

New York Strolls

By BOB POTTER

Young people by the score. Chatting together at the apartment entrances or here, three boys and a girl bunched up on the concrete in front of a building at a card game. And children, loads and scoops and swarms of children. Some smaller kids, shrinking from a dog, though they need not fear, he is on a leash and his master is along. Others talking in doorways, playing at fighting with their toy pistols, hiding out behind trucks. Some in the street at a bat-and-catch game with a tennis racket for a bat.

EDITORS NOTE: This is the second in a series of two articles written by the Rev. Robert Potter of Murphy First Presbyterian Church about his impressions of New York City during the time he spent there recently as an exchange pastor.

Children sallying forth on skates. There sails a lad on a scooter of his own devising. Other children playing at an improvised shuffleboard game. There are playgrounds to be sure and children are there too in the swings or competing in activities. But most of them playing, as is their wont, on the concrete slabs that mark the space between streets and apartments.

Not always at fun. A lad approaches carrying empty beer bottles; another works at oiling his bicycle.

So much teeming animal life—so little plant. Occasionally a brave attempt in urn or pot to have something green or colorful, but surroundings for the most part barren. There's an aged locust though, for all its gnarled trunk and seeming lack of water supply—it is surrounded by concrete—verdant and healthy-looking.

More children at play. That sturdy little girl vociferously flying her kite with the gusto of an Orville Wright keeping aloft the first plane that has soared into the skies.

Dwelling places multitudinous. To be sure there are stores along,



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Stylish Buick For 1959 On Display Friday At Cherokee Motors In Murphy

WHAT'S NEW:

New body and frame . . . new engines . . . series names changed . . . canted headlights . . . wrap-over windshields . . . glass area increased . . . air suspension redesigned . . . acrylic lacquer standard . . . positive-traction differential . . . aluminum brake drums improved . . . "portable" radio.

A Buick which General Manager Edward T. Ragsdale says is "so new it had to have new series names," will go on display Friday (Sept. 19) at Cherokee Motors, Murphy, N. C.

The cars have new engines and other mechanical improvements, but Buick prefers to talk about the styling of its '59s. The body is new; glass area has been greatly increased and there is a minimum of metal trim.

As Ragsdale explains it, "We designed these cars without any chrome at all. Then, when we had finished, we added bright work where it was needed to accentuate the lines."

There are 17 models in three series this year, compared with 20 models in five series for 1958. The six-model LaSabre series replaces the Special, and the five Invicta models occupy the niche formerly filled by the Century.

At the top of the line are three Electra and three Electra 225 models.

and occasionally craft shops and other manufactories. Back yonder a plant for making dresses; here a wood-work and machine shop.

But so many people at leisure. One wonders about them: What disappointments are theirs? What hopes, and yearnings? How much of God's love do they know and of the redeeming grace of His Son? One recalls the picture the Gospel writer paints of our Saviour: "When He saw the multitudes He was moved with compassion for them, for they were harassed and helpless as sheep without a shepherd."

There's a school and across the street a health center. Not far away a lovely church. Much attention is given by this mighty city to the care of its multitudes: their health, education, culture, religion.

Here at last is a dwelling in more normal small-town setting, with trees—a green, comely maple among them—and grass, and flowers. But with a tall, iron fence all around. In front of the dwelling two children are at play, a lad on a home-made scooter and another adjusting his skates. Two lads I know and love—my own Bobby and Billy. And all about them other boys and girls by the tens and hundreds of thousands. And people—people—people. 'Tis the sidewalks of New York!

Make selective cuttings of timber to insure cash returns from woodlands every few years.

Make trial diggings of sweet potatoes.

Concrete can prevent a barnyard mud problem.

The dual headlights are canted and the chromed squares of the grille have been retained although they are set farther apart. A single strip of metal trim, extending from the headlights to the tail lights, is the only side ornamentation.

Highlighting the new styling are the finned rear fenders which flare outward to produce what Buick calls a "delta-wing" effect.

Windshields are compound-curved, wrapping into the roof as well as around the sides, and the rear window of two-door hardtops also curves into the roof.

Four-door hardtops have a flat roof line with slender pillars behind the rear doors. The rear window wraps around the sides of the car from pillar to pillar, giving a "picture-window" effect.

Windshield glass area has been boosted nearly 45 percent to 1,810 square inches on station wagons, and 1,781 square inches on other models. Four-door hardtops have a total of 5,205 square inches of glass area.

The new Wildcat engines displace 384 cubic inches (LaSabre

and 401 cubic inches (Invicta and Electra). Compression ratio of the LaSabre unit is 10.5 to 1 with Dynaflo, and a two-barrel carburetor is used. Horsepower is 250.

the 401-cubic-inch engine, also has a compression ratio of 10.5 to 1. Horsepower is 325. Last year's figures were 250 for the Special and 300 for the other four series.

Dual-turbine Dynaflo is standard on Invictas and Electras, and power steering and power brakes also are standard on Electras. Triple-turbine Dynaflo is optional throughout the line.

