

SO THIS IS NEW YORK

BY NORTH CALLAHAN

John Derr has fun living in New York. He thinks it's just a lot of small towns thrown together and finds the folks he knows and works with as nice and friendly as those of his home town, Dallas, North Carolina (population: 2450). Some of those whom he knows well are generally well-known, too, such as Red Barber, Ben Hogan, Whitey Lockman, the baseball star, John's friend since boyhood, and Charlie Justice, formerly All-American football player. You see, John is director of sports of CBS Radio and his daily work is with colorful figures in this major part of America's pastime. But such is the complexity and specialization of New York life that although he and Whitey have both lived here for five years, they haven't seen each other in all that time, yet they are not more than a mile apart. John has a golf ball given him by Hogan which he prizes very much, since it was the one used on hole 13 in Scotland by Ben when he won the famous British Open and John was with him. Although he constantly deals with college sports, John Derr never really went to college himself, having taken extension courses from Belmont Abbey and the University of North Carolina.

Invited over to the New York Times building, I was pleased to witness there the unveiling of a statue of Chief John Ross. Now in case you don't freshly recall your American history, he was head of the Cherokee Indian nation about a hundred years ago before and after the tribe had been driven from the South to its final home in Oklahoma. He also founded a place called "Ross's Landing" better known now as Chattanooga. The Ochs family, owners of the New York and Chattanooga Times, came here from Chattanooga—hence the local interest in the unveiling of the fine statue which was made possible by the efforts of patriotic Tennessee women.

Over in nearby New Jersey, a historic event of greater national significance took place during the holidays. This was the colorful re-enactment of the memorable Washington's crossing of the Delaware River on Christmas night, 1776. On Christmas Day, 1953, a local musical producer with a historical eye, St. John Terrell, got some 250 men together, dressed them in Revolutionary uniforms and in a Durham boat made the crossing at exactly the spot which George used in that fateful night when Colonel Henry Knox and his "Massachusetts sailors" ferried the ragged Continentals over for the exciting capture of Trenton from the British. Patriotic citizens of New Jersey and Pennsylvania, led by Mrs. Ann Hawkes Hutton, the historian, helped make the revival of the crossing a gala and successful event, which started at the Thompson-Neely House, where

Washington and his staff made their plans, and ended up across the icy Delaware—and finally in victory at Yorktown.

Holiday greetings: one of the funniest I received was from Douglas Stengel, General Motors official, whose daughter was just married. Wrote Doug: "Please excuse if this is in broken English. I am broke—following this wedding." . . . from Bell Irwin Wiley on Confederate States stationery stating "Our pen is bad, our ink is pale, our love for you shall never fail." . . . from Louise and Ross Caldwell of the Maggie, N. C. Country Store, adding "try our yards, terbacker, rock candy and snuff—cider that ain't mountain dew but's nice and cool and good for you." . . . one from Texas in the shape of a state map so big it would hardly come in the door . . . from Arthur Grotz, president of the Western Maryland Railroad with a painting by his brother . . . another which looks like a bill but its only "statement" is that I owe good wishes for a Happy 1954. Well, that debt is paid . . . and probably the nicest one of all, from a lifelong friend who sent a simple card on which he wrote his name by hand, and on the front there was a picture of a small country church in a setting of snow, such as we went to when we were boys back on the farm and Christmas and New Years were simple things which meant another year had passed and a new one was coming in which we expected to do a lot of things—but just mostly to keep on enjoying everything and expecting nothing but what was good and kind and happy.

Deadline Of January 11 Announced For N. C. High School Contest

DURHAM, N. C., Jan. 1—Monday, January 11, is the deadline for entering this year's good writing contest sponsored by the North Carolina English Teachers' Association, contest director Dr. Francis E. Bowman of the Duke University English faculty has announced.

Open to high school juniors and seniors throughout the State, the annual competition offers recognition for outstanding prose and poetry. Winning entries will be published next Spring in a special student issue of "The North Carolina English Teacher," journal of the NCTEA.

