

-Kunkle-

Mr. and Mrs. Nelson Whipp and Mr. and Mrs. D. P. Honeywell of Dallas called on Mr. and Mrs. C. A. Herdman Sunday evening.

Mr. and Mrs. Harry Swezey and Frances Swezey attended the Kunkle reunion at Slatington on Wednesday. Mr. and Mrs. William Brace and Mrs. F. P. Kunkle are attending the Grange lecture conference at State College this week.

The second annual reunion of the Isaac family was held August 11 at the home of Mr. and Mrs. Ralph Elston. A pleasant day was enjoyed by all. Those present were: Mr. and Mrs. Thomas Isaac, Edward and Florence Isaacs, Mr. and Mrs. Floyd Gay, James and David Gay, Mrs. Fred Shelheimer, Mearle and Lois Shelheimer of Fort Fort, Mr. and Mrs. Charles Heidenreich and Mr. Heidenreich of Wilkes-Barre, Mr. and Mrs. Henry Isaacs, Mr. and Mrs. S. J. Woolbert, Howard, Ted and Mildred Woolbert and Fred Malkemes of Shavertown, Mr. and Mrs. John Woolbert of Youngstown, Ohio, Mr. and Mrs. John Isaacs, Mr. and Mrs. Ralph Elston, Dorothy, Gomer, Marvin, Stella, Wayne and Gene Elston and Ernest Strove of Kunkle.

Mr. and Mrs. Charles Herdman entertained on Tuesday evening at dinner Mr. and Mrs. Henry Shoemaker and Emily Shoemaker.

The following members and friends attended the W. C. T. U. picnic at Harvey's Lake on Tuesday: Mrs. C. A. Herdman, Mrs. Victor Rydd, Mrs. W. H. Conden, Mrs. A. C. Devens, Mildred Devens, Mrs. Russel Miers, Felice Miers, Mrs. Frank Hess, Mrs. Gideon Miller, Jean and Bobby Miller, Mrs. red Ellsworth, Mrs. C. W. Kunkle, Caroline Brace and Althea London.

Miss Eleanor Kunkle entertained over the week-end Elsie Johnston of Dallas, also Roannah Shoemaker and Beatrice Nulton on Saturday afternoon. Mr. and Mrs. Kiler Richards entertained on Sunday Mr. and Mrs. Ralph Lutes and son Richard of Johnson City, N. Y., and Mr. and Mrs. Palmer Uppdyke, Jane and Josephine Uppdyke.

Mr. and Mrs. F. P. Kunkle, Mrs. Olin Kunkle, Margaret Kunkle and Cletus Swezey attended the funeral of J. W. Walter of Fort Fort on Thursday.

Miss Eloise Nulton has returned to Kingston after spending her vacation here. Miss Doris Herdman is visiting her parents, Mr. and Mrs. W. H. Herdman, after spending her vacation in Europe. She expects to resume her teaching at Hempstead, L. I. in September.

Miss Vivian Herdman is spending a week at Atlantic City.

Mr. and Mrs. Victor Rydd were Wilkes-Barre callers on Saturday.

Mr. and Mrs. Albert Stitzer of Shavertown and Mrs. Gideon Miller and Jean, Bobbie and Clara Miller were guests of Mr. and Mrs. Fred Ellsworth on Sunday.

Mr. and Mrs. Oliver Ellsworth motored to Trenton, N. J., on Friday.

A play, "The Path Across the Hill," was given by the Loyalville people at the Grange hall on Friday and was well attended. Lunch was served by the Kunkle Sunday school.

Mrs. J. S. Kunkle entertained at dinner on Wednesday Mrs. Alex Johnston and Elsie Johnston, of Dallas; Vivienne Rogers, of Vernon, and Mrs. Delph Ashburner and Bobbie Ashburner.

Charles Wertman returned home Sunday from General Hospital, where he has been a patient for the past month.

The oGod Times Club will hold a free dance in Jones' hal at Beaumont on Saturday night, August 17. Everyone will be welcome. Randall's Orchestra will furnish music.

