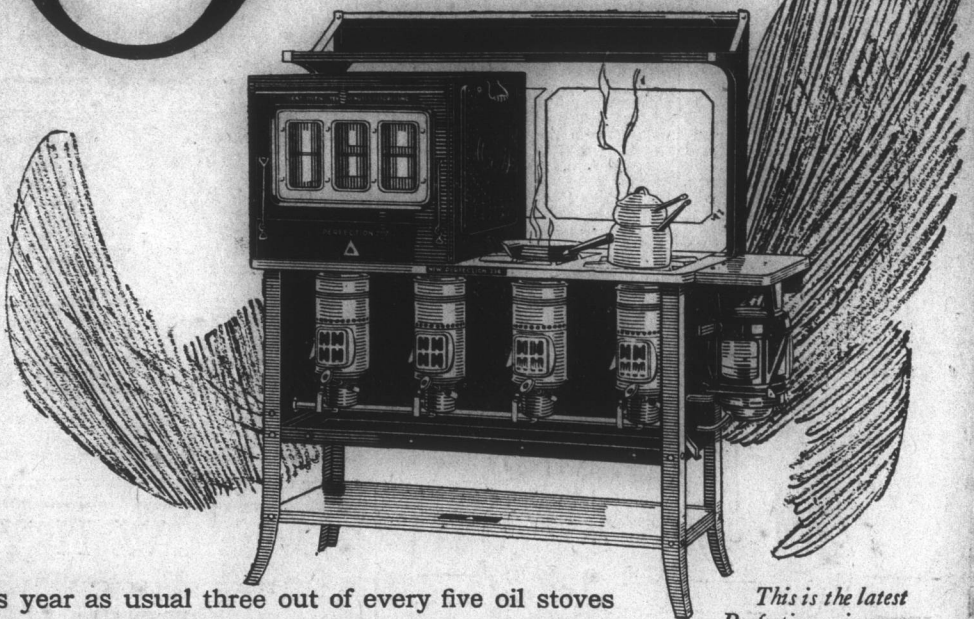


Leadership for 30 years



This year as usual three out of every five oil stoves bought will be Perfections. Made by the world's largest manufacturers of oil burning devices. 4,500,000 satisfied users. Why experiment when you have the judgment of millions to guide you? See the newest Perfections at any dealer's.

PERFECTION STOVE COMPANY, Atlanta Branch—113 Courtland St., S. E.

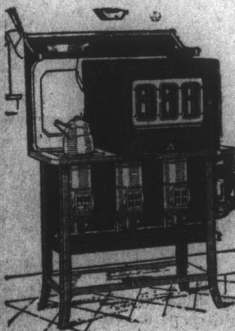
This is the latest Perfection—in new gray color harmony.

PERFECTION Oil Stoves & Ovens

World's Finest Oil Stove

The PERFECTION

with SUPERFEX BURNERS



With the fast-as-gas Perfection with Superfex Burners in your kitchen you will not envy housewives who cook with gas. The Superfex Burners—no smoke, soot or odor. Come in and see the newest models—finished in two-tone gray and with porcelain enameled cooking top.

Concord Furniture Co.

GASOLINE TAX BRINGS \$12,000,000 TO STATE

But Gasoline No Higher Here Than in New York, Where There is No Tax.

The Tribune Bureau Sir Walter Hotel, Raleigh, May 24.—North Carolina has a revenue of from \$12,000,000 to \$14,000,000 a year from its four cents tax on gasoline—enough to take care of all its highway bonds and their maintenance—yet the price per gallon of gasoline is no higher to the consumer than it is in New York, where there is no gasoline tax and where the tolling and maintenance of the highways are financed by direct taxes.

