother, T. E. Cooper, were found not guilty Saturday afternoon in United States District court here of the charge of conspiracy to defraud and violate the National Banking laws in connection with the failure of the Commercial National Bank of Wilmington.

### ROADS MAY BE GREEN

Harrisburg, Pa., Feb. 18.—(By The Consolidated Press)—The state department of highways has received a suggestion that cement used in constructing state highways be heretofore colored either henna or green to relieve eyes of motorists from the glare.

### MEXICAN TRADE IS BEING RESUMED NOW

New Orleans, Feb. 18 — Trade and shipments to Vera Cruz and Tampico are being resumed since the Obregon government has declared these ports open, but so much good is piled up on the Mexican wharves from previous shipments, that the movement is not expected to be large for some time.

### LITTLE BOY HURT

Washington, N. C. Feb. 18 — While crossing the street Thursday at noon the little son of Bert Rue was struck by a passing automobile driven by Mrs. Robt. Hodges, who fortunately was going very slowly at the time. The little fellow was knocked down and sustained some cuts and bruises under the chin and side of the neck. Dr. Plum Nicholas was happened very fortunately to be standing in front of his office saw the accident and at once went to the assistance of the little boy. He took him up to his office and put in a few stitches in the cut and otherwise gave first aid. Late inquiries made state that the little fellow is doing nicely and will get along all right. No blame is attached to Mrs. Hodges who at once stopped her car as soon as she saw the little boy in danger of being run over, so the wheels did not pass over him.



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# A Record Of Achievement

We, the undersigned business firms of Elizabeth City, appreciative of the splendid record of achievement of the Elizabeth City Chamber of Commerce, heartily endorse the organization to the public spirited citizens of Elizabeth City and its trade territory. For instance, the Chamber of Commerce during the past year has been active in — Florist Shop, Auto Show, Made in Elizabeth City Booth, Fair Publicity, Surfmen's Convention, Building & Loan, Potato Report, Light on Miller's Point, Freight on Harvesters, Freight on Fish, Embargo on Potatoes at New York, Harbor Survey, Registered Mail, Over 1,000 Inquiries, New York Mail, Rest Room, Inlet, Canal, Knobbs Creek, Roads, Harbor, Postal Matters, Station (Lights and Shed), Coal Freight Rate.

The efforts of this organization has brought in savings in dollars and cents around \$65,000 to business enterprises during the last few months. The general activities of the Secretary of the Chamber of Commerce are for the progress and development of this section.

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