History Of Dallas

(Continued From Last Week)

"The old Leonard Meadows or Leonard Clearing was then about as it is now, but John Leonard had moved away when we came. The original forest covering Dallas township was very heavy. There was a growth of very large pine trees, many of them 150 to 200 feet high. There was also oak, maple, chestnut and hemlock in abundance. There were many other kinds of wood, but these predominated. There were no worked roads or bridges when we first went to Dallas. The best roads we had were simply the natural ground with the trees and brush cut so as to let a gadon through. The woods were full of game of all kinds—bears, deer, wild turkeys, etc. Wolves were very thick, too. There were no Indians in Dallas when we went there, but I have heard McCoy tell about seeing them, when he first moved in, as they went from the valley, through where Dallas village now stands, to Harvey's Lake, on their hunting and fishing trips. Harvey's Lake was a grand place to hunt and fish then. You could kill a deer almost any time. Many of the settlers who came in after we did moved away very soon because the country was so rough they could not stand it. It was very hard for any of us to get a living then. There was no money going. The most important thing with us was to get our roads opened and fixed up so that the people could get through the country. We were often called by the supervisors of Kingston to work out our road tax on the roads in the valley, and we had to get down there by 7 o'clock in the morning or have our time doctored. To do this, we had to get up and eat breakfast before daylight even in the summer time, and they kept us at work until sundown, so that we had to go home in the dark also. It was very discouraging. We could not get supervisors to go over into the Dallas end of the township to work the roads, nor would they let work our tax out there. At last we began trying to get a new township. (This was first tried in 1814.) We had very hard work of that, too. The people in the valley fought us all they could, and we had to work three or four years before Dallas township was set off. Then we began harder than ever to lay out and open roads, and so we had to turn out and have working bees on the roads in order to make them even passable. Dallas township filled up very fast after the separation. Most of the settlers were Jerseymen, though there were a few Connecticut Yankees among them.

"Peter Ryman came in about 1814. He was from Greensburg, Warren county, New Jersey. John Honeywell, my father's brother, came in the year before we did. Richard Honeywell, another brother, came in soon after we did. They all came from Warren count, New Jersey. My brothers were Joseph, Thomas and Isaac. I had one sister, Elizabeth, who married Eleazar Swetland, brother of William Swetland of New Troy (Wyoming). John Orr came here about the time we did. He was a blacksmith, and used to sharpen plowshares. He would not shoe horses much. The only plow in use then was the old-fashioned shovel plow. The only iron about it was the blade, which was about the shape of an ordinary round-pointed shovel. This was fastened to the lovend of an upright post. To the post was attached handles to hold it with, and a beam or tongue to which the team could be hitched. This plow was jabbed into the ground here and there between the roots, stoms and stones,

and with it a little dirt could be torn up now and then. There was no patent ploy in use then, nor could it be used there for many years after we settled in Dallas. Nor could we use a cradle for cutting grain. At that time the ground was so rough, and there were so many stumps and roots and stones that we had to harvest at first with a sickle."

As narrated by Mr. Honeywell, and as may yet be inferred from the great number of large pine stumps still seen in the fields and numerous stump fences about Dallas, there was at one time a species of very tall pine trees covering that country. A very few of them can still be seen (1886) towering far above the other highest trees in the woods below Dallas, near the Ryman and Shaver steam saw-mill, but they are the last of their race. For some reason they do not reproduce, and will soon be an extinct species. Many of them grew to a height of 175 to 200 feet, and often the trunk would be limless for 150 feet from the ground, with a diameter of from five to six feet at the ground. (This statement, when originally read before the Historical ociety, was questioned somewhat by Hon. Steuben Jenkins, who was then living and present. I have since had some of the trees measured, and find that my statement as to their height is correct.)

It is difficult to tell then without breaking them in one or two places. They are so heavy and have so few limbs to retard their fall, or to protect them in striking the ground that they come down with a terrible crash, and any stone, stump, log or unevenness on the ground where they fall is sure to break them.

Little benefit was ever derived by the people of Dallas from this now valuable timber. The most important consideration with the first settlers was how to clear away and get rid of the vast and impenetrable forest that covered the entire country. Saw-mills were built to make sufficient lumber to supply the wants of immediate neighbors. There was no great market for lumber anywhere, because all parts of the country had mills and lumber as abundant as it was in Dallas. Furthermore, there were no roads over which it could be conveyed, even if there had been a market, so most of it had to be cut down and burned to the ground.

Roads Mr. Abram Honeywell tells me that when his father wanted a few slabs to cover the roof of his house in Dallas, they had to carry and drag them from Baldwin's mill at Huntsville, about three miles, because the roads were so poor a wagon could not then be driven between Dallas and Huntsville.

