Thursday, September 8, 1966

Some of our customers are about peanuts

They must be

In fact, a lot of them must be because we buy over 40 million pounds of peanuts a year.

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 outter.

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

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

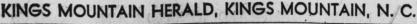
If you do, you may discover something else: We're nuts about our customers.

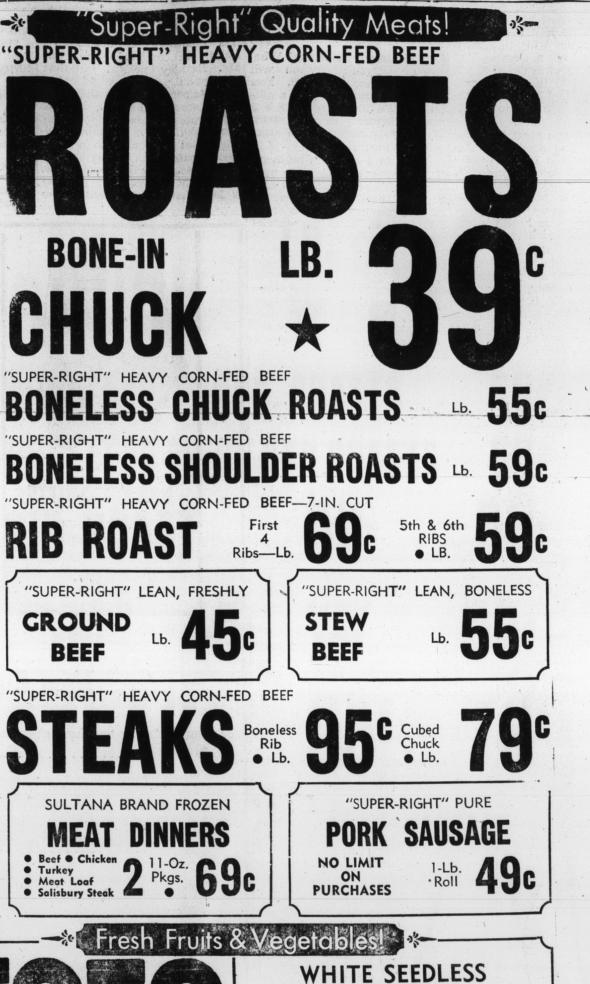
THE PERFECT GIFT

AVAILABLE AT A&P

HELBROS

Is this a good reason for shopping A&P? It's one of many! COPYRIGHT @ 1966, THE GREAT ATLANTIC & PACIFIC TEA CO., INC.





Young Drivers Lead In Arrests Say Officials

areas." Raleigh - - North Carolina dri-A breakdown of the figures shows that 12 of the accidents ers between the ages of 16 and 24 hold 23 per cent of all the state's involved speeding or driving aft-driver licenses. They account for er drinking. Many involved both. 40 per cent of all traffic arrests

Only three of the accidents inmade by the State Highway Pavolved out-of-state cars and the persons were from border states

Fourty-four percent of all traf- with the accidents happening fic charges preferred against dri- short distances from their states.

vers aged 24 and under are on Of the cars equipped with seatspeeding counts. The speed viobelts, 80 per cent of the persons ations of this age group account involved were not wearing them for nearly 18 percent of all the at the time of impac t. In four of the cases, when seatbelts were traffic charges against all drivers in all categories. not used, those killed were

These figures were the results thrown from the vehicles while of a study by the Department of companions wearing seatbelts in Motor Vehicles Statistician Joe the same car survived. More than K. Register of all the traffic ar- half of the cars were not reportrests by the Highway Patrol ed to have been equipped with during September, October and seatbelts. November of 1965.

Six of the accidents were in The young driver accounted for 44 percent of all the speeding daylight hours while the remainviolations of bore than 65-75 ing 11 occurred from 6 in the miles-per-hour, and 55 percent evening to 6 the following mornof all speeding charges of more ing. As a matter of fact, Mr. Mcthan 75 miles-per-hour, Register's Cracken said, the two of the four resort area fatals occurred after study showed. Thirty-one percent of all the midnight, with indications the

drivers killed in North Carolina persons killed were returning during this period were 24 and from "resort parties." under. And this age group made The in-depth analysis of re-

up 38 per cent of all the drivers gistry records is one facet of a involved in injury producing acc- 12-month \$500,000 traffic safety idents. program launched by Liberty The figures also disclosed that Mutual last April.

the 19 year-old driver is charged with a traffic violation more ofteen than motorists of any Cracken said, "helps us to deterother age. mine the critical hazards to

cther age. He is closely followed which motorists can be alerted. by thee 18 year-old driver. And For example, drivers staying drivers in the 20-23 age group home for the holiday should be ended up in a three-way tie for warned that the same holiday third place in the most frequent spirit may prevail locally so that violator category. they should be just as cautious Register estimates that the as those traveling to resort

fines ad costs paid by speeders areas." in the 24-and-under category --

or by their parents-- during Sept. -Nov., 1966, totaled \$350,000.00.

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 conse-quently 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 Registryof 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 fatals. Why? According to Mr. McCracken, the motorist taking a trip is more safety-conscious than the 'local" driver. Registrar McLaughlin agrees

"This test sampling," Mr. Mc-

Mr. McCracken was assisted

by officials designated by Registrar McLaughlin, including Al-

bert E. La Rosee, head adminis-

trative assistant, and Helen Mc-

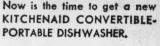
Carthy, statistician.

Time for a KitchenAid dishwasher

Page 3 of the impending holiday death toll, and to the saturation super-vision by police and registry of-ficials who forego their own hol-iday pleasures to patrol the ma-jor routes leading to resort



to the wide publicity given by the nation's press to predictions by the National Safety Council



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