

Jake De' Cake



Slight Error Your Lordship



By M.B.



Go To Church Sunday

MARANATHA TABERNACLE
Rev. M. F. Rasmussen, Evangelist
Shavertown, Pa.

FREE METHODIST CHURCH
Sunday School 9:30 a. m.
Preaching service 7:30 p. m.

OUTLET
FREE METHODIST CHURCH
Sunday School 10: A. M.
Preaching service, 7:30 p. m.

FERNBROOK PRIMITIVE METHODIST CHURCH
Rev. S. R. Nichols
Sunday School 10 A. M.
Morning Worship 11 A. M.
Young People's Meeting at 6:30 P. M.
Evening Worship 7:30 P. M.

CENTERMORELAND M. E. CHURCH
H. S. Munyon, Pastor
Services Sunday will be as follows:
Centermoreland 11:00 a. m.
Subject—The dead whom we honor.
Thurston, 2:30 p. m.
Dymond Hollow 7:45 p. m.
There will be a free entertainment in the Grange Hall on Friday evening, given by Mrs. Leland Gay's Sunday School Class. An offering will be taken and refreshments will be served.

DALLAS M. E. CHURCH
Rev. Frank D. Hartsock, D. D., Pastor
Services a Dallas M. E. Church on Sunday will be as follows: Sunday

Brown, pastor.
Sunday School 10:30.
Sunday School following first Mass.

TRUCKSVILLE M. E. CHURCH
Church School 9:30 a. m.
Preaching Service 10:30 a. m.
Epworth League 6:45 p. m.
Preaching Service 7:30 p. m.

STATE GIVES LOCAL MEN WATER PERMITS

Permits have been issued by Dr. Theodore B. Appel, Secretary of Health, to the following Luzerne County persons and firms, for the sale of bottled water, during the year 1932:—
Charles J. J. Weiss, Oo-stan-a-la Water, Trucksville, C. E. Hewitt, Crystal Spring Water, Trucksville, A. H. Wolever, Wolever's Artesian Well, West Nanticoke, A. W. Brown, Buck Mountain Springs Water Company, Drums.

Under the Act of Assembly, known as the Bottled Water Act, it is illegal to engage in the manufacture, bottling or sale of any type of water for drinking purposes until first a Permit has been secured from the State Department of Health. The law is enforced in the interest of the public health.

GRANGE MEETING

Pomona Grange No. 24 of upper Luzerne and lower Wyoming County will meet with Center Hill Grange, Saturday, June 11.

SHERIFF'S SALE FRIDAY, JUNE 17, 1932, AT 10 A. M.

By virtue of a writ of Fi Fa No. 71 July Term, 1932, issued out of the Court of Common Pleas of Luzerne County, to me directed, there will be exposed to public sale by vendue to the highest and best bidders, for cash at the Sheriff's Sales Room, Court House, in the City of Wilkes-Barre, Luzerne County, Pennsylvania, on Friday the 17th day of June, 1932, at ten o'clock in the forenoon of the said day, all the right, title and interest of the defendant in and to the following described lot, piece or parcel of land viz:

A lot and piece of land on southeasterly side of Townsend avenue in the Borough of Swoyersville, forty feet wide and one hundred thirty feet deep, being lot 266 of the Matby estate plot as recorded in map book 2 page 197 and same land conveyed to Edwin Bruder who is now deceased and Anna Bruder, his wife, by Charles N. Loveland by deed dated 4th August 1925 and recorded in deed book 633 page 579. Improved with a two story frame dwellinghouse No. 66 Townsend Avenue.

Seized and taken into execution at the suit of The Luzerne National Bank of Luzerne, Pa., vs. Anna Bruder, and will be sold by
LUTHER M. KNIFFEN,
Sheriff.

G. J. Clark. 5-27-32 6.10-32

SHERIFF'S SALE FRIDAY, JUNE 17, 1932, AT 10 A. M.