This fact was brought out by Governor A. W. McLean, who mentioned that it was an interesting fact in connection with the growing popularity of the gasoline tax among the various states, and he called attention in particular to a campaign that has been conducted in Vermont—President Coolidge's home state—to have the gasoline tax increased from two cents to four cents a gallon, since it has been found that an increase in the amount of tax does not materially mean an increase in the retail price of gasoline to the consumer. In fact, the oil companies seem to have found that the increased demand for gasoline which accompanies the construction of good roads more than

accounts for and offsets the amount of the tax imposed. At present forty-four states now impose a tax on gasoline, varying from one cent in Rhode Island and Texas, to five cents in Kentucky and South Carolina. The most popular tax, however, is the two cents tax now in force in 21 states and the District of Columbia. There is a 3-cent tax in nine states, and a 3 1/2-cent tax in two states. A four cents tax is imposed in five other states besides North Carolina, namely, Arkansas, Florida, Georgia, Mississippi and Nevada. Springfield (Mo.) News—Once in a great while you will meet up with a man in public office who is as courteous and kindly as he was when running for it. St. Louis Post-Dispatch—Mussolini—Good morning, Your Majesty, Victor Emmanuel—Just as you say,

thirteen in 1921; nineteen in 1922; thirty-five states in 1923 and 1924, and forty-four states in 1925 and 1926 with indications that others will follow shortly.

MEASLES EPIDEMIC IS BEGINNING TO WANE

There Were 300 Fewer New Cases Reported During Week Than Week Before.

Tribune Bureau, Sir Walter Hotel, Raleigh, May 24.—At least the measles epidemic over the state is beginning to wane, for there were 300 fewer new cases reported during the week just ended, than for the week previous, according to the latest report from the bureau of vital statistics, of the State Board of Health. During the week just closed, 1,613 new measles cases were reported, while the week before, the number was nearly 2,000, or 1,987 to be exact.

The number of whooping cough cases is remaining about at the same average, with 582 new cases reported this past week, as compared with 477 cases the week before. There were but 18 cases of scarlet fever reported, only 10 of diphtheria and 9 typhoid, although there were 44 cases of smallpox, as compared with only 33 cases the week previous.

Durham goes into the lead with the largest number of measles cases, reporting 246 the past week. Winston-Salem comes second, with 238 cases. In all the other cities reporting the number of cases is less than 50. The county reporting the largest number of measles cases is Granville, with 106 new cases last week.

With warmer weather now, and with the schools rapidly being dismissed for the summer, the Board of Health expects a rapid decrease in both measles and whooping cough cases.

Springfield (Mo.) News—Once in a great while you will meet up with a man in public office who is as courteous and kindly as he was when running for it. St. Louis Post-Dispatch—Mussolini—Good morning, Your Majesty, Victor Emmanuel—Just as you say,

Cooking Chats with 6 Famous Cooks

(Courtesy of the Domestic Science Department, Perfection Stove Company)

VEGETABLES FOR VITAMINES

(Editor's Note: This is one of the usual cooking articles by 6 famous cooks.) Vitamines! What are they? We hear about them on all sides. "They are necessary for normal nutrition, necessary for growth," it is said.

Their chemical nature is not known. But it is an established fact that when they are lacking in the diet, health suffers. Certain diseases are attributed to this lack—outstandingly rickets.

Vegetables, fruits and milk are rich in vitamins. Spinach and tomatoes contain a higher percentage of vitamins than any other foods.

The Year Around

Can we have plenty of vitamins in the diet the year around? Certainly. And very easily, too, in canned vegetables and fruits, among other things. (Though canning lessens the vitamins content somewhat.)

Mrs. Sarah Tyson Rorer, the Philadelphia cooking expert, gives to us a few simple rules for canning vegetables.

"Light your stove first. Put a wash boiler filled with water on one burner, and teatle on another and a large pan of water on the third.

"Prepare vegetables by washing, and skinning where this is necessary. Mrs. Rorer says to dip over them the glass jars, adjust rubbers on them, and screw on the tops to test them.

Scald Quickly

"Then open jars, but do not remove the rubbers. Put them, with the lids, in warm water, and dip over them from the boiler enough water to scald.

"Put the vegetables in a square of cheesecloth, and lower into the pan of boiling water for 15 minutes. Lift, drain, and put into the jars at once.