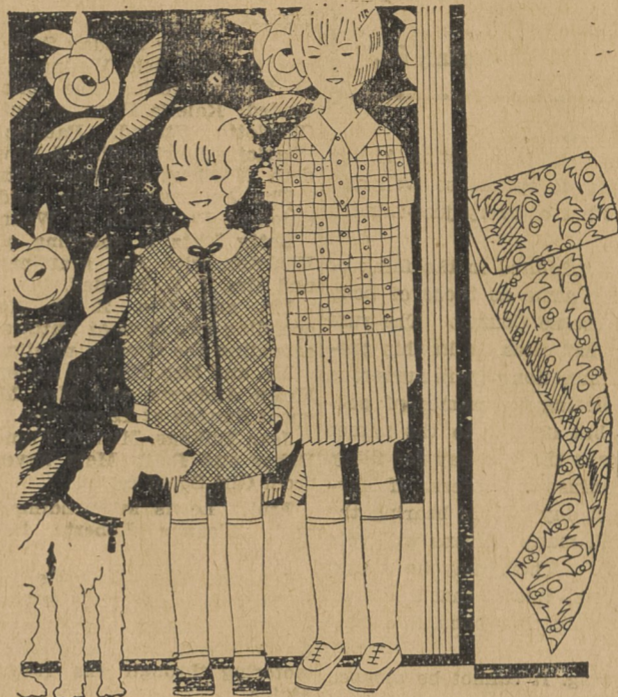
(Continued Next Week)

LAZARUS

SOUTH MAIN THRU TO NORTHAMPTON ST., WILKES-BARRE, PA.

New Cotton

For Back to School Needs



It is none too soon for Mothers to begin the countless tasks that attend the opening of school and fashioning smart little togs of these gay cottons is one that should be attended to at once.

Imported Ginghams

Superior quality ginghams 29c in a delightful variety of bright check and plaid patterns—for trim, sturdy frocks.

Federal Prints

Patterns and colorings of every description to fashion practical frocks for girls of kindergarten age.

Peter Pan Prints

Excellent quality prints in patterns and colors for girls' smart new school dresses. 49c

Printed Broadcloths and Suitings

A charming array of smart new fabrics in printed patterns of the newest designs and loveliest weaves. 35c

Gay New Domerette Prints

The youngest tot, or older girl, will be most happily clad for the first school days in frocks of these lovely fabrics. 39c

LAZARUS—WASH GOODS SECTION—MAIN FLOOR

87,000 Shares

Inland Utilities, Inc.

Participating Class A Stock

Transfer Agents: The Seaboard Bank of The City of New York East Union Trust and Savings Bank, Chicago

Registrars: Interstate Trust Company, New York Chicago Trust Company, Chicago

The Class A Stock is of no par value, and is entitled to cumulative dividends at the rate of \$1.76 per share per annum, payable quarterly on the first days of January, April, July and October in each calendar year in priority to any dividends on the Common Stock. The Class A Stock is preferred over the Common Stock in liquidation up to \$30 per share, plus accrued and unpaid dividends; thereafter any remaining net assets are to be distributed equally between the Class A Stock and the Common Stock, class for class. Redeemable as a whole or in part at any time on thirty days' notice to and including December 31, 1930, at \$35 per share, thereafter and to including December 31, 1931, at \$37.50 per share, thereafter and to including December 31, 1932, at \$40 per share, thereafter and to including December 31, 1933, at \$45 per share, thereafter and to including December 31, 1934, at \$50 per share and thereafter at \$75 per share; in each case of redemption plus accrued and unpaid dividends to date of redemption.

Listed on The Chicago Stock Exchange

PARTICIPATION: The Class A Stock shall participate equally with the Common Stock, class for class, in any additional dividends declared in and for such calendar year after dividends are declared on the Common Stock in amount up to one-half of the aggregate amount of the Class A Stock cumulative dividends paid or set apart for such calendar year.

Mr. Robert Hall Craig, President of the Company, summarizes from his letter to the bankers as follows:

Dividend Policy: The Board of Directors has announced a policy, which is subject to change, of permitting the holders of Class A Stock at their option to apply their regular cash dividends toward the purchase of Class A Stock at the quarterly rate of one-fortieth of a share of such stock for each share held, being at the annual rate of 10% in Class A Stock.

