

The Dallas Post,

ESTABLISHED 1889
TELEPHONE DALLAS 300
A LIBERAL, INDEPENDENT NEWSPAPER
PUBLISHED EVERY FRIDAY MORNING
AT THE DALLAS POST PLANT
LEHMAN AVENUE, DALLAS, PA.
BY THE DALLAS POST INC.

HOWARD RISLEY, Managing Editor
The Dallas Post is on sale at local news stands. Subscription price by mail \$2.00 payable in advance. Single copies five cents each. Entered as second-class matter at the Dallas Post-office. Members American Press Association; Pennsylvania Newspaper Publishers Association; Circulation Audit Bureau; Wilkes-Barre-Wyoming Valley Chamber of Commerce.



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."

Several weeks ago we received in our morning's mail an order to insert in our next issue an advertisement, the money for which was inclosed. After studying the copy we returned the money and refused to print the advertisement.

We bring up the incident because we believe our decision was typical of the majority of rural and suburban weekly newspapers in this enlightened age. That's why we resent this statement by Professor Rex Tugwell:

"While national magazines, good metropolitan dailies and radio networks carry many fraudulent and misleading advertisements, by far the most flagrant abuses are found in movie magazines, mail-order catalogues, educational and religious journals, cheap fiction or 'pulp' magazines, small dailies, country weeklies, and on small independent stations, as well as in direct mail advertising."

Professor Tugwell's frequent misstatements and widely-publicized blunders are damaging his crusade against harmful and faked foods and drugs. This latest sweeping assertion will be resented by all weekly newspapers which try to keep their advertising columns truthful and sincere.

Secretary of Agriculture Wallace has continually emphasized the need for acreage reduction as a solution to some of the most perplexing of farm problems. As he has observed, it is simply the part of wisdom for American farmers to stop adding to a constantly growing surplus of all the agricultural commodities.

Mr. Wallace's aid is being sought now, through governmental action, and in certain fields definite results have been obtained. In the cotton country, for example, plow-under payments have caused striking economic revival. But in the long run, the greatest results will come through education—through constant and unremitting presentation of facts to farmers. And in this work, the agricultural cooperatives will be the prime influence.

They have shown that influence already. The American Cotton Cooperative Association, for example, did essential work in helping develop the government's cotton program, and it is still working to see that the greatest benefit is secured. The Dairymen's League Cooperative Association in New York is the powerful ally of dairy farmers in that locality. These and other major cooperatives have done fine work in disposing of the production of their members and in educating their members regarding production and distribution problems. They are the greatest "farm relievers" of all.

Progress brings new hazards to the hospitals every day.

For a long time it has been the automobile. Now it is the airplane.

A few days ago a youngster, flying over a congested section of Pittsburgh, found his plane afire. He "bailed out" and left the plane to land where it pleased, dropping down in a parachute a few blocks away and alighting, only slightly hurt, on a telephone pole. The small plane caromed off a light pole, narrowly missed pedestrians and motor cars on a busy boulevard, and smashed into a store-room, injuring two men inside, one of whom was sent to a hospital with cuts from flying glass.

Motor car accidents have cost the hospitals of Pennsylvania at least \$2,000,000 a year, not only because of the injured who could not pay for care, but because of losses owing to failure of insured drivers to make fair settlements. Steps have been suggested to remedy this injustice, but nothing has been done. The hospitals still are forced to shoulder the burden, despite less income and greater burdens.

Hospital heads wonder what will happen when the flight of planes over congested cities grows more frequent. Pilotless planes may land anywhere, without warning—may even fall upon street cars in rush-hour periods or pounce down upon trapped cars in heavy lanes of traffic. The injured must be treated at the nearest hospitals without reference to whether they have any money or not, that being the hospital tradition.

The hospital loss from motor accidents in the United States is estimated at more than \$25,000,000. One state, Ohio, has passed a law diverting motor license funds to compensate in part for this, feeling that automobiles were responsible for the accidents and rightfully should help cover the loss. But this question has not been broached in Pennsylvania, whose thousands of miles of curving highways account for many automobile accidents.

Economic Highlights

Happenings That Affect the Dinner Pails, Dividend Checks and Tax Bills of Every Individual. National and International Problems Inseparable From Local Welfare.