"Add a teaspoon of salt to each quart jar. Add enough boiling water to fill jar (after vegetables are in). Screw on the tops, and turn back, and place at once on the rack in the wash boiler or canner.

"Individual wire holders cost but little and are more easily managed than a solid rack. When the boiler is filled, cover, wait until the water again boils and turn down to low heat."

Mrs. Rorer's Table for Blanching

| | |
|-------------------|------------|
| Spinach | 10 minutes |
| Tomatoes, to skin | 2 minutes |
| Asparagus | 5 minutes |
| Green Beans | 15 minutes |
| Beets | 25 minutes |
| Peas | 5 minutes |
| Corn, on cob | 15 minutes |

Table for Sterilizing

| | |
|-------------|----------|
| Spinach | 1 hour |
| Tomatoes | 1/2 hour |
| Asparagus | 1/2 hour |
| Green Beans | 1/2 hour |
| Peas | 1/2 hour |
| Corn | 1/2 hour |
| Chickens | 1/2 hour |

What a comfort it is to have a stove which needs no watching. One of the modern long-chimney oil stoves has this advantage. Once you set the flames, they will not vary. You can leave the kitchen, and forget all about this stove.

Fiesta String Beans

Mrs. Belle DeGraf, San Francisco home economics counsellor, suggests this recipe for string beans. String beans are very rich in vitamins. Mrs. DeGraf's recipe follows:

String and cut beans in two lengthwise. Cook in a boiling salted water in an uncovered saucepan about 45 minutes. Drain, and wash with water to barely cover beans. Drain and season with 1/2 teaspoon salt and dash of pepper and 1 tablespoon of butter. Set beans aside until sauce is made.

Put 2 egg yolks in a small saucepan, add 2 teaspoons of flour and 1 tablespoon of lemon juice; mix them and add 1 cup of stock. The stock can either be canned consommé, a bouillon cube dissolved in warm water or strained soup stock. Cook over a very low fire until sauce has thickened, then add to hot beans.

Too fast or too long cooking will make this sauce curdle.

Beans Au Gratin

Another good dish is one recommended by Miss Lucy G. Allen, principal of the Boston School of Cookery, string beans au gratin.

"Drain a can of stringless beans, and place them on a clean cloth to absorb all moisture," Miss Allen says.

"When well dried, put half of them into a shallow baking dish, season highly with salt and cayenne, sprinkle over the beans three tablespoons of melted butter, and pour over three tablespoons of heavy cream. Repeat, making two layers and put into oven to heat and brown about ten minutes.

Glassed Carrots

Miss Allen also gives a recipe for glassed carrots. Cut into halves a high vitamin content.

Wash, scrape and cook five medium carrots. Cut in thin slices. Melt two tablespoons of butter in a smelt pan, and add two tablespoons of sugar. Add slices of carrots, and stir well until browned.

Every home with a kitchen pump can now have a water running hot water heater. One manufacturer of electric hot water heaters has perfected a simple system of connecting the kitchen pump and the heater. By means of a valve connection either hot or cold water can be pumped.

William T. Tilden is considered the greatest international tennis player of all time.

ALL VEHICLES IN STATE MUST CARRY LIGHTS SOON

Just Six Weeks Until Law Passed by Last Legislature Becomes Effective.

Tribune Bureau Sir Walter Hotel, Raleigh, May 23.—All vehicles on the highways at night will be required to carry a light on the rear at night in less than six weeks from now, but so far there has been no noticeable rush on the part of farmers to buy lanterns to carry on their horse-drawn vehicles, nor has the Highway Commission made any announcement with regard to the use of reflectors.

This fact was pointed out today by Sprague Silver, chief of the automobile division, and C. W. Roberts, vice president of the Carolina Motor Club, in discussing the "Lights on wagons" bill, and the steps, or lack of steps, that have been taken to put it into operation.

