

The Dallas Post,

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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. Subscription, \$2.00 Per Year (Payable in Advance)

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. Construction of more sidewalks for the protection of pedestrians in Kingstons township and Dallas.
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.
7. Adequate water supply for fire protection.
8. The formation of a Back Mountain Club made up of business men and home owners interested in the development of a community consciousness in Dallas, Trucksville, Shavertown and Fernbrook.
9. A modern concrete highway leading from Dallas and connecting the Sullivan Trail at Tunkhannock.
10. The elimination of petty politics from all School Boards in the region covered by THE DALLAS POST.

WE GAVE THEM THEIR OPPORTUNITY

In a special article last week The Post described briefly some of the activities of a certain group of shrewd gentlemen who benefited so magnificently by the Civil War that their fortunes became the greatest single factor of power in the nation.

Ignoring the possibilities of any violations of ethics on the part of Messrs. Vanderbilt, Gould, Mellon, Carnegie, and Rockefeller there is considerable food for thought in the fact that one group can extract wealth from conditions that spread tragedy and another group.

The government had to buy supplies in '61 and it needed them so quickly it was willing to pay exorbitant prices. In war, governments are like that. In the system of rugged individualism which America was founding the opportunities went to the strongest and these men apparently had that needed power.

It is certain that they cannot be censured because they had the courage to gamble or the will to push their schemes to a successful conclusion. Their sagacity in sensing the opportunity is more to be admired than criticized. Yet, the whole picture, with mounting fortunes on one side and dying soldiers on the other, is filled with injustice and bitterness. Upon whose shoulders does the blame rest?

Was it the fault of the government for giving these men the opportunity to capitalize on the nation's tragedy? Could war have been averted then or, to consider another era, could it have been evaded in 1917? Those two questions must hang unanswered indefinitely because any answer must rest on theory. There is, however, a likely explanation.

Undoubtedly there were vicious private influences which had a part in exciting war, just as armament manufacturers, as exposed recently in national magazines, encourage markets for their products today, but the major share of the blame must rest with the hate and jealousy the people of the North and the South allowed themselves to feel.

The activities of the robber barons were merely by-products of war—any war. No war can be fought without graft and profiteering. The power to avert war lies finally with the people who fight and pay. We, individually and as a nation, are the first to blame.

GOVERNMENT BEHIND HOME-BUILDING

The Back Mountain Section has a tremendous opportunity to benefit from the next major activity of government—an attempt to stimulate heavy industries by unloading capital for homebuilding and repairing through Federal guarantees of mortgages.

Experts estimate that it is possible to unloose credit to the tune of \$1,500,000,000 or more in this manner. That money will go to painters, carpenters, masons, plumbers, contractors. It will buy cement, steel, paint, lumber, roofing, electric fixtures. It will pass through a hundred great industries, creating jobs and opportunities as it goes. Dallas and other local home-owning communities have a right to their share.

If building is greatly accelerated, prices for everything involved are going to rise. They are going to leave depression levels behind and return to the normal average—that, in fact, is one of the cardinal aims. Those who can afford to repair and build now have an opportunity that may never be repeated in their lifetime.

THREE-HUNDRED-FIFTEEN THOUSAND PEOPLE KILLED

Between now and 1940, 190,000 people will be killed in automobile accidents.

The total of fatalities for the entire decade that began with 1930 will be 315,000, and the injury record will touch 10,000,000.

The number injured will be fifty times the number of A. E. F. soldiers wounded non-fatally in action.

That is what it is estimated will occur if the automobile accident record during the next six years follows the experience of the past four.

There is one way in which this ghastly forecast can be proven wrong. That is by an aggressive campaign on the part of responsible motorists to modernize and strengthen traffic laws, eliminate cars which are defective in brakes, lights, steering and other essential parts, and to pass legislation which enforces adequate examination for drivers. So long as the reckless, the incompetent and the irresponsible rule the highways, as they do now, the lives and property of all other motorists are in constant danger.

CATCHING UP WITH EUROPE

We hear a great deal about overtaxed European countries and have always considered ourselves, by comparison, fortunate. At the moment, about one dollar out of every five we earn goes to government, the same ratio that prevails in Germany. England is the highest taxed country. There government takes one dollar out of every four of the national income. A few weeks ago English taxes were reduced. Ours rise steadily. We pay taxes at almost every turn. Unless there is a stronger public interest we'll soon be far ahead of Europe in the matter of taxes.

Washington Letter

Much has been said about the advisability of reducing taxes, but pointing a need and accomplishing the result seem to be vastly different. There's the case in Michigan for instance. The Automobile Club is sponsoring a petition to reduce gasoline taxes and motor vehicle registration fees. Taxes are preventing people from driving their cars, from buying new machines, argues the club. Reduce the taxes, put cars on the road, revenue in the treasury, and business in the automobile factories, it advises.

The club has been obtaining signatures for its petition at gasoline filling stations, the logical place since every motorist stops for supplies sooner or later. Indications now are, according to recent reports that more than the legally sufficient number of signatures has been obtained.

