

# Danger Of Many Injuries Avoided By Safety Glass

By Arthur T. Moore  
 RALEIGH—Prior to the enactment of the "safety glass law" during the 1935 General Assembly, one of the greatest dangers a motorist was exposed to in a wreck was flying glass. You motorists, who are old enough to remember, can think back and visualize the wreck scenes you witnessed at that time. Cuts, slashes, open wounds, blood and more blood were the results of flying glass from broken windshields and side glasses. Numerous deaths—needless deaths results from loss of blood or open wounds that became infected. One wreck scene comes to my mind very vividly: A young man and his girl friend, who were to

have been married shortly, were out riding on one particular rainy night; due to the inclement weather, they had the side glasses up. They were bothering no one, only enjoying a nice ride at about 25 miles per hour. Suddenly, two drunks in a car came up from their rear and crashed into their car. The young man's head went through his left side glass and almost slashed his head from his body. His death was instant. The young girl received minor cuts from the flying glass. This tragic death was unnecessary; had there been safety glass in good condition in that left door, the young man would probably have had only a knot on his head, and no doubt would be alive today. Because of accidents like this, the law relative to safety glass was enacted. Safety glass is two pieces of good plate glass put together in a sandwich fashion, with a layer of clear plastic between, and then treated with heat for about two and one-half hours, causing

the glass to thoroughly adhere to the plastic. This glass will break when pressure beyond its tensile strength is applied, but loose pieces will not go flying about, because the glass is thoroughly anchored by the plastic. If one side of the plate glass is broken (cracked), the strength of this piece is reduced by one-half. When both sides are broken in a parallel break (crack) the pieces are then held only by the thin layer of plastic. The danger of pushing a leg, arm or head through the glass in a wreck is in proportion to the number of cracks in the piece of glass. Any break or crack in any one of the glasses defeats the purpose of the Safety Glass Law. At times, for various reasons, a portion of one or both pieces of the plate glass will break in adhesion with the plastic. When this occurs, the glass will become fogged or discolored if air gets to the area, and circled if the air does not get to the area. Either way, the area will become larger

as the time goes by. In addition to distorting or obscuring the vision, there is the added danger that in a wreck that portion of the glass not adhered to the plastic will break and fly loose, again defeating the purpose of the law. Motorists who are operating vehicles without any glass in their doors or windshields should bear in mind the dangers of substituting tin, cardboard, or any other non-transparent material in lieu of the glass. Safe driving depends to a great extent on unobstructed vision, and besides, it is unlawful to operate a vehicle with these substitutes for safety glass. Since the mechanical inspection program has been in effect in North Carolina, the Mechanical Inspection Division has had numerous letters and queries concerning the necessity of safety glass. Many motorists have become irate because they were forced to replace broken or discolored windshields and side glasses. The Inspection Requirements state that any vehicle originally equipped with safety glass must have it before it can be given its approved sticker. Vehicles manufactured prior to 1936 were not made with safety glass; therefore, we do not require that the original glass in these vehicles be of the safety nature. However, if one of the original glasses is broken, and has to be replaced, then the replacement must be of safety glass. Naturally, all vehicles made since 1936 come equipped with the safety glass. The Inspection Division has made an effort to arrive at a formula for determining when a vehicle should be rejected because of the unsafe condition of its glass; to date, we have been unable to reach a satisfactory solution. We merely have to depend on the judgment of the inspectors, who take into full consideration the facts set forth in this article. We realize that mistakes have been made, and will continue to be made, but where we have made mistakes, they have always been in favor of the motorist's safety. Where there are cracks or breaks in a vehicle's side glass or windshield, and there is any question concerning its safety, we require that the motorist replace this glass. The possible saving of a motorist's life or the lives of persons who ride in his car should not be counted in terms of the small amount of money he spends in buying safety glass.

## TRAGEDY CLASSIFIED AS 'UNAVOIDABLE'

A coroner's jury heard six witnesses here Friday night and then rendered a verdict of "unavoidable accident" in the trailer death of William J. (Bill) Brown at Chadbourn. The action of the jury exonerated George Owen Edwards of Fair Bluff, driver of the automobile from which the trailer came loose and struck Brown who was standing beside a parked car in front of Wooten Motors.

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### FINANCIAL STATEMENT OF THE OFFICE OF THE CLERK OF THE SUPERIOR COURT Of Brunswick County, North Carolina, As Of November 30th, 1948