The law requires that all horse-drawn vehicles shall carry on the left side one or more lighted lamps or lanterns, visible under normal atmospheric conditions from a distance of not less than 500 feet to the front of such vehicle and visible under like conditions from a distance of not less than 50 feet to the rear of such vehicles, or in lieu of said lights shall be equipped with reflectors of a type approved by the State Highway Commission.

Under the bill introduced by Senator Rivers Johnson an enacted into law entitled an act to protect human life by requiring all vehicles operated or driven upon the public highways of this state to carry lights at night no provision was made for reflectors. The Uniform Act will be followed in amendment of the "tail light" legislation as it was passed after the Johnson bill and carries the provision that all laws or clauses of laws in conflict with the act are repealed.

Just what type of reflector will meet the requirements of the law and be approved by the State Highway Commission will be awaited with interest as it will have to have two reflecting surfaces in order to be visible both from front and rear.

The statute requiring lights on vehicles will probably affect more persons than any other phase of the uniform act. Penalty will be a fine not to exceed \$50 or imprisonment not to exceed 30 days. The law goes into effect July 1.

"There has been more favorable comment on this law than on any single feature of the uniform motor vehicle code," Mr. Roberts said. "Enactment of this law was particularly gratifying to the Carolina Motor club as its officials and members worked hard for three years to secure its passage. It was defeated at the 1925 session by a close vote.

"The rear light law, coupled with the act requiring headlights for motor vehicles to conform to the state law and be tested under the supervision of the State Highway department, should go a long way towards eliminating the scores of accidents on North Carolina highways at night."

FAITH

Peeler & Fraley Co. are opening up a new store in the building where they had been storing their furniture. This store is to take the place of the one that burned down a few days ago.

John A. Lyster is running the farm for John C. Barger. He is an extra good farm worker.

We met Dr. Harold Ward at Toms Drug Store today, one of the best and cleverest doctors in North Carolina.

When we went to get a shave at Ketchie's barber shop we met several pretty girls getting their hair trimmed. Here are the names: Myrtle Morrow, Geneva Troutman, Frances Cornelison, of Boyden high school, Mary E. Cornelius, Thelma Trexler.

W. O. Bost, of Cabarrus county, one of the good big farmers, passed through Faith today with a car of country produce.

Six good looking boys, Council Powlas at the wheel, Early Wiley, Virgil Basinger, Bennie Troutman, Morehead Basinger and Coy Frick motored to Faith today, all of Granite Quarry high school basketball club, Rowan county champions. Do you know any of them?

We met Luther Miller and John Wright, two fine young men, in Salisbury.

Miss Jennie L. Owen at Rayless chain store is one of the good clerks there.

We met J. W. Keiler, the deputy sheriff, one of the best and cleverest men in North Carolina, also H. A. Monroe, J. S. Gather, of Cleveland; L. D. H. Brown, S. K. Wiley, Tony Sells taking dinner at the Salisbury Cafe, all attending court.

Lucy Caldwell and Virginia Crew, of Richmond, Va., stopped at Toms Drug Store for ice cream while passing through Salisbury. Others eating ice cream there were Mrs. E. J. Lewis, E. L. Cumble and Master Robert Lewis of Cauley, of Salisbury.

J. T. Wyatt will sell his granite quarry. It's fine.

Here is a crowd of fine clever pretty boys we met in the mailing department of the Salisbury Evening Post as busy as bees wrapping and marking and mailing the Salisbury Evening Post to all parts of the United States and other countries with Venus' items from Faith. Last Sunday's items were the best you ever saw. Look them up.

Dr. Eolan, of Spencer, visited Toms Drug Store today. He complimented on their service. The soda service is excellent, he said. He has just bought him a Chrysler 50 coupay.

J. E. Livengood, Gibson street, Concord, N. C., has a hen laying double eggs. Who can beat that?

Old soldiers reunion will be at Organ Church May 26th.

Send one dollar to J. T. Wyatt, Salisbury, N. C., and get a large sized jar homemade escama cure salve and it will cure the entire family, and it worth ten dollars to any family.