Officialdom, however, doesn't like the idea. Road commissioners have notified filling station proprietors to "pull in those petition blanks or lose government business." A recent news item from the capitol at Lansing said oil company representatives would be called to a conference with state officials and told plainly that unless the petition was withdrawn from circulation they would be prohibited from bidding for state business. The governor said he wouldn't attend, but warned that if these taxes are reduced the taxpayers might expect substitute levies.

Shades of Washington, Jefferson, Hancock, and Adams, to say nothing of Roosevelt, past and present! What is this country coming to when elected officials tell those who elected them to office they cannot have tax reduction? What is officialdom coming to that it assumes the authority to tell business whether it shall accommodate its customers?

If the situation in Michigan is any indication office holders are not in the mood for tax reduction. Evidently they will insist that the taxpayers shall pay and pay and pay. And upon what then will the taxpayers insist? Well, it looks as if regardless of whatever they decide to insist upon they'd better get started or officialdom will be telling them they can't even decide to insist!

Now let us hope that the boast on bank windows and printed on stationery and advertising to the effect that "this bank is under Government supervision" will mean a little more in the future than it has in the past. It will help if the local directors of banks will be vigilant in watching out for the safety of the trusts imposed in them.

The sordid record of finance in the past 15 months shows that there were 1,417 National banks that were not allowed to re-open after the bank holiday of March, 1933. Late official reports show that 185 banks were still unlicensed May 1, and that 156 had plans for re-organization approved by the Comptroller of the Currency and that 29 had apparently failed. A great many of the banks reopened were included in mergers, consolidations and other new arrangements.

The thermometer has recently been hitting around 100 degrees in Washington, which is a sure sign that Congress will wind up the session as fast as possible. Old Sol must be obeyed.

If you want to start a debate any time among the Government's business experts in Washington ask them what is the oldest continuous commerce on the continent. There are plenty of American business houses more than 100 years old but it is certain that there are older continuous businesses than that though not under the same firm name.

Experts are now beginning to agree that either the commercial fisheries or the fur business is the oldest continuous business, with tobacco a second because exports of that product began soon after Jamestown was established, and it now looks as if the commercial fisheries are beginning to crowd out the fur business for first honors as North America's oldest continuous commerce.

Washington's experts themselves are now inclining to give the honor to the commercial fisheries as Canadian historians and savants have been digging up facts on the 400th anniversary of the discovery of Canada, to be observed this Summer. It is proven that the fisheries off historic Gaspé peninsula in Eastern Quebec were operated by Europeans long before Jacques Cartier landed there in 1534.

Poets' Corner

"LOVE"

"Twas her first love and she felt thrilled,
Her heart beat so loudly it could not be stilled.
Early in the morning her thoughts were of him,
And all through the day she was filled with vigor and vim.

"A penny for your thoughts", the folks would often say,
But she would simply smile and turn the other way.
She was young, yet her love was such,
That thrilled she was at his slightest touch.

They'd often meet and take a walk,
And they'd enjoy a pleasant talk.
Sometimes they'd sit and they'd hold hands,
'Twas then they made the grandest plans.

Love to all is a wonderful thing
Joy, or sorrow it may bring.
We often soar to heights above,
Our heart's so light when we're in love.
MRS. JOHN GIRVAN

By PERCY CROSBY

Back o' the Flats



* Siftings *

We have heard from sources fairly reliable that a new concrete highway is to be built from Tunkhannock to Lutes' Corners this summer. This section of the highway from Tunkhannock to Dallas will receive federal aid. Those with political influence who seem to be in on the know say that the road from the Luzerne county line to Lutes' corners will be completed next year and will be built of concrete, provided the federal government will make it a federal aid road. If the State should decide to build the section of road from the county line to Lutes' Corners this year it will be built of water-bound macadam instead of concrete. That all sounds good but we've heard similar stories for the past twenty years. We'll wait till we see the concrete being poured before we'll begin to believe that such a construction job is possible.

There is one business that appears to thrive in good times and in bad times. That is the milk business. Among those who are making a real success of it in this section and who have established business places that are a credit to the community are the Elstons with their Shady Side Dairy at Kunkle; Nesbitt Garringer with the Dallas Dairy; Harry Harter with his Trucksville dairy and there are still many others that we haven't enumerated.

Trucksville Dairy is being enlarged with the addition of considerable floor space in a new brick structure. The grounds have been enlarged and improved with landscaping. Nesbitt Garringer is just completing the installation of complete new equipment in the plant of the Dallas Dairy and the whole building has been improved with new offices and tiled interiors. Continual improvements are being made at the Shady Side Dairy which is housed in a rustic stone building on well-landscaped grounds at Kunkle. The attractiveness, cleanliness and general appearance of any one of these three plants deserves the congratulations of the community.

