

THE DALLAS POST Established 1889

"More Than A Newspaper, A Community Institution Now In Its 73rd Year"
A non-partisan, liberal progressive newspaper published every Thursday morning at the Dallas Post plant, Lehman Avenue, Dallas, Pennsylvania.

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Member Pennsylvania Newspaper Publishers Association
Member National Editorial Association
Member Greater Weeklies Associates, Inc.



Entered as second-class matter at the post office at Dallas, Pa. under the Act of March 3, 1879. Subscription rates: \$4.00 a year; \$2.50 six months. No subscriptions accepted for less than six months. Out-of-State subscriptions: \$4.50 a year; \$3.00 six months or less. Back issues, more than one week old, 15c.

We will not be responsible for the return of unsolicited manuscripts, photographs and editorial matter unless self-addressed, stamped envelope is enclosed, and in no case will this material be held for more than 30 days.

When requesting a change of address subscribers are asked to give their old as well as new address. Allow two weeks for changes of address or new subscriptions to be placed on mailing list.

The Post is sent free to all Back Mountain patients in local hospitals. If you are a patient ask your nurse for it. Unless paid for at advertising rates, we can give no assurance that announcements of plays, parties, rummage sales or any affair for raising money will appear in a specific issue.

Preference will in all instances be given to editorial matter which has not previously appeared in publication.

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Safety Valve

COMMENDS REV. ARMSTRONG

Dear Editor:

Our sincere appreciation for your excellent support against obscenity. We are sure that your front page message against poisonous literature will bring to our communities a great improvement.

Thank you for joining the fight, and also commend Rev. Grove Armstrong for the interest he has shown.

Sincerely, Peter E. Petroski, Luzerne County CITIZENS For Decent Literature

FIVE O'CLOCK SHADOW

Dear Editor,

We don't know whether you are shook up or not, but I suspect that Editor Charlie Deal of the KEY-NOTER, down in the Florida Keys at Marathon, was speaking for a lot of us when he wrote the following open letter to the White House and printed it, in his "Five O'Clock Shadow Column" on April 19.

"Dear Mr. President: "After seeing what happened to US Steel for failure to confer with you before raising prices, I thought it best to write immediately. "I have no desire to adversely affect 18 million people by raising prices, but an increase seems inevitable.

"Your post office department raises our mailing fees every year. And there are still more increases ahead. As such, it appears this newspaper may have to raise its subscription around fall by about fifty cents a year.

"Certainly, I don't want you to grab up our records for a grand jury investigation or have your brother (Attorney General Bobby) levy anti-trust action against us. And this outfit is too small to be busted up into smaller companies. "So, I'm taking no chances. "I'd like to confer with you on this proposed fifty cents increase, but for the life of me, can't see how I can get to Washington.

"All of my spare time is taken up working for the government. Preparing and signing a continuous flow of withholding forms, social security deductions and other bureaucratic red tape keeps my feet to the fire.

"At the same time I don't want the government to tear us apart, or single us out as being un-American.

"I realize you wouldn't have the time to come down to the Florida Keys. And Bobby is probably too busy squeezing the life out of US Steel to get away. Teddy has a full schedule politicking and explaining away his college cribbing.

"But just maybe someone else could get away, maybe Ethel or... "Charlie has not yet advised us on the reply—or who is coming. But Florida (especially the Keys) is a lovely picture setting.

Sincerely, Bob Taylor, McLean, Va.

MORE ON RECREATION

Dear Editor:

Lately in the Dallas Post I have read letters written to you by students of our local school system. I as a former student would like to give my views on Recreation, as it is and was in Kingston Township.

Only a few years ago the little league field was in Shavertown. Now it is in Dallas and children of the lower Back Mt. have to be driven to all the games. The Westmoreland teenage team used the field at the Westmoreland building. Now the field is filled with playground equipment, leaving no place for the team to practice. The high school has been moved to Dallas and its a must for the students to have a car to take part or attend the school events. I believe in exercise but walking or riding a bike back and forth to Dallas is going just a little too far.

Yes there are Boy Scouts and Girl Scouts here in Trucksville and because I'm a scout myself, I know they are not getting proper support. The YMCA at Shavertown needs the support of all. It serves a large area and the building is completely too small to offer activities that it should.

I feel the people of Kingston Township should support what recreation is left and attempt to find replacement for what we lost. The old Shavertown theater would make a good gym.

Sincerely yours, Charles D. Repotski, Class of 1961, Westmoreland High School

APPRECIATES PUBLICITY

Dear Editor:

I am happy to report that our "Open House" at Retreat State Hospital was a tremendous success. We feel the excellent publicity your paper gave us stimulated much interest in the community as 1933 visitors attended during the afternoon.

