

NEW SAFETY RESPONSIBILITY LAW GOES INTO EFFECT IN NORTH CAROLINA ON JAN. 1

Requirement Changed For Reporting Traffic Accidents; Under New Law Two Reports Must Be Made After Any Accident on Highway

The requirements for reporting traffic accidents will be completely changed from the present system beginning January 1, when North Carolina's new Safety Responsibility Law goes into effect, Motor Vehicles Commissioner Edward Scheidt announces.

Motorists involved in accidents will not only be required to make two reports instead of one, as at present, but the method of reporting, the places where reports are to be filed, and the amount of property damage involved will also be substantially different.

In order to correct any confusion or misunderstanding, Commissioner Scheidt issued the following step-by-step explanation of how the new reporting system will work on and after January 1:

"The first thing to understand is that a reportable accident under the new Motor Vehicle Safety Responsibility Law is one in which a person has been killed or even slightly injured, or the total apparent property damage is \$100 or more. There are a number of important things that call for brief explanation right here.

"The first is that the amount of property damage involved is increased from \$25, as at present, to \$100. The second is that the word 'total' means all property damage combined, not just the damage to one car or other property of one person. If one car, for instance, sustains \$35 damage and another \$30, in the eyes of the law the total damage is \$115 and the accident most certainly is reportable.

"Motorists should also be careful not to under-estimate the amount of property damage. Motor vehicle repairs are costly these days, and that should be taken into consideration. In addition, damaged clothing, damage to fences or buildings, broken eyeglasses and many other things must be included in the calculations. If there is any doubt about the amount of property damage, my advice is to make both reports and be safe. There are stern penalties for wilful failure to report or fraudulent reporting.

"The next thing to remember is that the driver of every car involved in a reportable accident must file two reports, regardless of fault. Even if one driver assumes all blame and offers to take care of the damage

through his insurance; or if a pedestrian who is slightly injured refuses medical examination and says forget the whole thing, go right ahead and file both reports. The law says this must be done—and, furthermore, people sometimes change their mind after thinking things over.

"Now a word about the two accident reports, and here we find several vital changes in the law. At present, motorists are required to report only once and it need not be written. Beginning January 1 they must make two reports, each to a different place, and one of them must be written and on an official form. The time for filing is also changed.

"Under the new law, the first report must be made immediately and by the quickest means of communication. Thus, this one does not have to be written. If the accident occurred in a municipality, the report must be made to the local police. If it occurred outside of a municipality, it must be made to the State Highway Patrol, the sheriff, or any other qualified rural police of the county in which it occurred.

"The second report must be filed within 254 hours with the State Department of Motor Vehicles. This one must be written and the new official form must be used. A supply of these forms has been deposited with all State Highway Patrol stations, the Department of Motor Vehicles, all police departments and all sheriff's offices. Any motorist can obtain one of these forms at any time without cost. It would be helpful to get one now, study it, and keep it on hand in case of ill luck.

"This report calls for answers to many questions. They must be answered accurately and adequately. The information sought is for the protection of the person making the report quite as much as the rest of the people. Take the questions about insurance, for instance. If they aren't answered the Department will assume the car or driver was uninsured and will proceed against him under the security provisions of the new law. Yet, if he had insurance, he was exempt from the remaining provisions of the new law after having filed his report.

"Most certainly motorists who do

"Mankind, My Business"

Annually at the anniversary of Jesus' birth, millions read Charles Dickens' "Christmas Carol." Millions of others will listen on the air to Lionel Barrymore as he perennially interprets miserly Scrooge, both villain and hero of the tale.

It is well to read the immortal little story about mean, grasping, penny-pinching Scrooge whose sharp mind is continually dreaming dreams and seeing visions. To him appears the ghost of his former partner, Jacob Marley. In life Jacob Marley had been as hard as nails and as stingy and paltry as old Scrooge himself.