By virtue of a writ of Fi Fa No. 96, July Term, 1932, issued out of the Court of Common Pleas of Luzerne County, to me directed, there will be exposed to public sale by vendue to the highest and best bidders, for cash, at the Sheriff's Sales Room, Court House in the City of Wilkes-Barre, Luzerne County, Pennsylvania, on Friday, the 17th day of June, 1932, at ten o'clock in the forenoon of the said day, all the right, title and interest of the defendants in and to the following described lot, piece or parcel of land, viz:

All that certain piece, parcel or tract of land situate in the Borough of Dallas, County of Luzerne and State of Pennsylvania, bounded and described as follows, to wit:

BEGINNING at the southeast corner of Hunt Street and Davenport avenue, as shown on plots of Elmer D. Parrish; thence along Davenport Avenue south 28 degrees 9 minutes east, one hundred (100) feet to the north-west corner of lot No. 175 on said plot; thence along lot No. 173 south 61 degrees 51 minutes west, one hundred thirty-five (135) feet to corner common to lots Nos. 170, 171, 172 and 173 on said plot; thence along lots Nos. 170 and 168 on said plot north 28 degrees 9 minutes west, one hundred (100) feet to Hunt Street aforesaid; thence along Hunt Street north 61 degrees 51 minutes east, one hundred thirty-five (135) feet to the place of beginning. Being lots Nos. 169 and 171 on plot of lots of Elmer D. Parrish, as surveyed by John T. Jeter, engineer, in May, 1925, and being the same premises conveyed to Albert D. Kocher, Jr. and wife, by Elmer D. Parrish and Rosa M. Parrish, his wife, by deed dated April 28th, 1926, and recorded in the Recorder's Office of Luzerne County in Deed book No. 639 page 504, with notice to estate of H. H. Davenport, time tenant.
H. Davenport, time tenant.
Improved with a dwelling house and out buildings.

Seized and taken into execution at the suit of J. Frank Smith vs. Albert D. Kocher, Ethel Kocher, his wife, with notice to Cordie Davenport, Executrix of H. H. Davenport, terre tenant, and will be sold by
LUTHER M. KNIFFEN,
Sheriff.

J. Q. Creveling, Atty. 5-27-32 6.10-32

PENNSYLVANIA PLANS TO BUILD 2700 MILES OF ROADS DURING 1932

Pennsylvania plans to build 2700 miles of highway during 1932, in addition to maintaining the 34,074 miles she already has. The above statement is based on figures received by A. A. National Headquarters from the U. S. Bureau of Public Roads, which indicate that Missouri will lead the road-building parade during 1932 with the construction of 4,517 miles of roads, while Pennsylvania planning to build 2,700 miles of highways, will rank second. Arkansas and South Carolina are the only two states contemplating no new construction during the present year.

SEALED BIDS

The School District of the Township of Dallas invites sealed bids to be submitted to the school board at the high school building at 8 o'clock p. m. on Monday, June 6, 1932, for the transportation of school children to and from the central school building for three years beginning the Fall term, 1932, on six certain routes. Conditions may be had from the secretary. Every conveyance must have a minimum seating capacity of fifty children and the successful bidder must furnish and deposit with the school board an approved surety bond at least yearly in advance in the sum of \$50,000 against accidents to children in the course of transportation.

Each successful bidder must also furnish an approved surety company bond with private securities satisfactory to the board in the sum of \$1,000 for carrying out this contract and must execute a contract and furnish the required bonds on or before 8 o'clock p. m. Monday, August 1, 1932.

The board reserves the right to reject any and all bids.

A. P. Kiefer, president.
M. E. Mosier, secretary.

LEGAL NOTICE

AN ORDINANCE FIXING TAX LEVY FOR THE YEAR 1932

SECTION I. Be it enacted and ordained by the Council of the Borough of Dallas and it is hereby enacted and ordained by authority of the same, that the tax levy for the Borough of Dallas for the year from January 1st, 1932 to December 31st, 1932 shall be as follows:—

For General Borough Tax thirteen mills (.013), for Light Tax one and one half mills (.0015), and for Sinking Fund Tax three mills (.003), being one dollar and thirty cents for General Borough Tax on each one hundred dollars (\$100.00) of assessed valuation of taxable property, a Light Tax of fifteen cents on each one hundred dollars (\$100.) of assessed valuation of taxable property, and a Sinking Fund Tax of thirty cents on each one hundred dollars (\$100.00) of assessed valuation of taxable property.

Enacted and ordained this 17th day of May, 1932.

WARDAN KUNKLE
President of Borough Council.