In 1958, Buick's two tops series (Roadmaster 75 and Limited) included triple-turbine Dynaflo, power brakes, power steering, powerseat and power windows as standard equipment.

Improved aluminum front-wheel brake drums are standard on all models this year, and the "finned" design has been incorporated into the rear iron drums. Other braking improvements include a redesigned pedal linkage with a wider pedal and a new master cylinder for both manual and power brakes.

This year's air-suspension system consists of air springs on the rear and conventional coil springs on the front. This will permit Buick to reduce the price of

this option.

A positive-traction differential is offered for the first time in 1959. Another new option is a transistor radio which may be removed from the instrument panel and operated as a portable.

Standard on all models is an acrylic lacquer "Magic-Mirror" finish which is available in 13 solid colors and 12 two-tones.

The only two-tone treatment offered is a white top with any of the other 12 solid colors.

The 1959 Buick is built on a new "K" frame. LaSabres and Invictas have a 123-inch wheelbase and are 217.4 inches long. Electras have a 126.3 inch wheelbase and are 220.6 inches long.

The Electras 225 has the same wheelbase and is 225.4 inches long, with the extra length being in the rear deck. The length gives this "sub-series" its name.

Wheelbase last year were 122 inches for the Special and Century and 127.5 inches for the Super, Roadmaster 75 and Limited. Overall lengths were 212 and 219 inches, with the Limited measuring 227 inches.

Here is Buick's model lineup for 1959.

LaSabre—four-door sedan, two-door sedan, four-door hardtop, two-door hardtop, convertible,

THURSDAY, SEPTEMBER 18, 1958

THE CHEROKEE SCOUT

four-door two-seat station wagon.

Invicta—four-door sedan, four-door hardtop, two-door hardtop, convertible, four-door two-seat station wagon.

Invicta—four door sedan, four-door hardtop, two-door hardtop.

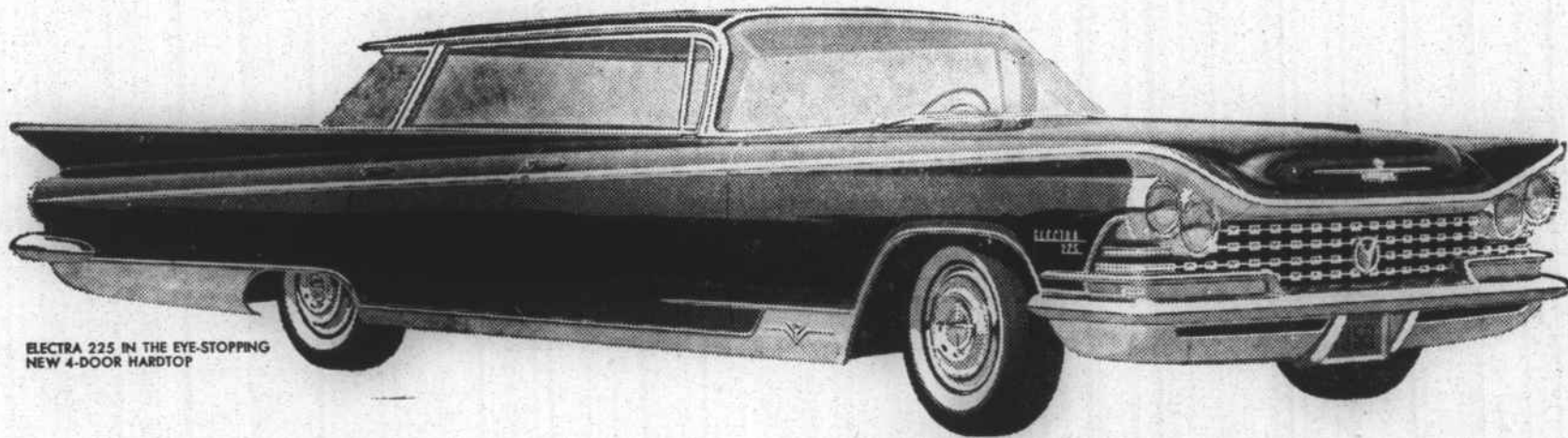
Electra 225—four-door Riviera sedan; four-door hardtop, convertible.

The Riviera sedan has no center pillars, but the roof slopes as in regular four-door sedans. Other four-door hardtops have a flat roof.

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THE ACTION. Get the feel of thrifty new Wildcat engines. New Equipoise ride. New fin-cooled rear brakes and aluminum front brakes. New Twin-turbine and Triple-turbine transmissions.*



THE QUALITY. Buick quality to the core, new super-quiet bodies by Fisher. New Magic-Mirror finish retains its beauty longer. New interior decor throughout. Safety-Plate Glass everywhere. Magnificent new quietness, new comfort, the feel of fine-car quality everywhere! Yours to test, yours to savor—the magnificent new Buick for 1959.

*Optional at extra cost on certain models.

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