

The Dallas Post,

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HOWARD RISLEY Managing Editor
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RUSSELL WEAVER Mechanical Superintendent
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THE DALLAS POST, INC

The DALLAS POST is a youthful weekly rural-suburban newspaper, owned, edited and operated by young men interested in the development of the great rural-suburban region of Luzerne County and in the attainment of the highest ideals of journalism. Thirty-one surrounding communities contribute weekly articles to THE POST and have an interest in its editorial policies. THE POST is truly "more than a newspaper, it is a community institution."

Congress shall make no law *** abridging the freedom of speech, or of Press.—From the first amendment to the Constitution of the United States.
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THE DALLAS POST PROGRAM

THE DALLAS POST Will lend its support and offers the use of its columns to all projects which will help this community and the great rural-suburban territory which it serves to attain the following major improvements:

1. Municipal lighting plant.
2. A free library located in the Dallas region.
3. Better and adequate street lighting in Trucksville, Shavertown, Fernbrook and Dallas.
4. Sanitary sewage disposal system for Dallas.
5. Closer co-operation between Dallas borough and surrounding townships.
6. Consolidated high schools and better co-operation between those that now exist.

In his brief address at the dedicatory exercises of Kingston township's new high school, William McIntyre, as representative of Dallas Rotary club, **ALL FOR ONE AND ONE FOR ALL** breathed the spirit of community cooperation and loyalty.

He expressed his love for the small town and the beauties which the surrounding countryside has to offer. Later he touched upon much of the matters of community development accomplished in time by the three major communities of the region, namely, Dallas, Shavertown and Fernbrook, working in cooperation.

He struck upon an idea dear to the heart of the people of the region, namely, that every citizen who is interested in his home region. With a population equalling that of any section of Luzerne county all that this region needs is the spirit and leadership of its citizens to make it the outstanding residential community of the country.

What we lack is leadership and spirit. There is plenty of energy there is plenty of intelligence. There is a wealth of power for community improvement and development, but power without control is worse than wasted. In the past we have been too prone to waste our energies on individual community projects, each community of the region and no community showing any marked progress in its efforts.

What we have failed to observe is that by location, by natural conditions, and by character of population the problems of all three communities of the region are linked together in a common need for cooperative effort. None of the communities can develop at the expense of another. None alone is strong enough to bring about the development so vital and so necessary to all of the people of all three communities.

No problem with regard to highways, sewage disposal, education, water supply, fire protection, shade tree planting, police protection and community beautification can be solved by any one community. By geographic location and by other natural conditions all of these problems are held in common by all three communities.

We need leaders who are willing to face these problems unselfishly. In turn, as citizens, we should encourage and support those leaders who step forward with constructive ideas in a program which concerns the three major communities of the region.

The Pennsylvania Prison Society of Philadelphia announces that word has been received from Don Luis Jimenez de Asua of Madrid, Chairman of the Commission which drafted the new **BACKWARD AMERICA!** Spanish Penal Code, that the Code does away with capital punishment and does not provide for any prison sentence longer than twenty years.

As long ago as 1682 Pennsylvania gave to the world the code of William Penn which substituted imprisonment for capital punishment and mutilation in Pennsylvania in those days was so far ahead of other countries in dealing with crime that her influence was felt throughout the civilized world. Why is she so backward in the twentieth century?

Austria, Belgium, Denmark, Estonia, Holland, Italy, Lithuania, Norway, Portugal, Roumania, and Sweden have abolished capital punishment. It has practically fallen into disuse in Finland, Germany and Switzerland. It has been abolished in South America, in Argentine, Brazil, Columbia, Costa Rica, Equador, Honduras, Peru, Uruguay and Venezuela; also in Queensland, Australia. Some of these countries have abolished the death penalty more than fifty years ago and have seen no bad results from it.

Only eight of the United States of America so far have abolished capital punishment. There are forty which still have it in some form or other. Among these is the state of Pennsylvania.

The Dallas Post has planned to publish a series of editorials dealing with the three leading political parties.

COUNTRY OR PARTY FIRST?

