

LOG CARTS TO BE THING OF PAST ON ROADS

THE STATE ROAD DEPARTMENT CALLS ATTENTION TO RECENT LAW INTENDED TO PRESERVE ROAD IMPROVEMENTS.

Tallahassee, Fla., July 2.—Log carts dragging logs or parts of logs over the improved public roads or parts of roads of this state, will be a thing of the past, if one of the general laws enacted by the legislature at the recent session is enforced.

The portion of the law prohibiting this class of traffic over the roads is worded as follows:

"It shall be unlawful for any individual, firm or corporation to drive, propel or operate, or to have driven, propelled or operated, over the hard surfaced public roads or parts of roads in this state any vehicle or implement having wheels that will carry, etc., or to permit any vehicle or part thereof to drag upon the surface of any hard surfaced public road or part of roads."

Hard surfaced roads or parts of roads, as defined by the act of the legislature which is now a law, are construed to be "brick, concrete, asphaltic, sand-clay, sand, or bituminous surfaced roads which are maintained by county or state funds."

During the recent session of the legislature quite a number of local laws were enacted regulating traffic over the roads in various counties. Some of these laws were quite drastic in their provisions and differed widely in regard to the loads allowed to be carried, width of tires required, etc. Under some of these local laws it would be a violation of law to drive a truck or vehicle in one county that would be permitted by the law affecting an adjoining county.

The new state law, which is an amendment of the law enacted in 1917, regulates the width of tires and loads per wheel of vehicles using the public roads that are classed above as "hard surfaced." The law, amended, now reads as follows:

Protection of Roads.
An act prohibiting the use of public

"SEEMED THE WORK OF A WIZARD" SAID PENSACOLA MAN

The Change Was Great in His Condition, Suffered From Catarrh, Constipation, Kidney Trouble, and Stomach Disorder.

12 MONTHS IN BED

Had to Be Propped Up in Order to Get Any Rest. Dreco Has Brought Complete Relief.

"If any one could remember how I looked before taking Dreco, and see me now, I believe they would think a wizard had made me over," writes Mr. E. R. Stout, employed at the Pensacola Shipbuilding Co., formerly of Geneva, Ala.

"My troubles began back in 1910, with an attack of catarrh, then followed constipation and kidney trouble. The indigestion was so severe that for twelve months I was obliged to be propped up in bed to get any rest at all on account of the way it affected my heart. I had muscular rheumatism, dizzy spells and was very nervous, and could rarely sleep more than a few hours at a time."

"I was in such a rundown condition when I came to Pensacola that I had to take a minor position so I could hold on to it. Mind you, during all this time I was suffering I was trying everything I knew of to get relief, and the best I could get was temporary. Reading about Dreco, it seemed to fit my case exactly, so I got a bottle and praise that day. Have now taken the second bottle and I feel like a new person."

"I go to bed and drop off to sleep at once. I eat what I want and it never hurts me; rheumatism is all gone; stomach never hurts me; bowels act regularly; kidneys alright and catarrh about gone. I strongly urge anyone suffering as I did to try Dreco, for it won't disappoint them."

Mr. Stout, the well known Dreco expert, has headquarters at the Balk-com Drug Co., to meet the local public and explain the merits of this great remedy. See him today.—Adv.

roads of this state for traffic of an unusual or destructive character:

Be it enacted by the Legislature of the State of Florida:

Section 1. (As amended by section 1, chapter 7898, acts of 1919). It shall be unlawful for any individual, firm or corporation to drive, propel or operate, or to have driven, propelled or operated, over the hard surfaced public road or parts of roads of this state any vehicle or implement having wheels, that will carry more than two hundred pounds per wheel, for every vehicle having tires of one inch in width; or five hundred pounds per wheel for every vehicle having tires of two inches in width; or eight hundred pounds per wheel for every vehicle having tires of three inches in width; or fifteen hundred pounds per wheel for every vehicle having tires five inches in width, or that will carry any load greater than six thousand pounds without first providing one inch of tire width per wheel for each additional two thousand pounds or additional fraction thereof, or to permit any vehicle to drag upon the surface of any hard surfaced public road or parts of roads, provided: That nothing in this act shall be construed as prohibiting the use of roughened surfaces on rubber tires or on wheel of fairs impellers weighing less than one thousand pounds.