A few days ago a Wilkes-Barre fruit merchant hailed us with the following query, "Say who's that fellow at Dallas that always beats me in the morning to the produce market." And then he added, "If I go there at five o'clock in the morning, he's ahead of me. If I go earlier in the morning, about four o'clock, he's still ahead of me. Who is he?" We took a chance and answered, "I'll bet it's C. A. Frantz." And sure enough that is who it was. Maybe that explains why Mr. Frantz's store has gained a widespread reputation in this community for the quality of its fruits and produce. And the writer knows from his own memories those early morning trips for more than twenty years. In fact we believe that Mr. Frantz had the first automobile truck for store delivery in this section. Am I right Mr. Frantz?

We don't believe there has ever been a year since we have been in Dallas that there has been as much constructive interest in the borough schools as there has been during the year just closed. Students have been enthusiastic and filled with school spirit. Parents have felt that their children were making progress in their studies and there has been no controversy between the head of the school faculty and crochety citizens. Such a condition speaks louder than any words of the ability of the man who now heads the borough schools.

We miss our old friends Frank Mor-

ris and George R. Wright. Both were highly intelligent men who could talk sanely on current affairs. Their lives were closely associated with this com-

munity and we know that there are many who knew them longer and better than we who, like us, miss them, too.

LITTLE AMERICA
AVIATION and EXPLORATION
CLUB
LITTLE AMERICA ANTARCTICA
With Byrd at the South Pole
by C.A. Abele Jr. President
U.S.N.R.
27
ANIMALS I

LITTLE AMERICA, ANTARCTICA, May 29 (via Mackay Radio)—I think it is about time I gave you a report on our live stock. You know, we have a varied assortment of domestic animals here leading the strangest life that house pets were ever called upon to lead. And they are thriving on it. The penquins, seals, whales and skua gulls have all had the sense to depart for parts unknown, probably the west coast of South America and various other warmer places. No Antarctic winters for them!

Yesterday a few of us had an elaborate ceremony in the cowshed. We weighed the bull! You may remember that one of our three blooded Guernsey cows, Klondike,

had a bull calf on the way through Cambridge, Mass., the Ross Sea ice and that we christened him Iceberg. Well, let me tell you that Iceberg now weighs 350 pounds! His official chaperon is Edgar Cox, of Arcade, N. Y., who, in addition to being our carpenter, is also our cowherd, or cowboy, or shepherd, or whatever the title is for a man who plays nursemaid to a flock of cows. Twice a day Cox milks Klondike and her two sisters, Foremost Southern Girl and Deerfoot, so we have oodles and oodles of fine milk with our meals and in our cooking. He regulates the temperature of our cowbarn under the snows, curries the cattle daily, feeds them, beds them down and even sleeps in the barn. He has for other sleeping companions our two cats, Snowshoes, who has six toes on each foot, and Cyclone, and one of the Eskimo dogs. We now have 119 dogs and seven pups, all in good condition. Each dog gets two half-pound portions of seal meat a day. The pups, which average 22 pounds each in weight, get kitchen scraps of seal meat and other things.

Capt. Innes-Taylor's dog drivers are a terrible looking crew. They are fully bearded and, dressed in fur parkas and fur mukluks (boots), they look like wild bears or worse. I was told this morning that they have been ordered to shave because Capt. Innes-Taylor was bitten yesterday in one of the dark tunnels and he declares he

doesn't know whether it was a cog or a dog driver that bit him. About half the men are wearing full beards. The rest of us are shaving regularly. I shave every day with one of Commander Noville's electric razors so I don't need warm water. The rest of the shavers have a terrible time getting in the cook's way to melt snow for their shaving. We are in great need of a barber. Cutting each other's hair produces some startling and comical results. We are in need of exercise now that our outside work is nearly over and the storms, darkness and cold prevent us from wandering much out in the open. We are putting up a punching bag and a couple of sets of parallel bars. We also will do some walking and skiing when the weather permits. The doctor is watching our diet very closely.

We are finding it difficult to keep ourselves and our clothes clean. The popular pastime is stealing hot water from Al Carbone, our Cambridge, Mass., cook, but even when we've stolen it we have to be very careful using it for fear of sudden chills. There is a difference of as much as thirty-five degrees in temperature between the lower and upper bunks in our sleeping quarters. The warm air rising creates a situation in which the man in the upper bunk is perspiring, with his clothing all thrown open, while the man below is bundled up, freezing. When we wash our clothes we haven't room to hang them up in the bunk houses. They freeze instantly when hung in the other buildings and it is almost impossible to dry them.

Speaking of weather, we are having plenty of it here—storms, blizzards and cold such as I have never imagined. But where Admiral Byrd is, it is even worse. The lowest temperature we've had has been 60 degrees below zero. The Admiral has already reported 72 below, and the winter is just commencing!

I'd like to see a parade of members of our club. It would take hours to pass, 21,000 of them. If you'd like to join and receive membership card, big South Polar map for marking flights, tractor and dog team trips, all without cost or obligation, send your name, address and three cent stamp to me at our American headquarters. Address Arthur Abele, Jr., president, Little America Aviation and Exploration Club, Hotel Lexington, 48th Street and Lexington Avenue, New York, N. Y.