"In last year's contest," Dr. Bowman said, "a total of 475 manuscripts by pupils of 75 teachers in 47 high schools were submitted. Steadily increasing interest over the past five years has shown that the competition is a sound method for the encouragement of good writing."

Readers from North Carolina colleges and high schools will judge the entries on the basis of literary excellence. Final selection will take place on the Duke campus next spring.

Aged Cyclist Active

WICHITA, Kas. (AP)—C. N. Horner, 82-year-old cycling enthusiast, has piled up 3,000 miles at the pedals since the autumn of 1952—nearly 7 miles a day—he recently made a pleasure jaunt on his bicycle to the Fall River reservoir 78 miles east of Wichita.

PARK Theatre Program

MON. & TUES., JAN. 4 & 5
HERE'S THE 3-D—YOU HAVE BEEN WAITING TO SEE!
"Devil's Canyon" (In Color)
Starring VIRGINIA MAYO DALE ROBERTSON
WEDNESDAY, JAN. 6
"Northern Patrol"
Starring KIRBY GRANT
— Plus —
Selected Short Subjects
THURS. & FRI., JAN. 7 & 8
"Flight To Tangier" (In Color)
Starring JOAN FONTAINE JACK PALANCE



THE NEW 1954 FORD will go on display Wednesday in the Mottinger Motors showroom on Haywood Street. Illustrated is the Crestline Fordor sedan. The new Ford series will feature a hardtop model with a transparent top of tinted plastic.

Clyde Youth Dies While Working On Car

Funeral services were held this afternoon in Long's Chapel Methodist Church for Earl Chambers, 17, of Clyde, Route 2, who died suddenly Saturday morning while working on his car in a used car lot at Clyde.

The Rev. Don Payne officiated and burial was in Crawford Memorial Park.

Chambers was the son of Mrs. Hazel Medford Chambers of Clyde, Route 2, and Guy Chambers of Waynesville, Route 2.

Surviving, in addition to the parents, are two brothers, Howard Chambers of Miami, Fla., and James Chambers of Pasadena, Tex.; the paternal grandmother, Mrs. Charity Chambers of Waynesville, Route 2; and the maternal grandparents, Mr. and Mrs. T. B. Medford of Waynesville, Route 2.

DEATHS

WILLIAM M. REYNOLDS
Funeral services were held this morning in the Beaverdam Methodist Church for William M. Reynolds, 67, who died Saturday night while en route to the Haywood County hospital.

The Rev. W. N. Reese officiated. Burial was in the church cemetery.

Pallbearers were nephews and flower bearers were nieces.

Surviving are the widow, Mrs. Eva Reynolds; and one brother, James G. Reynolds of Swannanoa. Reynolds was a native and lifelong resident of the Thickety section of Haywood County and the son of the late Jack and Eliza Robinson Reynolds.

Gilbert Inman With Air Corps In Greenland

NARSARSSUAK AIR BASE, GREENLAND: Airman Third Class Gilbert R. Inman, son of Mr. and Mrs. Gilbert Inman, Waynesville, has recently been assigned to Narsarssuak Air Base, Greenland.

A graduate of Waynesville High School, Airman Inman enlisted in the United States Air Force on the 16th of June, 1953. He was assigned to Lackland Air Force Base, Texas, for basic training, and upon completion of this training, he was assigned to Fort Sam Houston, Texas, where he attended the United States Air Force Medical Technicians School. He was then assigned to Narsarssuak Air Base.

Friends and relatives interested in contacting Airman Inman may write to the 6611th United States Air Force Hospital, APO 858, c/o Postmaster, New York, New York.

Strand Theatre

MON. & TUES., JAN. 4 & 5
DON'T MISS
Gary Cooper
Barbara Stanwyck
IN
"BLOWING WILD"
WED., THURS. & FRI., JAN. 6, 7 & 8
"FLAME OF CALCUTTA"
Starring DENISE DARCEL PATRIC KNOWLES
— ALSO —
Shorts - Cartoon - News

Sharp Competition Seen For Consumers' Dollars

By RADER WINGET
AP Newsfeatures

NEW YORK—This was the year of war and peace and a bear market in Wall Street.

