

Five Million Checks Mailed Monthly To Eligible Veterans

Beneficiaries Warned to Report Any Change in Address

Nearly 5,000,000 checks representing monetary benefits to veterans and their dependents are mailed out by the Veterans Administration every month, VA said.

The principal benefits covered in these large mailings are compensation and pension; payments for GI training in schools and colleges, on-the-job and on-the-farm, and to dependents of deceased veterans who qualify for death benefits.

In announcing these large totals, VA pointed out that under the law, a VA benefit check may not be forwarded from one address to another. Therefore, persons who are receiving benefit checks regularly were cautioned to be sure to inform VA promptly if they change their address.

If a beneficiary moves without having advised VA of the change, the check must be returned to the U. S. Treasury and cannot be re-mailed until VA finds out the new address of the recipient. This usually causes an unpleasant delay for the person entitled to the check.

VA beneficiaries who are planning to change their addresses were advised to get a change-of-address from their nearest VA office and fill it in promptly to notify the agency. Due to the law against forwarding checks, it is not sufficient to notify the post office alone of the address change.

Madge Fleetwood, T. M. Forehand. Roper—Mrs. Elizabeth Ambrose, Mrs. Annie Sheehan, Mrs. Frances Silver.

Hertford—Master Raymond McCracken.

Tyner—Master Cotter B. White, Jr. Columbia—Mrs. Mary Walker. Plymouth—Mrs. Lavonne Ragland. Belvidere—Mrs. Ida White. Lynhaven, Virginia—Master Norman Smith.

Negro
Edenton—Robert Bond, Lillian Collins, Merlyn Treadville. Columbia—William Bowser. Tyner—William Lee Beasley. Patients discharged during the same period were:

White
Edenton—Mrs. Louise Wilson, Master Ronnie Bass, C. B. Ashley, George Pruden, Mrs. Hurley Winborne, Mrs. Lena Bell, Mrs. Minnie Oliver, T. M. Forehand.

Hertford—Master Raymond McCracken, Riddick Chappell. Pl mouth—Mrs. Lavonne Ragland. Roper—Mrs. Frances Silver. Lynhaven, Virginia—Master Norman Smith.

Negro
Tyner—Geneva Leigh, Corine Welch. Roper—Nora Riddick. Hertford—Fannie White.

Births
Mr. and Mrs. William H. Winborne, a boy; Mr. and Mrs. Thomas W. Fleetwood, a boy.

Visiting ministers for the week July 5-11 are: White, the Rev. H. C. Leake; Negro, the Rev. Lenneal.

New Colored Funeral Home For Edenton

Rowson & Blair, colored funeral home operators in Columbia and Williamston, plan to open another funeral home in Edenton, according to George Rowson and O. F. Blair.

According to plans Blair will be in charge of the new home, which will be a branch of either the one at Columbia or Williamston, but will be equipped with ambulance and complete funeral home services. Blair is a native of Edenton and a graduate of the colored high school. He is a licensed embalmer.

The new funeral home is expected to be located on the northwest corner of Oakum and Church Streets.

For the will and not the gift makes the giver.

State's Highway Patrol Celebrating Silver Anniversary

530-Man Outfit Developed From Nucleus of 37 Men

The State Highway Patrol passed its 25th milestone July 1 in a mood reminiscent of the day it was organized—quiet efficiency.

No fanfare marked the day on patrol boss James R. Smith's calendar although the tough minded patrol skipper "noted" the date for reporters. The 530-man highway patrol grew from a nucleus of 37 officers and men who stood stiffly at attention July 1, 1929, on Capitol Square in Raleigh and received their commissions.

Captain Charles D. Farmer, who died in 1949, was the patrol's first commanding officer. In the early days the patrol was divided into groups of three troopers and a lieutenant—one group for each of the nine then existing highway districts. The troopers were under the State Highway and Public Works Commission until 1933.

The mid-thirties patrolmen roamed the highways on a motorbike although the lieutenants fared somewhat better. Officers in those days drove a wire-wheeled Model A coupe.

Radio communication and automobiles for all didn't come in until the late 30's. Among the first autos to be delivered to the patrol were silver-sided Ford convertibles.

What time the veteran highway officers had off was oftentimes spent inspecting retail gasoline outlets, testing automotive equipment and collecting bad checks involved in state business transactions.

The patrol was separated from the Highway Commission in 1933 and assigned to the Revenue Department. Strength by 1935 had risen to 121, an increase due mainly because of the brand new drivers license law passed the same year. Additional troopers were needed to enforce its provisions.