This is the third presenting the leading points in the Democratic party's policy. Let us recall in brief the plans and policies Mr. Roosevelt has given to the nation in his various speeches. In Portland, Oregon, Roosevelt concerned himself mainly with the position of public utilities in the power business. He advocated government control and regulation of the power utilities. Do not misunderstand this statement. Roosevelt does not believe in government ownership but rather that the companies should continue as they have been existing, as private enterprises, with private capital, and the initiative which comes from privately owned business. But since these companies are public servants they should make their financial status public knowledge. Such things as stock-ownership, inter-company contracts, should be open to the public. The people are too vitally concerned to be kept in the dark; the power utilities have become nearly as important as bread and salt.

Roosevelt further desires that the utilities' holding-companies come under control of Federal Power commission. He also advocates legislation making the publication and circulation of false and deceptive information concerning the power companies a penal offense. Moreover Roosevelt believes that the idea that "Reproduction equals Cost" should be abolished in rate-making. All these points, and especially the last one, should be a joy to the beholder, if he lives in Pennsylvania. Let us remember, as we read this, that the Republicans are, and have been, silent on this question. And let us also keep in mind the extraordinarily high rates that are paid all over the State.

In Topeka, speaking to thousands of farmers, Roosevelt presented his plan for farm-relief — a plan to be put into action immediately upon his arrival in office. In the course of his speech Roosevelt stated that while farmers and their families comprise twenty-two per cent. of the total population of the country, they receive only seven per cent. of the income. And, further, the immediate needs of the farmer have risen in price (not in value), while the things that the farmer sells have decreased forty-three per cent. The Republican Tariff alone is responsible for this, in that it has cut off markets for exportable produce.

Mr. Roosevelt's plan, besides lifting the tariff and improving the foreign market, would, as nearly as possible, alleviate all the troubles of the farmer. His main idea is to try to make agriculture economically equal with the other industries in the country. To do this he would redistribute the land in such a way as to eliminate marginal, or unproductive, lands. He would extend Federal credit for farm-mortgages. There would be no government engineering like the Farm Board. And while there would be tariff relief, there still would be protection against "dumping" by our enterprising foreign neighbors. All action of the farm question would be local and cooperative, not centralized. Finally, but by no means least in importance, he would reduce the ~~land~~ taxes and redistribute them ~~more equitably~~. In connection with this last important point there comes to mind the case of a certain rich man from the vicinity of Dallas who owns a beautiful summer estate. Some time ago it was discovered that the taxes on this estate were lower than those on the land on a nearby farmer whose property told of the struggle he had to keep his land and his family together. Nor is this the only case in point that we could cite. All who read this will know of examples where every one of these changes are urgently needed. Mr. Roosevelt gives the farmers a sound basis for "hope of better things to come."

Turning to the railroad, Mr. Roosevelt put forth a plan which should, if given a working chance, be the means of revivifying the moribund railroads of this country. In the first place the Interstate Commerce Commission should regulate, in favor of the railroads, all motor carriers. The I. C. C. should no longer support competition where business does not justify it. And the railroad holding companies (those bugaboos of finance) should be in the tight grip of the I. C. C. Here, as with the power utilities, Roosevelt does not advocate the often-hinted at government ownership; but he does promise government aid to the railroads if they will support a national transportation policy.

The keynote of these plans seems to us to be Progress. There is not the idea of the Republicans that "they also serve who only stand and wait!" In one of his speeches this was what Mr. Hoover told the farmers. But are we all going to wait? Are we all going to let this depression, or slump, or what-is-it work itself out, while we all sit by and watch? It would seem that this period of self-annihilation should come to an end, "and that right soon."

So many Republicans are saying to themselves and to their neighbors that Mr. Hoover has had a "bad break" and that he deserves another chance. But the point to keep in mind is that not only has Mr. Hoover had a rotten four years, years that would have been hard for any man, but he has very little constructive work to show for all he is supposed to have done. Mr. Hoover, because he is a modern President has had many opportunities to take matters into his own hands, and act. But rather than take the responsibility for anything that might not succeed, he has hedged and appointed committees (which is merely another way of procrastination). In years past we have given the President more and more power of individual action. Now let us have a man in the "driver's seat" who can and will use this power to the advantage of the country. This year we must choose what we think (if we think before we vote) will benefit the country; not what will put or keep a given party in power.