The end of 1933, so far as business is concerned, was characterized by marked improvement in some basic lines, smaller improvement in others, and retrogression in only a few. The business indexes covering the year present a strange, confusing picture. When the summer upward surge began, in direct opposition to usual seasonal tendencies, it was hoped and believed that it would continue. An unlooked-for fall drop, which was also opposed to the seasonal experience of other years, followed. Gloom was deepest at that time. Then, again started the upward trend of business, and December was a good month. Early reports indicate that department store sales shot up beyond expectations. Commodity prices were strong. Consumers' goods industries, especially, were active.

In brief, 1933 did not see the progress that was hoped for. The emergency relief measures have been something of a disappointment to even their creators. The Agricultural Adjustment Act has been particularly unsuccessful. But during the year a start toward recovery was made, and the public morale strengthened—which has never been more evident than it is now, with 1934 opening.

Notes on business follow:
COMMODITY PRICES—In January the commodity price index stood at 61. By July, it had moved up to 68. The advance has continued without a major break.

DOMESTIC TRADE—Every effort of the Administration since March has been given to moving more goods into the hands of consumers. It has been moderately successful, in the face of definite consumer-opposition to higher prices. Of late, trade in urban areas has been less satisfactory than in the major agricultural centers. Most striking advances in sales have been made by mail-order houses.

EMPLOYMENT—Here is where the greatest achievement of the year has been made. Every month has witnessed definite advance in both workers employed and compensation received. Factory employment was 20 per cent higher this October than last. In the non-manufacturing industries, employment gains were reported for 11 out of 16 industries reviewed. Only in the bituminous coal industry has there been a significant late drop, and that was largely due to labor difficulties, with attendant strikes and lockouts.

FINANCE—Generally speaking, excellent work has been done in strengthening the banking structure. Banks which were closed before the moratorium have been opened by the hundreds, millions in frozen assets have been thawed out. Excess reserves of Federal Reserve banks recently reached an unprecedented total of close to \$900,000,000. Government credit has been extraordinarily strong, with issues being sold out as soon as announced.

FOREIGN TRADE—Lately United States foreign trade has expanded sharply both in volume and balance. Exports have increased over imports, leaving us with a sizable balance of trade. The recognition of Russia, recently effected, is expected to produce a considerable inflation of our export business.

REAL ESTATE—In October for which complete figures have been issued, construction contracts awarded were, with a single exception, the best for any month since November, 1931. The industry had a bad year, but improvement is setting in.

RAILROADS—1932 brought many railroads to the verge of bankruptcy, endangered others. In 1933 business was better, profits were up. Most encouraging of all to the railroad managements is the friendly attitude of the Administration.

UTILITIES—Here the experience was not so favorable as was hoped. Sale of power in many localities has risen. But profits have dwindled, due to tax and legislative policies which increased costs, made it impossible to meet them by raising the price of power to the public. Still another threat is government competition.

AGRICULTURE—The farmer was cheered by the A. A. A. when it was passed. Then he was drastically, violently disappointed. Strikes and disorder followed. A few months ago agricultural income, when adjusted to living costs, was lower than ever. Now improvement has started in many fields, more optimism is evident both in Administration and Farm circles.

LUMBER—No important industry experienced so sharp an advance in prices as lumber—and none was more at sea over what to do. Generally speaking, the price advance was close to 50 per cent during the year. Orders have likewise been good for the most part—but not as good as was hoped. Cost of operation has materially risen.

STEELS—Here is another industry which hit the top, bounced back to bottom, then started up again, during the year. Last summer it reached the best peak in a long time—then started steadily down. In the second week of November it was around 25 per cent of capacity. Heavy industries, which are the only important steel buyers, have been purchasing lightly.

Card of Thanks

We wish to thank all those who assisted in our recent bereavement and also those who sent flowers and furnished cars.

Mr. and Mrs. Henry Smith and Family
Mr. and Mrs. William Boice
Russell Newell.

Sport Shafts

EDWARD F. KOTCHI

The basketball teams of the Bi-County interscholastic Conference last Friday night started off their schedule after the shooting was over, Kingston township, Laketon, and Dallas township emerged the victors, while Beaumont, Lehman, and Dallas borough were the losers.