Two years later a communications branch was added to the patrol, thus making instantaneous radio messages possible between cruising cars and their station. Today the patrol's communications network includes 10 FM transmitting stations, one of which is located on Mt. Mitchell, the highest radio transmitter in Eastern America.

In 1937 the General Assembly authorized the commissioning of a major to head the expanded organization. Legislation was also passed requiring

that all school bus drivers be examined and certified by a patrol officer.

During the mid and late thirties there were only slightly more than a half million vehicles traveling North Carolina highways. The death rate from traffic accidents in 1937 was 1,123, the second highest number of highway fatalities on record.

In the first year of World War II the Department of Motor Vehicles was created and the highway patrol subsequently was brought under the supervision of the vehicles agency. At the same time additional funds were appropriated for the employment of 25 more troopers, bringing strength up to 213.

By 1950 the patrol numbered 423. Today, at full authorized strength (530) the North Carolina State Highway Patrol is the largest in the southeast. It recently has taken steps unmatched by any other state to protect life and property on the highway.

First to make extensive, full time use of radar and electronic speed controls, one of the first to employ saturation patrols, first to use traffic cameras in enforcement work, and first to promote driver training classes for employees in business and industry, the Tar Heel patrol is now recognized generally as one of the most aggressive in the nation.

Only recently, from the patrol's statistical unit, came word that traffic fatalities for the first six months of the year were more than 100 below last year. And average speeds on North Carolina roads have declined to a low of 44.3 miles per hour, the lowest since 1946.

Ten members of the patrol who received their commissions July 1, 1929, are still on active service. They are: Col. James R. Smith, commanding; Major D. T. Lambert, Executive Officer, Enforcement; Major W. B.

Lentz, Communications and Transportation; Captain A. W. Welch, Commanding Troop C, Greensboro; Captain S. H. Mitchell, Commanding Troop A, Greenville; Captain D. G. Lewis, Commanding Troop E, Asheville; Lieut. S. D. Moore, Executive Officer, Troop D, Salisbury; T/Sgt. R. S. Harris, Patrol Headquarters; T/Sgt. W. W. Stone, Troop C, Greensboro, and Sgt. G. R. Duncan, North Wilkesboro.

Coast Guard Gives Aid In 134 Cases In June

Coast Guard files at the Rescue Coordination Center in Norfolk reveals a record of 134 cases of assistance during the month of June—the highest monthly total thus far in 1954—in which the Coast Guard was sent to the rescue in the Fifth Coast Guard District.

The vast number of incidents, ranging from damaged rudders to fire at sea, kept the Coast Guard constantly on the alert. A breakdown of the cases disclosed that Coast Guard assistance was needed as follows: 50 disabled boats, 18 vessels aground, 15 drownings, 10 first aid cases and a number of miscellaneous occurrences bringing the total to 134.

German Pays Old Debt Of Gratitude

Nurnberg, Germany—A former German army sergeant whose life was saved by American soldiers in 1918 recently expressed his appreciation to the U. S. Army.

The story dates back to October, 1918, when victorious American soldiers were pushing hard against Imperial German Army troops on the

Verdun-Toulon battlefield. Here they found Michael Leipold severely wounded. He had been left behind by his retreating comrades, who thought he was dead.

After months in American field hospitals in France Leipold finally recovered. Since then he has sought a way to show his gratitude to the Americans who had helped him, but to no avail.

Leipold finally decided to present the American Army unit closest to his home at Amberg with a token of his 35-year appreciation.

The unit he selected was the Third Battalion of Second Armored Cavalry Regiment.

The gift token—a handsome decanter with matching crystal glasses.

Trend Of The Times

Overheard in a restaurant in lower Broadway in the luncheon hour:

"How's your new steno, Harry?" "Phew!" exclaimed the other, clapping a hand to his brow. "I don't think she ever went to school. Why, just yesterday she addressed an envelope to Washington, Dizzy, instead of D. C."

"Hang on to her," advised the other. "That girl isn't so dumb after all."

Hospital Patients

Patients admitted to Chowan Hospital during the week June 30-July 4 were:

White
Edenton—Benjamin Kennan, Mrs. Hurley Winborne, George Pruden, C. B. Ashley, Mrs. Minnie Oliver, Mrs.

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Hull-tight body	YES	NO	NO	NO
Hood and roof insulation	YES	NO	NO	NO
Suspended foot pedals	YES	NO	NO	NO
Center-Fill Fueling	YES	NO	NO	NO
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