Section 2. Any individual, firm or corporation, or any agent of such individual, firm or corporation, violating the provisions of section 1 of this act, shall, on conviction thereof, be punished by a fine not exceeding one hundred dollars, or by imprisonment in the county jail not exceeding six months, or by both such fine and imprisonment, in the discretion of the court.

Section 3. (As amended by section 2, chapter 7898, acts of 1919). Hard surfaced public roads or parts of roads as defined by this act, shall be construed to be brick, concrete, asphaltic, sand-clay, sand or bituminous surfaced roads which are maintained by county or state funds.

Section 4. Sections 860, 861, 862, 3674 and 3675 of the General Statutes of Florida, and all acts of the legislature in conflict herewith are hereby repealed.

Section 5. This act shall take effect upon its passage and becoming a law.

Approved May 22, 1917.
Amending act approved, June 7, 1919.

STEEL MERCHANTS OF U. S. UNDERSELL BRITISH AT HOME

London, July 2.—Sir Auckland Geddes, president of the board of trade said in the house of commons the other day that American steel manufacturers were quoting prices for steel in the United Kingdom lower than those quoted by British manufacturers. Nevertheless, he said, the government was not pressed to restrict the importation of iron and steel because of the demand for it in Great Britain.

Lieutenant-Colonel Sir F. Hall declared that the American steel manufacturers were underselling British steel in English markets by ninety shillings a ton and upward. He asked Sir Auckland if the government was going to do anything to protect British steel manufacturers from this American competition. This evoked the reply that the government intended to impose no restrictions at present.

"There is a very great demand for iron and steel in this country at present and our producers are not able to meet it," said Sir Auckland Geddes. "Our foreign trade demands a large amount of iron and steel to be worked into things to be exported."

UNEMPLOYED IN BELGIUM 800,000 BUT DIMINISHING

Brussels, July 2.—The number of unemployed in Belgium is 800,000 according to the Minister for Food, but is diminishing from day to day.

Only two blast furnaces are working out of sixty which before the war existed in Belgium. Of these sixty all but four have been completely, or to a very large extent destroyed by the Germans.

The steel and iron production, which in 1913 attained 2,224,000 tons is nil since 1917. Of 35,000 metal workers in 1913 only about two hundred are working.

It is hoped that by the end of this year, at least twenty-five blast furnaces will be producing and that 44 percent of the pre-war production will be obtained.

Six thousand operatives have resumed work in the linen industry. The English week of 54 hours has been agreed to.

In the textile industry (carding) work may be resumed several weeks hence a great part of the machinery which the Germans had taken away has been discovered in Leipzig and repaired.

FEDERAL LAW TO PROTECT AUTOES URGED

(BY H. C. BRADFIELD.)

Lets halt motor car thefts with a federal law.

Cyril Arthur Player, editorial writer on the Detroit News, formerly automobile editor of the Seattle Post-Intelligencer proposes a federal law that would protect the motor car or truck owner from this colossal evil against society—motor car theft. He suggests a federal statute which would compel the registration of motor vehicles, passenger cars and trucks with the federal marshal, attorney or other official who deals in the enforcement of federal laws. Mr. Player would have the manufacturers cast numbers on his various units. It would be an offense under federal law to steal a car or truck; to try and effect a disguise such numbers; no cars could be sold without it was accompanied by a federal certificate of registration, which would be in effect the registration of a bill of sale with the federal government.

Something must be done to halt or stop the theft of motor cars. It is costing millions of dollars and a large number of men to trace stolen motor vehicles. It increases the first cost and increases the yearly maintenance cost of motor cars. Insurance premiums have been placed at excessive figures because of such stealing and the future indicates that unless some protective measure with teeth in it appears they will still further increase. Motor car thieves are occupying too much time and causing too much worry for police departments. It is teaching crime, because it has been an easy matter to steal and dispose of a motor car with punishment prospects light even in extreme cases.