But the stocks of leading American corporations survived it all and approached the end of 1953 with a surprising bounce ahead.

There are some 2,300 stocks of corporations listed for trading on the New York Stock Exchange and the American Stock Exchange in New York plus hundreds more listed on regional exchanges at Toronto and Chicago and San Francisco and elsewhere.

That, broadly, is what is known as the Stock Market with the stocks owned by millions of Americans and Canadians and traded freely on the exchanges.

The value of all stocks listed for trading on the New York Stock Exchange, for example, comes to better than 117 billion dollars at current prices. The net decline in that total since the first of the year has been less than 3 per cent.

That is a good measure of the over-all stability of the stock market during the trying times of 1953. Naturally some stocks reacted violently during the year and now show wide gains or losses as compared with a year ago.

The individual reactions represent the adjustment that the economy of the nation itself has gone through in meeting the responsibilities of war and the challenge of peace.

And what about the great bear market? Well, we are in it now, at least technically, and we have been all year, it seems.

A bear market is one that follows a long-term downward trend. A bull market, on the other hand, is one that follows a long-term upward trend. They got their colorful names from newspaper cartoons showing bulls and bears fighting without quarter in Wall Street. The symbol given to a raging bull going a savagely fighting fallen bear.

But you must look at this year's bear market against the big picture of the stock market. Everyone knows how the stock market cracked and crashed in 1929 and continued plunging down until 1932. That was a bear market without parallel in history. There followed a five-year bull market and another five years of bear market readjustment.

In 1942 the bull market of the war years began. It ended in 1946. A broad readjustment of the market then continued until 1949 when the bull market movement was resumed.

Hindsight now tells us that this bull market continued right on to January 1953. The peak of this year came early in January when the traditional year end rally and the Eisenhower election boom in the market petered out.

It is difficult to select one single thing that causes the market to rise or fall in any given period.

because you have hundreds of stocks all under diverse influences and fluctuating in price from minute to minute with the bewildering aspect of a swarm of fireflies on a summer night.

The administration's hard money policy, which later was eased, had a depressing effect. But there was the offsetting factor of easier government controls on business. Margin requirements also were lowered, enabling you to buy stocks with a smaller amount of your own cash. The effects of such developments, however, never show immediately in stock prices.

It was the fortunes of war in Korea that banged the market down. The first big fall started late in March when the Chinese Reds proposed swapping prisoners. There was a minor measure of recovery from that shock before the market dropped even lower during a period of uncertainty over the Korean truce. Again a recovery set in only to be cut short by the most severe plunge yet, starting in mid-August after the Korean truce actually was signed.

Why did people rush to sell their stocks and thus force prices down?

Basically, it was because they feared the uncertainties of the economic future. They didn't know what peace would bring, and they rushed to shift their investments into industries that would benefit by peace, they wanted to get out of war stocks, they wanted the haven of cash money in the bank.

The market hit bottom in mid-September. From that vantage point, Wall Street analysts could easily see that they were in a bear market and had been since early January.

They also saw continued high earnings of corporations and continued high dividends, both ahead of a year ago. And there was further easing in money rates, a promise of tax reduction, and a government pledge that there would be no depression.

"Maybe," ran the thought in Wall Street, "we have overdone this thing."

That is when the rally started. It carried ahead with little or no interruption and continued longer and went higher than any other recovery movement of the year. It was said in Wall Street that the market already had discounted next year's expected slackening of business and now looked at a brighter future.

Some said the 1953 bear market was rapidly on its way to becoming just a memory.

Rhode Island has 400 miles of coastline.

WANT ADS

FOR RENT—First floor single bedroom and bath. Outside entrance. 103 Walnut St. Call 6-6312. J 4-7-11

LAFF-A-DAY



"I'm no dope. We're married six years, and my wife still doesn't know what I do for a living."