THE WARNING DRUMS GROW NEARER



LETTERS to the Editor

THE LIBERAL VIEW

Pioneer Avenue,
Dallas, Pa.

Gentlemen:

May I add a word of appreciation for your recent editorial on Socialism. Yours is one of the few papers to recognize that there are more than two political parties in the field this year. I am forwarding copies of the editorial to friends in New York to show them the type of young editors we have in the back mountain region. It's a pleasure to read a liberal newspaper and I wish you every success.
Mrs. H. M.

THE REPUBLICAN VIEW

Yours truly,
Clara Cooke Kocher,
2521 West Fourth St.,
Williamsport, Pa.

Dallas, Pa.
October 31, 1932

Sirs:

Having read your editorial on the school bus situation in Dallas Township I am now asking you to print the following in your issue of November 5th.

To begin with, the people of Fernbrook and Huntsville sections have had the poorest service for the past five years with old ramshackle buses resurrected from the scrap pile and put into use on these routes. The bus for Fernbrook was made to seat thirty pupils and carried sixty to sixty-five. No doubt you will think it was not overloaded. Two years ago the people of that section notified the School Board they would stand for it no longer and another bus was added to take care of the surplus. During the time that this bus was overloaded the girls and boys were subjected to all kinds of abuse. Girls dresses were thrown over their heads and boys trousers fastened at the waist were pulled down to their knees with nothing underneath but the suit they were born in. These boys and girls had their books and lunch in one-arm and were holding on to the side of the bus with the other, and had no protection from those sitting down.

I fully realize that times have changed but the parents of these boys and girls have a right to demand something different from this. Do you blame certain citizens for asking the highway patrol to make an investigation? After the inspection was made twenty-seven pupils taken from two buses had to have other transportation provided.

(Now the school directors and State

Board of Education knew of this last summer before the bids for these routes were asked for. The Committee on School Bus Improvement asked me to take up their case for them and I personally dictated the letters sent to the local school board and to Harrisburg. This Committee asked that sixty passenger buses be provided so that there would be plenty of room for all the pupils. Instead of making any investigation the school board, with the assistance of a man from Harrisburg, laid out the routes to be covered by the buses and decided to use fifty passenger buses. They knew when they did this that five buses on the road from Huntsville to DeMuns seating fifty pupils each could not carry the load, and on the opening day of school two of the directors were out with their cars to bring in any that could not get on the buses. By crowding them in they all got on the buses and were carried that way until the highway patrol ordered them to stop it.

Last January the owner of the two buses that operated on the Huntsville and Fernbrook roads failed to get a license for one of his buses and used only one bus on both routes till he could get another license. The people of the Huntsville section had a committee go to the school board with the result that this practice was discontinued. This year one bus makes both trips and again a committee was appointed at the last Parent Teachers meeting to see the school board about making a change. And I might add here that if a change is not made at the next meeting of the school board, certain citizens of this section are going to court to find out why a six-year-old child has to leave home before eight o'clock in the morning to go three miles to school and not get back again till nearly five o'clock at night. This is too long a day for children so young. Furthermore, if any of the directors had children that are going to school in that manner a change would be made promptly.

It will cost a few dollars more for larger buses and a bus on every route but the school board should have gone into this matter before providing a consolidated school. The school laws says that twelve inches seating space must be provided for each pupil that rides on the buses. Enough buses should then be arranged for so that a reasonable time for leaving in the morning and arriving home in the evening could be worked out.

It would not have cost as much originally for larger buses as it will now cost to add additional equipment. The people whom I represent do not want the world and all that is in it, and they are not "shouting loud and long about the taxes." All they ask is that if their children have to be transported to school, sufficient and suitable conveyances be provided so that they may leave home in the morning and arrive back in the evening at reasonable time. They know the financial handicap under which the school board is working but when they see the directors transfer a teacher from first grade to high school as assistant to the principal and increase her salary, when all other school boards are cutting down on the number of teachers as well as salaries wherever they can, it would appear as though the transportation of the children to and from school would have to stand for all cuts in expenses

H. Evans.