Dallas borough, the Conference champions of last year, outshot its opponents but most of the tries went awry, and Dallas township unexpectedly won by the comparatively close score of 18 to 13.

Kingston township had some difficulty in downing the plucky and scrappy Beaumont basketball team. After a hectic struggle the township pulled out on the long end of an 16 to 8 score.

Laketon pulled a fast one in defeating the highly touted basketball team of Lehman. The boys won by a 38 to 21 score, while the girls team upset the championship Lehman team 32 to 14. Laketon showed fight, speed, and team co-ordination in downing Lehman, and if it stays the pace it should have more than a little something to say in the race for Conference honors.

"'Twas The Night After Christmas"
'Twas the night after Christmas
And through the domain
Every athlete was feeling a terrible pain;

For with turkey and pudding and all he could eat,
He was feeling as though he possessed leaden feet.

The backboards were placed on the gym floor with care,
But the athlete just wished that the baskets weren't there.
For he'd danced and he'd dined and he'd rushed his best goal
And his thoughts were quite far from all efforts and toil.

And when he returned from his holiday term,
He was ready to swear by the turning worm.
And we fancied he asked as he entered the hall:
Who's the guy that invented this game, basketball?

This little ditty was contributed by a fan who witnessed the basketball games played between the Shavertown-Laketon teams and the Trucks-ville-Dallas games that night after Christmas.

Rural League Features

Orange's one point margin of victory at Lehman was the surprise of the recent play of the Rural League. It had been expected that Lehman would win by a large margin because of the victory scored over Orange earlier in the season.

Noxen has to date won six straight games and Monk Turner's combination of himself, Shalata, Wharton, McKeena and Turna, the boys he put together whenever he had a chance last year, appear destined to be nothing worse than a contender this year for first place.

Dallas by losing its last three games and its fourth out of five starts apparently put itself out of the championship class.

The poor showing of the Shavertown team this year is responsible for the management there and at Trucks-ville to dig down in their pockets to meet expenses. Last year at this time, Shavertown had won 10 straight games. Then Dallas scored a victory and Shavertown finally lost in the playoff series.

Taken as a whole, the Rural League appears to have a more open race than ever this year.

Scoring records for the first five weeks of play showed that the Orange team was leading the league with 389 points, which does not include the games of this week, and the one last Saturday with Dallas. They hung up a record for the league with a 73 point score over Shavertown. Last year Shavertown hung up a record of 72 points, with Addison Woolbert making an individual scoring record of 31 points. Noxen is second in scoring with 341, Laketon third with 291; Lehman with 254; Dallas with 227, Shavertown with 223 and Trucks-ville with 216.

The following letter was sent in by a witness of the Orange-Dallas basketball game which took place at Noxen, Saturday night.

Dear Sir:—
The Orange-Dallas game at Noxen was more like a football game or a wrestling match. Several times throughout the game, three or four players were scrambling and fighting on the floor.

Dallas does not want to cry or chirp now that the game is over, but I think that such a spectacle should not be permitted to be repeated. I realize that the floor is small; I think that the root of the trouble lies in the fact that the game got away from the official. The one and only solution to that problem is competent officials.

During most of the latter part of the game it was utterly impossible for Dallas players to hold the ball or pass it due to the rough and tumble tactics of some of the Orangemen believed to have been put in the game for just that purpose. It was obvious to all who saw these men in action that they had little or no ability as basketball players whatsoever which makes the above statement all the more evident. I believe that a discerning official could handle a game and have little or no trouble of this kind at all.

Yours for cleaner and better basketball,
A Rural League Fan

JUST HUMANS

By GENE CARR



"What Shall I Wear at the Fancy Dress Ball?"
"Disguise as a Woman for a Change."

Farm Product Prices Rising

Many farm products showed the irregular upward trend of the general commodity markets for the first two weeks of January, according to the Bureau of Economics of the Department of Agriculture. Price gains of livestock were especially encouraging. Cotton and grain advanced slightly but firmly. Tone of the dairy markets became better, and cheese-market action strengthened. Trend of the egg and dressed-poultry market was irregular but mainly upward. Potatoes and onions advanced sharply as did some varieties of apples. Increased demand for cotton from domestic mills continued. Attention is focused on preparations for the 1934 crop under the planned curtailment of 25,000,000 acres. Market stocks of wheat have been reduced to about 133,000,000 bushels, compared with 171,000,000 in January 1933. Prices gained on practically all classes. Rye continued firm. Marketing of corn was light. Oats held unchanged.



by C.A. Abelt, Jr. President
U.S.N.R.