Business and Territory: Inland Utilities, Inc., organized under the laws of the State of Delaware, supplies, through its constituent companies, one or more classes of service to a population estimated to be in excess of 225,000. Water or manufactured or natural gas for domestic and industrial purposes is supplied to 15 centralized communities in Pennsylvania and 16 centralized communities in the Kanawha Valley and Coal River districts of West Virginia, together with certain rural territories surrounding the communities mentioned above. The water reservoirs have a capacity estimated to be in excess of 278,000,000 gallons; and the gas and water systems supply their respective services through more than 150 miles of 4 inch to 20 inch mains. Water is supplied to approximately 6,610 retail consumers, manufactured gas to approximately 1,230 retail consumers, and natural gas to approximately 2,520 retail consumers. Subsidiaries own 136 producing gas wells, and have 13,541 developed acres under lease in the long-lived West Virginia and Kentucky fields with an estimated reserve of 53 billion cubic feet. Various classes of service also are supplied to a number of wholesale consumers, natural gas in particular being supplied in large quantities under favorable contracts. Ice service and refrigeration service are furnished to Hagerstown, Md., Martinsburg, W. Va., and Charlottesville and Fredericksburg, Va., together with a number of surrounding communities.

Earnings: The consolidated annual net earnings of the properties for 1928 after operating expenses, interest on divisional liens, maintenance, depletion and depreciation, but before Income Taxes were, as more particularly set forth in the bankers' circular describing the issue, equivalent to \$3.52 per share on the Participating Class A Stock. Clark & Krebs, Inc., estimate that the net income of three gas companies will be increased 21% during the first year of operation by the development program of the new management. This alone is sufficient to increase the above earnings to \$4.18 per share on the Class A Stock.

Capitalization

	Auditors' **	Outstanding
Convertible 6% Gold Debentures*		\$2,250,000
Preferred Stock (no par value) issuable in series	100,000 shs.	
Participating Class A Stock (no par value)	500,000 shs.***	87,000 shs.
Common Stock (no par value)	345,000 shs.	\$45,000 shs.

\* Subject to divisional liens of \$1,176,800.  
\*\* Further issuance of Debentures is limited under the conservative restrictions of the Debenture Agreement.  
\*\*\* 150,000 shares reserved for conversion of Debentures.

Price \$24.25 Per Share and Accrued Dividend to Yield Over 7%

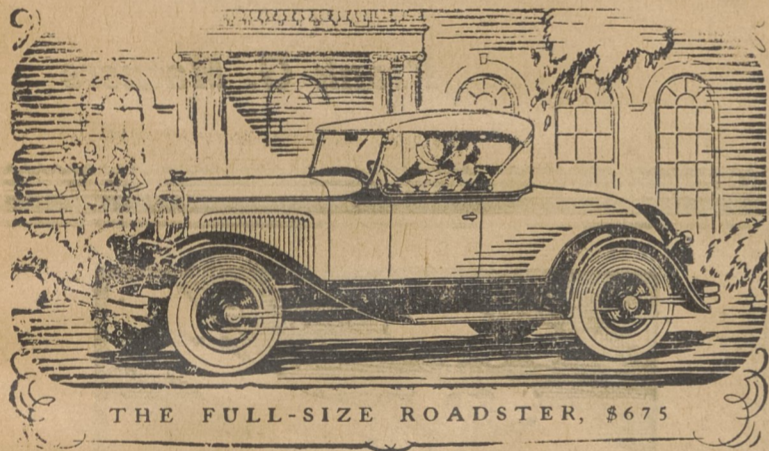
Appraisals of gas properties by Clark & Krebs, Inc., and all other appraisals by Ford, Bacon & Davis, Inc. Legal details incident to this issue have been passed on by Messrs. Chapman and Cutler, and Edward H. Tatum, Esq., of New York. Audits by Messrs. Lybrand, Ross Bros. & Montgomery, Certified Public Accountants.

E. R. DIGGS & CO.

Incorporated ESTABLISHED 1914

46 CEDAR STREET NEW YORK  
CHICAGO BALTIMORE KANSAS CITY NEWARK

This information and these statistics, while not guaranteed by us, have all been examined and approved for publication by an official of the Company issuing this Stock.



THE FULL-SIZE ROADSTER, \$675

Smooth at all speeds— Quiet, Quick and Flexible!

You can have no conception of the high quality of Plymouth's behavior until you have driven this amazing Chrysler-built car. Plymouth is smooth at all speeds—and amazingly quiet and flexible. Take the wheel—drive as you will, where you will. Throttle it down—step it up—run the whole range of speed. Not a judder—not a tremor. Chrysler engineering has built smoothness into this remarkable car.

A new crankshaft—dynamically and statically balanced; lengthened engine stroke and increased piston displacement; larger main bearings and connecting rods and light aluminum-alloy pistons—all these play a big part in creating Plymouth's new smoothness.

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