Steps are under way in Detroit to have the Detroit Automobile club and the Detroit Automobile Dealer's association get back of a movement for such a federal law. Both organizations will discuss it at their next meetings. A. L. Keckendorf, Cole and Chandler dealer and president of the Dealers organization and G. Edward Blieh, Republic truck manager, a director of the Automobile club are both strong for the enactment of such legislation.

Over 500 letters are leaving Detroit addressed to the automobile dealers throughout the country urging they exert their influence for the enactment of such federal legislation. They are urged to take it up with their local Dealer's organization, with the National Automobile Dealers association and their congressman.

There seems to be no doubt but that the movement once started and then backed by some strong organization in the automobile industry will result in federal legislation being enacted. The industry itself can spell the doom of the motor car thief.

No one sees an opportunity of injuring anyone in the enactment of such a law, unless it be the organized gangs of motor thieves. Police departments in all large cities would welcome such a law. It would be folly to quote the amount of money that is involved yearly in car theft; that it would extend yearly into eight figures and possibly nine is conjecture. Close to a million dollars if not an excess of that sum is spent yearly in tracing stolen motor cars; a large number of men are engaged in this business who could be doing something more profitable for their community.

Motor car stealing has increased insurance rates and there is every indication that unless something is done the insurance companies will be forced to still further advance their premiums.

Prediction for the future indicate that there will be a shortage of man power in the country, so much so that the national government will be forced to suggest ways and means of curtailing unnecessary labor. Men detailed to hunt motor car thieves would fall under such a ruling; a federal law would reduce the number of men engaged in such work and give a man that kind of protection for his motor car. Congress has devoted a great deal of attention to the third largest industry when they were in need of revenues. Some Congressmen will establish himself as the champion for the large number of motor car owners in this country today.

Who gets the honor is something important politically, but what the general motoring public is interested in is assurance that motor car theft will be halted if not stopped. If a federal law is the solution, and this thus far seems to be the answer, then a federal law is what we want quickly.

BRITISH PAPERS EULOGIZE LIFE OF LADY PAGET

London, July 2.—The death of Lady Paget, wife of General Sir Arthur Paget, evoked eulogies of her in many British papers, which keenly regret the passing of the American woman who gladdened so many lives by her philanthropic work.

For nearly forty years Lady Paget was a leader of London society. She made the organizing of entertainments for charitable purposes almost the main business of her life, raising enormous sums. Her activities along that line were continued throughout the war.

Lady Paget was the daughter of Par-an Stevens, an American hotel man. She, Lady Randolph Churchill and the Duchess of Manchester, the Manchester Guardian recalls, "were a trio of American beauties who shook the exclusiveness of English society in the early seventies," when they made their aristocratic marriages and established themselves as social leaders and friends of King Edward and Queen Alexandra. Lady Paget was then described as "a dark, brilliant young beauty with remarkable blue-black eyes."

Twenty years ago she was crippled by an accident in an elevator, but it made no difference to her social and charitable work. She had four children, a son who died during the war, two who were wounded, and a daughter, Lady Ralph Paget, who made a name for herself in hospital work for the Serbians.

Stars of the field



The "big names" and the "semi-pros" all stand together when it comes time for a cold bottle of Exelso. There's a lot of real sporting pep in Exelso—the real flavor.

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TOBACCO WORKERS STRIKE IN PORTO RICO IS AT END

Porto Rico, P. R., July 2.—The tobacco workers' strike involving 15,000 employees in progress here since January 1 has been ended by an agreement reached today through the efforts of a legislative committee. Under the terms of the agreement the cigar makers are granted an increase of \$1.75 a wages for each thousand cigars made. The other workers in the tobacco industry are to receive a 15 per cent increase and it is expected work will be completely resumed in about three weeks.

Chamberlain's Colic and Diarrhoea Remedy.

This medicine always wins the good opinion of not the praise of those who use it. Try it when you have need of such a remedy.—Adv.