ON BOARD THE BYRD FLAG-SHIP, JACOB RUPPERT:— (Via Mackay Radio). "Today your lives were in the hands of God and the engine room. If either had failed, you would all be dead men tonight!"

This is what Commodore Gjertsen told us at dinner tonight (December 26) and it made me realize more than anything that has happened since this trip began, what deadly realities we are up against.

For four days we have drifted around in the fog, half the time with a howling northwest gale trying to destroy us. It is getting cold as the deuce. And if we had anybody less experienced and cautious than Commodore Gjertsen, a small but amazingly forceful Norwegian ice expert, and Captain Verleger

Medical Officer leading our great G. O. Shirey ship through what must be the world's most dangerous waters, the gale would have accomplished its purpose against us—the gale and the icebergs. We have not been able to see more than three miles since last Friday and usually only a few hundred yards. And we've made only 56 miles since noon Saturday. Thousands of icebergs go plunging past us in the gloom—some of them five miles long, two or three miles wide and estimated at 1,000 feet or more from high tip to submerged bottom. If we ram our 11,000 ton ship into one of them or run over the submerged part of it—well, the Titanic did that, you know. Or if one of them rushes at us out of the invisible distance and crashes into the side of our ship, it will be just too bad. But our wise and able skippers know their stuff and are performing miracles of judgment and steersmanship every minute every day.

This morning, however, they met an enemy they hadn't counted on—water—water in the oil. In the midst of our work of dodging these moving ice mountains, stopping to let them drift by, or dashing out of their way, the engine room reported that some water which had leaked into the starboard tank had risen through the oil, had been pumped under pressure to the burner nozzles and had extinguished the flames which keep us going by making our steam. By the time Chief Engineer Queen had switched to the port tank and had begun to revive our lost steam pressure, our ship had lost practically all of her headway and for more than an hour we drifted in a 50-mile gale almost

helpless. Then the steam returned and we resumed our game of tag with the strange moving city of ice. It made us think serious thoughts.

I have learned, to my surprise, that ice is a noisy thing. The waves, as they splash against these mammoth bergs, eat great holes in them, in which the plunging water roars in a thousand hollow keys. The smaller bergs and cakes, as they gallop by us or we push our way through "leads" in their tightly packed mass, give out strange growling sounds and the constant ringing of the bell signals from the bridge to the engine room, all help to make it anything but quiet around here.

Speaking of sounds, I had a funny experience today. I was leaning over the starboard deck rail looking at the restless sheets of ice as we ploughed through them. No one else was on deck. Suddenly, from some place off the ship, I heard a gruff voice yell, "Hey! Hey!" I saw nobody. Again it was repeated. I crossed to the port rail in time to hear the angry call right below me. And there on the ice was a small Adelle penguin, about 18 inches tall, running along on the drifts with a perfect Charlie Chaplin waddle, keeping up with the ship and turning his head every few seconds to look up at us angrily and cry, "Hey! Hey!" just as a farmer might shout at boys stealing apples. He was protesting this steel monster blustering through his icy domain. And, as I watched him, he flopped over and started to toboggan along on his breast, pushing himself along frantically with his flippers and sculling with his feet. Then he became upright again, running alongside, glaring at us and yelling "Hey! Hey!" He was a scream.

We had a swell Christmas. Gifts from the home folks—music—songs—a grand dinner with turkey and wonderful fixings. All our troubles forgotten for a few now. I hope all members of our club had as pleasant a Christmas and that we shall have a happy and interesting new year together. They tell me the maps we are sending to all members, without charge, will go to them in a few days now, so they can mark on them the wonderful flights and other exploration trips. Admiral Byrd and others are going to make. If you're of high school age or over and aren't a member yet, you can become one right away, with no obligation of any kind, by writing me at the Little America Aviation and Exploration Club, Hotel Lexington, 48th Street and Lexington Ave., New York, N. Y., enclosing a self-addressed stamped envelope.