Attest:—
Wm. J. Niemeyer, Secretary
Approved this 17th day of May 1932.
J. H. Anderson,
Burgess.

FERN KNOLL "A Burial Park"

Fern Knoll is developed on the Modern Park Plan. Its curves and drives as well as its carefully selected landscaping plans, blended with a natural setting all provide for a spot of unusual beauty—A Park.

Prices Modest—Terms Convenient

L. A. McHenry
Agent For Greater Dallas

Grafting Wax
60c Per Pound Postpaid
GEO. H. STROUD
Sweet Valley, Pa.

KEYS EXPERT WORKMANSHIP
JOHN'S — Shoe Repair Shop
747 Wyoming Ave. Kingston

QUICK PRINTING SERVICE Modern Plant

Buy Your Printing Now and Save Time
AT LITTLE COST
THE DALLAS POST

STAR ROUTE
Passenger and Freight Line
Centermoreland—Dallas
2 Trips Daily
D. A. HONTZ

SURETY BONDS-INSURANCE
For Fire Insurance, Compensation, Liability and Automobile Insurance, Call
G. HAROLD WAGNER
Phone 72 Dallas, Penna.

First National Bank
DALLAS, PA.

Members American Bankers' Association

DIRECTORS
R. L. Brickel, C. A. Frantz, D. P. Honeywell, W. B. Jeter, Sterling Machell, W. R. Neely, Clifford W. Space, A. C. Devens, George R. Wright.

OFFICERS
George R. Wright, President
D. P. Honeywell, 1st Vice-Pres.
C. A. Frantz, 2d Vice-Pres.
W. B. Jeter, Cashier

Three Per Cent Interest On Savings Deposits
No account too small to assure careful attention
Deposits Payable on Demand
Vault Boxes for Rent
Self-Registering Savings Bank Free

First National Bank
PUBLIC SQUARE WILKES-BARRE, PA.

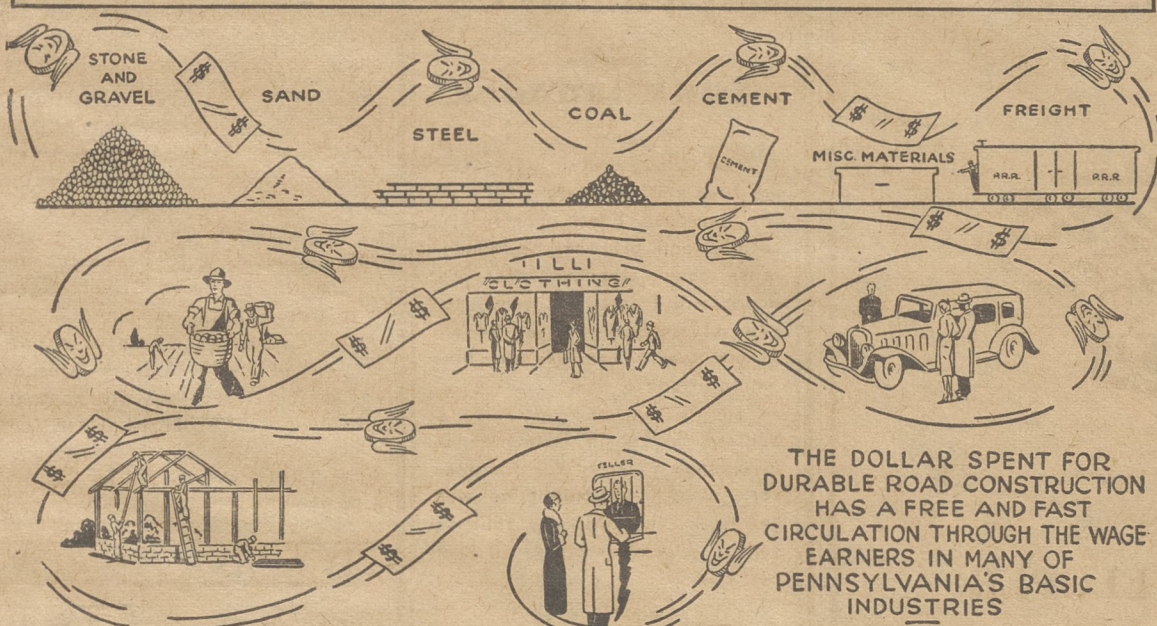
United States Depository:
Surplus and undivided profits