Now from the world of shadows, Marley's ghost does his utmost to save parsimonious Scrooge from the disaster which had inevitably overtaken him. As the ghost wrings his hands and deprecates the shortcomings and omissions of the life he had lived on earth, Scrooge manages to inject these words, falteringly and with quavering voice: "But you were always a good man of business, Jacob."

The rejoinder from the ghost of Jacob Marley supplies an effective commentary on the great avocation before us at Christmastide:

"Business," cried the ghost, wringing his hands again. "Mankind was my business. The common welfare was my business; charity, mercy, forbearance, benevolence, were all my business. The dealings of my trade were but a drop of water in the comprehensive ocean of my business!"

And so it was!

And so it may be!

not understand the new system will have difficulty if they learn about it for the first time in the midst of an accident. Those who do understand it, however, will find it both simple and protective. That is the reason this statement is being issued."

Tax Reminder

On January 1 both personal and corporation income taxes are scheduled to be reduced. This means that the deduction for a gift made before the first of the year will result in higher tax savings than one made subsequent to January 1.

Under current tax rates, indi-

viduals in high income brackets and companies in the excess tax bracket can make a substantial contribution at small net cost to the giver.

U. S. Army's 'Splinter' Fleet Remains Busy At Pacific Outpost

NAHA, Okinawa—One of the busiest fleets in the Pacific is operated by the U. S. Army.

The tiny fleet—a 68-vessel Army though one of the smallest in the world—is doing a big business in supplying food, clothing, gasoline and oil and other vital supplies to military installations on Okinawa and to other

islands in the Ryukyu chain.

The tiny fleet—a 68-vessel Army Transportation Corps flotilla with home port here—also includes large tugs used for berthing ships at Naha Harbor and White Beach, for making ocean tows and aiding ships in distress in the China and Philippine seas.

The ships are operated by soldiers and American and native civilians. They range in size from 20-foot J boats used to carry passengers and light cargo to 200-foot LSM's (landing ship, medium) which carry tanks and other vehicles.

The fleet is under supervision of Lieutenant Colonel Edward A. Jaggie of Damont, N. J., who formerly was connected with two well-known United States commercial steamship lines.

Movement and control of ships is directed by Lieutenant Leon A. Thomas of St. Petersburg, Fla., harbor master. He regulates all floating traffic

in the vicinity of Okinawa and provides pilots for ocean-going ships and towing services for Naha and White Beach.

Thomas is responsible for harbor operations in typhoons, fires and air raids and furnishes weather and navigation information to vessels. He also has charge of a harbor control radio station for direct communication with vessels of the Rycom Fleet and signal towers at White Beach and Naha.

The fleet has repair and maintenance equipment for making all kinds of ship repairs as well as annual overhauls.

These extensive facilities save the American taxpayer an estimated \$40,000 annually which would be spent if this work had to be done in Japanese shipyards.

Two of the fleet's vessels are Korean veterans—the LSM-429 and the LSM-468.

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NORTH CAROLINA'S New Safety Responsibility Law is STRICT

After January 1, 1954 you better have plenty of ready cash or a rich uncle willing to put up bond for you if you are going to take a chance on driving a car without the liability insurance you need. You don't have to have insurance, but you do have to show that you are able to pay any damages up to \$11,000.00 when you are involved in an auto accident

For quite a few years North Carolina has had a law that didn't give too much protection to the public against irresponsible drivers. Now that law has been changed. After January 1, 1954 the law says that you have to be able to pay for damages or injury you do with your car. If you can't pay and have no auto liability insurance that will pay for you, you have to give up your driver's license — and quit driving.

The law protects you against irresponsible drivers. But it also makes it important that you be able to prove your ability to pay if you are held responsible in an accident. The cheapest and best way to protect your driving privileges is thru insurance. That is why YOUR insurance agent joins with others to urge all drivers to find out what the law requires and be prepared to meet its demands. Don't take a chance on losing your right to drive.

FOR COMPLETE INFORMATION ON WHAT THE LAW SAYS AND HOW BEST TO PROTECT YOURSELF UNDER THE NEW LAW, PHONE, WRITE OR SEE

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