Mottinger Will Display New '54 Ford Wednesday

The 1954 Ford passenger cars, which will go on display this Wednesday in the Mottinger Motors showroom, will feature the following Ford exclusives in the high volume field:

A new 130-h.p. Y-block V-8 engine with overhead valves.

New 115-h.p. I-block Mileage Maker Six engine, designed for economy.

New ball-joint front suspension.

The Skyliner—an entirely new hardtop model with tinted, transparent plastic roof over the driving compartment.

New Ford Sunliner convertible with a transparent plastic panel inserted in the top over the front seat to provide overhead visibility.

Four new power-operated driving assists: Power brakes, power steering, 4-way power seat, power-lift windows.

Fordomatic transmission.

"The two new Ford engines for 1954—the Y-block V-8 and the I-block Mileage Maker Six—were designed expressly to lead their respective fields and have been under development for the past six years," L. D. Cruseo, vice-president, Ford Motor Company and general manager of Ford Division, said.

The new I-block 115-h.p. Mileage Maker Six also is a modern high-compression, low-friction engine. It rates 14 horsepower more than the 1953 Ford Six and, like the Y-block V-8, it is an "oversquare" engine—that is the diameter of the cylinder is greater than the stroke of the piston.

Matching in beauty the new interior trim, the 1954 Fords have a new astra-dial speedometer mounted on top of a new control panel almost at eye level and easily seen through the steering wheel. The semi-circular glass dial of the speedometer has numerals which are illuminated in the daytime by light passing through the transparent hood at the back of the speedometer. At night the dial face is illuminated from beneath by hidden lights.

At each side of the base of the speedometer are jewel-type turn indicator signal lights and in between these lights is a high-beam headlamp indicator.

The control panel itself is ornamented with an engine-turned finish and contains the instrument controls plus lighter, radio dial and clock. This year the ammeter and oil pressure gauges are replaced by red warning lights which flash on when the generator is not charging or the oil pressure is low.

By adding four new power-operated driving assists as extra-cost optional equipment on its 1954 cars, Ford is bringing to the high volume field all the driving aids once found only in the high-priced cars.

These include Master-Guide power steering of the hydraulic, steering-linkage type which reduces steering effort up to 75 per cent; Ford's Swift Sure power brakes which reduce pedal pressure effort up to one-third; 4-way power front seat which raises or lowers 1 3/4 inches and moves back or forth 4 1/4 inches by means of two powerful electric motors and power-lift win-

dows, which open and close automatically at the touch of a button. Fordomatic fully automatic transmission, which Ford calls the most versatile automatic drive ever built and Ford overdrive, which reduces engine speed 30 per cent while road speed is unchanged, also will be available in the 1954 Ford models.

Sgt. Overton Completes Course At Ft. Benning

Sergeant First Class Loyd V. Overton, husband of Mrs. Florence Marie Overton, of Waynesville, has graduated from The Infantry Center's Chemical, Biological and Radiological School at Fort Benning, Georgia.

The three-week course is designed to teach protective and defensive measures against chemical and atomic attack.

The Great Lakes could be seen from the moon with the naked eye.



CHARLES J. DAVIS, machinist mate chief, son of Mr. and Mrs. C. Hazelwood, and husband of former Mary Evelyn Hazelwood, recently returned from the Navy. Chief Davis, a veteran of the Pacific Theatre during World War II, is attached to Air Squadron 22 at the Naval Station, Norfolk, Va.



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News and Cartoon

TUES. & WED., JAN. 5 & 6
"The Master Of Ballantrae" (In Color)
Starring ERROL FLYNN
Color Cartoon

THURSDAY, JAN. 7
"The Girl Who Had Everything"
Starring ELIZABETH TAYLOR FERNANDO LAMAS
Selected Short Subjects

FRIDAY, JAN. 8
"Loose In London"
Starring LEO GORCEY and THE BOWERY BOYS
5 Color Cartoons