Officers and Directors:
Wm. H. Conyngham, President
C. F. Huber, 1st Vice President
Capital Stock \$750,000.00
Surplus and profits \$2,100,000.00
Geo. R. McLean, 2d Vice President
Francis Douglas, Cashier
F. W. Innes, Assistant Cashier

Directors
Richard Sharpe Edward Griffith
C. N. Loveland C. F. Huber
W. H. Conyngham Lea Hunt
Geo. R. McLean F. O. Smith
Francis Douglas T. R. Hillard
Wm. W. Inglis

Safe Deposit Boxes for Rent
3 Per Cent Interest Paid On Savings Deposits
\$1.00 Will Start An Account

Wage Earners Get 91 Per Cent of Concrete Road Dollar Says United States Bureau Chief



THE DOLLAR SPENT FOR DURABLE ROAD CONSTRUCTION HAS A FREE AND FAST CIRCULATION THROUGH THE WAGE EARNERS IN MANY OF PENNSYLVANIA'S BASIC INDUSTRIES

NINETY-ONE per cent of the dollar spent for concrete road construction goes directly and indirectly to labor and the employed classes, according to Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads.

This is authoritative confirmation, says the Pennsylvania Manufacturers' Journal, of widely expressed opinion that resumption of concrete road construction in Pennsylvania would be of vastly more benefit in relieving unemployment than the program of temporary construction now being carried out on the main State Highway System. Besides relieving acute unemployment, a resumption of Pennsylvania's widely acclaimed policy of durable road construction would relieve the serious depression in some of the state's basic industries, from which hundreds of thousands of skilled and unskilled workmen have had to be released.

Railroads Also Benefit

"There is a general agreement among the highway commissioners of the United States," says Mr. MacDonald, "that from eighty-five to ninety per cent of the road dollar goes to labor or personnel employment eventually. That means, however, that there is taken into consideration the labor that is employed in the quarry and in the transportation of materials entering into road work. A much larger percentage of the road dollar goes to the railroads than is

ordinarily understood." For the benefit of a Senate Committee Mr. MacDonald broke down the cost of concrete road construction to show that \$910 out of every thousand is used to pay wages and salaries.

In the eight years prior to 1931, durable construction on Pennsylvania's main State roads represented about eighty per cent of the total mileage built annually. At the beginning of 1931, there still remained 3,000 miles of unimproved road on the main State system, but the volume of durable construction built last year represented only seven per cent of the total. More than 1200 miles of macadam were built on the State Highway System in 1931, in addition to approximately 1,700 miles of low type roads on the township system.

Bargains in Good Roads

Aside from reducing employment and production in several basic industries, it is claimed that the roads now being built most extensively on the main system in Pennsylvania will be short-lived and very costly to maintain. Pennsylvania Department of Highway records show the annual average maintenance on roads of this type to range between \$1,000 and \$2,000 a mile, as against only \$337 for concrete.

It is also being pointed out that record low costs now prevail for durable highway construction, and that the cost of such construction is very little more than for some of the types which require frequent and costly

patching, oiling, and other repairs that annoy motorists and lower the efficiency of highway transportation.

"The actual experience in the State of New York with water-bound macadam and bituminous macadam construction is that they last seven and a half years," says Frederick S. Greene, Commissioner of Public Works in that state. He goes on to say that such roads "will bankrupt the State to maintain them, if you build enough of them."

Neglect of Main Routes

From the Pennsylvania motorists' angle, J. Borton Weeks, President of the Keystone Automobile Club, says, "After careful studies of the operations of the State Highway Department during the past year, our conclusion is that the rural road program has been over-emphasized. The replacement of bridges and obsolete sections of the primary system, the elimination of railroad grade crossings, and the separation of highway grade crossings has been neglected to an alarming extent."

The virtual abandonment of concrete road construction in 1931 has provoked a wave of protest and criticism from business organizations and civic bodies which are demanding a resumption of efficient and economic highway construction policies. The dollar spent for durable road construction, they claim, has a free and fast circulation through the wage earners in many of Pennsylvania's basic industries.