The papers that Venus write for all come to Faith and everybody likes to read them all before they stop.

VENUS.

William T. Tilden is considered the greatest international tennis player of all time.

"Can Law" Not Be Enforced Until January at Earliest

The Tribune Bureau Sir Walter Hotel, Raleigh, May 25.—The controversy that raged for several weeks over the so-called "can law", requiring registration cards to be displayed on the instrument boards of automobiles in a "can container" at a cost of 50 cents per "can" as an added safeguard against automobile thefts, now swings into full blast again.

That this container law is worthless, and pernicious as well, and that out of thirteen patented containers, none of them are theft proof to the professional thief, is the statement made by Paul B. Eaton, Charlotte patent attorney, in a special article appearing in the May issue of the Carolina Motorists, just off the press today. And in a box, preceding the article is a note signed by C. W. Roberts, editor of the magazine and vice president of the Carolina Motor Club, to the effect that the law is unnecessary as a theft precaution, in view of the present title registration laws, stating further that the motor club is ready to seek an injunction against the operation of the law, should an attempt be made to put it into effect.

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

REQUEST FOR AUTOGRAPH GOT WOMAN "IN BAD"

Atlanta Woman Started Something When She Asked Mussolini to Autograph Photo.

Atlanta, Ga., May 23.—How an innocent request for an autograph seemingly caused a near riot in Rome; sent the entire police and secret service department of the famous black-shirted Mussolini government into action and brought an Atlanta under suspicion, was told here upon the arrival home of Mrs. Guy Ayer from an European tour.

In Italy at the time of the official reception of the American University Cruiser and knowing the dictator would be present, Mrs. Ayer bought a photo of Mussolini at a bookstall and with the avowed intention of having it autographed to exhibit at home as a trophy and souvenir.

"Would the great Mussolini autograph this for an American visitor?" was the way her request read.

And then the fun began. Shortly after two secret service men presented themselves at her hotel and made a thorough investigation of the person who had made the audacious request. A week later the high "muck-muck" of the Italian national police made a personal visit to Mrs. Ayer.

"Suppose, Signora," he said, "one of us should make such a request of your President, Coolidge?"

"Why, he'd either scratch a line across it or throw it in the waste basket," Mrs. Ayer told him.

Just before leaving Rome to return to America "a communication" from the palace of the dictator arrived for Mrs. Ayer. It was the photograph with a "hand done" autograph inscribed across a corner.

missioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility of putting the law into effect until next January, there was plenty of time yet in which to work out the "can" law. Commissioner Doughton has already stated that he is not in favor of the law, and it is generally believed that if any way is found by which the law can be declared unconstitutional it will be done with the entire approval of the department of revenue and automobile bureau. So the "can law" seems to be facing some hard sledding.

In commenting on the container law, Mr. Eaton in his article says: "Careful study brings the doubt that none of these containers will comply with the law. There are thirteen patents which claim the card cannot be removed without mutilation, unless the container is destroyed. This is not necessarily true, since the professional thieves may easily extract the cards by using a magnet."

If the state does adopt any of the thirteen patents, it should be very careful that the one adopted does not infringe on any of the others, Mr. Eaton warns, stating that an infringement would mean that the individual motorist would not only have to pay for the holder, but would be liable for any infringement suit as well. The state also might be required to pay out large sums as royalties to owners whose patents have been infringed.

It appears that the automobile owners of the state should not be forced to buy these containers, since none of them are theft proof, and thieves of automobiles would not be eliminated. If the percentage of the thefts is lowered in any state by their use, it is only due to the elimination of the occasional unprofessional thief. The holders will not prevent an equipped crook from stealing any automobile he desires to steal."

When informed of these facts, E. A. Doughton, commissioner of revenue and charged with the enforcement of the motor vehicle laws, called attention to the fact that no attempt was being made to enforce the container law at this forthcoming registration in June. Since time was not sufficient in which to get the containers he also added that the department was not crossing any bridges until they were reached, and since there was no possibility