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We sell millions of pounds of shell peanuts, more millions of pounds of canned and bagged peanuts. Our Ann Page Division uses tons of them in their candy kitchens and for making peanut butter.

Our Jane Parker Bakeries use their share, too, in specialty cakes and cookies.

If you're nuts about peanuts, come to A&P. You couldn't come to a better "nut house".

If you do, you may discover something else: We're nuts about our customers.

Is this a good reason for shopping A&P? It's one of many!

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"Super-Right" Quality Meats!  
"SUPER-RIGHT" HEAVY CORN-FED BEEF

**ROASTS**  
BONE-IN LB. **39<sup>c</sup>**  
**CHUCK** ★

"SUPER-RIGHT" HEAVY CORN-FED BEEF  
**BONELESS CHUCK ROASTS** Lb. **55<sup>c</sup>**

"SUPER-RIGHT" HEAVY CORN-FED BEEF  
**BONELESS SHOULDER ROASTS** Lb. **59<sup>c</sup>**

"SUPER-RIGHT" HEAVY CORN-FED BEEF—7-IN. CUT  
**RIB ROAST** First 4 Ribs—Lb. **69<sup>c</sup>** 5th & 6th RIBS • Lb. **59<sup>c</sup>**

"SUPER-RIGHT" LEAN, FRESHLY  
**GROUND BEEF** Lb. **45<sup>c</sup>**

"SUPER-RIGHT" LEAN, BONELESS  
**STEW BEEF** Lb. **55<sup>c</sup>**

"SUPER-RIGHT" HEAVY CORN-FED BEEF  
**STEAKS** Boneless Rib Lb. **95<sup>c</sup>** Cubed Chuck Lb. **79<sup>c</sup>**

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**MEAT DINNERS** Beef • Chicken • Turkey • Meat Loaf • Salisbury Steak 2 11-Oz. Pkgs. **69<sup>c</sup>**

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**BURRY SCOOTER PIES** 3 14-Oz. Cans **\$1.00**  
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**SPANISH PEANUTS** 14-Oz. Can **45<sup>c</sup>**  
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**ROASTED PEANUTS** 13-Oz. Can **55<sup>c</sup>**  
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**DRY MILK** SOLIDS 2-Lb. 6 2/5-Oz. Pkg. Makes 12-Qts. **89<sup>c</sup>**

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**Young Drivers Lead In Arrests Say Officials**

Raleigh - North Carolina drivers between the ages of 16 and 24 hold 23 per cent of all the state's driver licenses. They account for 40 per cent of all traffic arrests made by the State Highway Patrol.

Forty-four percent of all traffic charges preferred against drivers aged 24 and under are on speeding counts. The speed violations of this age group account for nearly 18 percent of all the traffic charges against all drivers in all categories.

These figures were the results of a study by the Department of Motor Vehicles Statistician Joe K. Register of all the traffic arrests by the Highway Patrol during September, October and November of 1965.

The young driver accounted for 44 percent of all the speeding violations of more than 65-75 miles-per-hour, and 55 percent of all speeding charges of more than 75 miles-per-hour, Register's study showed.

Thirty-one percent of all the drivers killed in North Carolina during this period were 24 and under. And this age group made up 38 per cent of all the drivers involved in injury producing accidents.

The figures also disclosed that the 19 year-old driver is charged with a traffic violation more often than motorists of any other age. He is closely followed by the 18 year-old driver. And drivers in the 20-23 age group ended up in a three-way tie for third place in the most frequent violator category.

Register estimates that the fines and costs paid by speeders in the 24-and-under category-- or by their parents-- during Sept.-Nov., 1966, totaled \$350,000.00.

**of the impending holiday death toll, and to the saturation supervision by police and registry officials who forego their own holiday pleasures to patrol the major routes leading to resort areas."**

A breakdown of the figures shows that 12 of the accidents involved speeding or driving after drinking. Many involved both.

Only three of the accidents involved out-of-state cars and the persons were from border states with the accidents happening short distances from their states.

Of the cars equipped with seat belts, 80 per cent of the persons involved were not wearing them at the time of impact. In four of the cases, when seatbelts were not used, those killed were thrown from the vehicles while companions wearing seatbelts in the same car survived. More than half of the cars were not reported to have been equipped with seatbelts.

Six of the accidents were in daylight hours while the remaining 11 occurred from 6 in the evening to 6 the following morning. As a matter of fact, Mr. McCracken said, two of the four resort area fatalities occurred after midnight, with indications the persons killed were returning from "resort parties."

The in-depth analysis of registry records is one facet of a 12-month \$500,000 traffic safety program launched by Liberty Mutual last April.

"This test sampling," Mr. McCracken said, "helps us to determine the critical hazards to which motorists can be alerted. For example, drivers staying home for the holiday should be warned that the same holiday spirit may prevail locally so that they should be just as cautious as those traveling to resort areas."

Mr. McCracken was assisted by officials designated by Registrar McLaughlin, including Albert E. La Rose, head administrative assistant, and Helen McCarthy, statistician.

**Average Driver Who Stays Home Less Cautious**

The average motorist who stays in his hometown during a holiday weekend is apparently less cautious than the person who takes a trip, and consequently is more likely to be killed--or kill someone else.

What's more -- and this is in line with previously held concepts -- the death-car driver is usually speeding and had been drinking, and two-to-one he crashes at night.

These findings are the results of a test analysis -- the first of its kind in Massachusetts -- of traffic death records at the Registry of Motor Vehicles conducted by Liberty Mutual Insurance Companies' traffic safety experts, in cooperation with Registrar Richard E. McLaughlin.

Dwight M. McCracken, vice president in charge of Liberty's new automotive safety division, said, "the study concentrated on the holiday weekends of last year."

"But we were also able to determine that the same pattern applies to other weekends as well -- not just holiday weekends."

To illustrate, Mr. McCracken cited Labor Day and Memorial Day weekends, when, the analysis shows, a total of 17 fatal traffic accidents occurred.

According to registry records, 11 of the fatal accidents were considered "local," meaning the drivers were in or near their hometown, only two were "en route" to a vacation spot, and the remaining four were "resort area" traffic deaths.

This shows a near two-to-one ratio in the number of traffic deaths occurring in the hometown area compared to the en route and resort area fatalities.

Why?

According to Mr. McCracken, the motorist taking a trip is more safety-conscious than the "local" driver.

Registrar McLaughlin agrees and says, "This is probably due to the wide publicity given by the nation's press to predictions by the National Safety Council



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