GENERAL CONTROL		Dr.	Cr.
Cash Account		\$ 931.23	
Waccamaw Bank & Trust Co., General Account		12,811.03	
Waccamaw Bank & Trust Co., Trust Funds		20,554.86	
Trust Funds			20,554.86
Miscellaneous Accounts			6,603.27
Advanced Court Costs			1,953.51
Superior Court Costs—Criminal			1,028.75
Superior Court Costs—Civil	63.19		
Recorders Court Costs			4,202.94
Fees			16.30
		\$34,360.31	\$34,360.31
MISCELLANEOUS ACCOUNTS		Dr.	Cr.
Andrews vs. Miller		\$	\$ 615.82
Babsch vs. Gresham			5.00
Brown vs. Brown			10.00
Fred Brown			20.00
David Bryant vs. L. B. Clemmons			2.25
State vs. Buckman			15.00
Burns, Robert H.			3.35
Brown, Viney vs. Melvin Smith, et al.			50.00
State vs. James Bryant			32.88
Brunswick County, vs. Jesse Williams, et al.			288.42
Cash Bond Account	188.00		215.00
Brunswick County Tax Suits			950.00
City of Southport (Tax Suits due County)			30.00
J. H. Dixon, Heirs			2.25
W. D. Evans			5.00
J. H. Frink, estate			3.90
Walter D. Frazier		1.50	5.77
A. G. Fennell, Estate			3.34
Richard Frazier			10.00
Government Bond, Interest Account			200.00
Gause, Charles E., vs. City of Southport, et als.			250.00
Rice Gwynn			50.00
Gray vs. Tripp			8.00
D. O. Hewett, Heirs		1.00	25.00
Hughes vs. Smith			1.00
Hewett vs. Sugg			6.00
Hewett vs. Hewett			5.00
State vs. Douglas Hewett			21.94
Hewett vs. Evans			3,147.82
Helms vs. Brunswick Navigation Co.			36.25
Jennette vs. Jennette		6.00	1.40
Alex Loftin			4.50
S. B. Frink, Guardian			50.00
R. F. Lee, Assignor			3.00
W. E. Lewis, Admr.			10.75
W. A. Mintz, vs. Maude Inman, et als.			4.95
Middleton vs. Wil. Bruns. Sou. R. R. Co.			25.00
State vs. Lester Moore			7.20
Irvin Mitchell, et al.			137.51
L. J. and Mary C. McLamb			2.25
Joseph McKeithan, et al., vs. McKeithan, et al.			17.27
W. J. McLamb vs. Hickman, et al.			1.28
W. J. McLamb, vs. J. B. Harris			14.00
Norden vs. Gainey, et al.			12.45
George Parker, estate			2.50
State vs. J. C. Privett			43.50
Rabon, et al., vs. Wolfe, et al.			2.24
Virginia Sellers, et al.			7.08
J. O. Smith vs. L. B. Clemmons			48.40
Southport Building & Loan vs. F. W. Spencer			47.75
G. R. Sellers, Guardian			50.00
Smith, vs. Stanley			58.24
Stanaland vs. Bennett			282.25
B. M. Williams			18.31
Carrie B. Walton vs. Mae Ola Bland			\$ 214.81
			\$ 6,818.08
TRUST FUNDS		Dr.	Cr.
Horace Beasley, estate		\$	\$ 26.35
Burris, Lawrence, et al.			3.05
Bryant, Ransom Heir			80.00
Della Benton, next Friend			28.01
Arvel E. Cottrell			888.44
F. T. Clemmons, estate	63.00		227.00
Atwell C. Clemmons			10.71
James A. Clemmons			25.00
Caison vs. Caison			688.21
Otto Clarida, estate		279.40	151.20
Mrs. Harold B. Dukes, Admr.			775.00
Jerry Danford			105.57
Edwards, S. L., estate			339.16
Mary G. Edwards, Admr.		110.00	7.30
Frink, Francis O., et al., estate			100.00
Finch vs. McDonald			747.60
John S. Grussett, estate			50.00
Hewett, Norman Dykes			394.20
Interest Account (Trust Funds)		30.90	7.50
Inman, William L. Estate			25.00
Julius, Isaac James, estate			2,500.00
Loretta Ann Jones			2.00
Long, Nova & Velma		450.00	1,420.55
Henry Thomas Lewis, estate			42.21
Meares, J. D., Guardian			524.00
Meares, J. D., Guardian			4.25
Pheips, W. H., estate			7,500.00
Willie & Louzzy Randolph		400.00	59.35
Elizabeth Roach			111.77
Robinson, Cornelia Fay			550.00
Clem Russ		100.00	2,705.33
Harry M. Ross		50.00	1,100.00
Arnold Ray Scott			795.05
Franklin Sommersett		100.00	15.00
Simmons, Clarence M., Gdn.			68.85
Williams vs. Brown			10.00
Walker, L., estate			
		\$ 1,583.30	\$22,138.16

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## 370,484 Bushels Of Yams Bought

Nearly Nine Hundred Thousand Dollars Paid Out To Growers In Tabor City Area

TABOR CITY, Dec. 20—The sweet potato auction market in Tabor City sold a total of 370,484 pounds for \$853,195.35, according to Larry Ashly, executive secretary of the Merchants Association here.

During the season just closed, yams brought an average of \$2.30 per bushel. A few top quality potatoes brought as high as \$3.45.

Quality was well above average and local brokers regard the 1948 season as highly satisfactory.

## Veterans Require New Certificates

World War II veterans holding unused certificates of eligibility for G. I. Bill education or training issued before September 1 should exchange them immediately for a new type certificate if they plan to enter training for the first time after January 1, the Veterans Administration said. The certificates may be exchanged in person or by mail at any Veterans Administration office.

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We are most grateful for the Splendid Patronage of our hundreds of customers and hope we have the pleasure of serving you throughout 1949.

May your gift be an assurance that all your most cherished dreams and hopes will be realized—that is our wish for you at this happy Yuletide season.



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