Dr. Claude H. Butler, Superintendent, and the entire staff wish to thank you for your cooperation in making our day a success.

Sincerely yours, THOMAS KANYUCK, Chairman "Open House" 1962.

Rambling Around

By The Oldtimer—D. A. Waters

To secure the right of eminent domain, available to steam railroads in Pennsylvania under certain conditions, the local trolley road was incorporated as a steam railroad, The Wilkes-Barre and Northern. Everyone knew that the steam part of it was only a subterfuge as the grades and curves laid out were not good for efficient steam operation. However the first cars into Dallas were actually pulled by steam engine, and such an engine was stored for many years in the car barn at the lower end of town near the present motel. Electric power was soon substituted.

After a few years the controlling interest was sold and the new owners changed the name to Wilkes-Barre Dallas and Harveys Lake Railway Co. Under neither management was any attempt made to build the road into Wilkes-Barre. Connection was made with the tracks of the Wilkes-Barre and Luzerne Street Railway where the turn was made at Courtland Avenue. About opposite the present Luzerne Lumber Co. the track swung to the left and followed the side of the mountain to Hillside, whence it ran fairly straight to the lower end of Trucksville hill. Here it swung across the road and the creek and followed the hill on the opposite side of the creek nearly to Mt. Greenwood, where it crossed to the opposite side and followed the side of the hill to Shavertown.

Passing about where the main intersection is now, it followed the line where the highway cut off to Fernbrook as recently built, then ran roughly parallel with the Lehigh Valley to the center of Dallas and on to the Lake, to the left of the Lehigh Valley and not close to it beyond Dallas.

On Nov. 7, 1899, as reported at the time in THE DALLAS POST, the first fatal accident under electric operation occurred. Frank Kniffen, age about forty, who shortly before had purchased a farm near Ketchum, was returning home from the valley. Near the stone crusher just below Ice Cave, now Hillside, he apparently lay down on the track to rest and was struck in the darkness by the car which had left Wilkes-Barre at 8:20 p.m. Josiah Rood of Dallas was motorman and A. L. Snyder, the conductor. This was entirely away from the usual path of travel and his presence was unexplained. His skull was crushed, one arm torn off, and both legs nearly severed. The crew put the body on the car and continued on to Dallas and turned it over to Undertaker B. W. Brickel. The

corner authorized Esq. C. H. Cooke to select a jury and hold an inquest. They rendered a verdict of accidental death. The man had been addicted to occasional use of liquor. A funeral was conducted in Dallas Church.

About the same time the same Mr. Snyder, acting as motorman, struck a colt that jumped in front of the car. The brake having been applied, the blow was not too severe and the colt was not seriously hurt.

Car No. 2, the unlucky car of the road, ran away from Fernbrook to Luzerne one time, knocking another car into the side of a house and smashing a milk wagon.

About a week before Christmas in 1900, the same car No. 2, motorman Josiah Rood, Conductor M. D. Thomas, was completely demolished at the iron bridge in Luzerne. The trolley was coming toward Dallas and tried to stop at the grade crossing with a Lehigh Valley mine branch which runs up through Luzerne along the creek. The rail was frosty and somewhat greasy and the car did not stop quickly enough to clear the railroad. A Lehigh Valley mine crew was pushing a train of coal up the creek and the leading car struck the trolley. Dr. C. A. Spencer, as passenger, was crushed in the head and shoulders and one side of his body was partly paralyzed. E. J. Newman, of Beaumont, fell through one of the car windows, sustaining a wrenched back and bruises and was taken to Wilkes-Barre Hospital. Mrs. C. B. Barker and Mrs. Thomas Oldershaw of Dallas were slightly bruised and cut by flying glass. Other passengers, all more or less shaken up and scared, were Mr. and Mrs. James Ely of Hillside, Leslie Bertram of Huntsville, Mr. and Mrs. A. T. Gandloff of Luzerne, later of Dallas, Joseph Hagen, A. L. Snyder and John Hildebrand of Dallas.

With the coming of automobiles, minor crossing accidents were common for a while. In our own time the most common cause of difficulty was falling ice and trees in the winter season.

Lowest-numbered car remembered by the writer was "Old No. 4", a combination baggage and passenger car that was used sometimes on car trips. No. 3 may have been around. For summer service to Harveys Lake, cars open at the sides were used with seats across the cars and a running board along both sides for the conductor to pass along and also serve as a step entering or leaving the cars.

ANNE VERNON.

THE BATTLE OF THE BUDGET

Dear Editor:

The night was hot and the hour tense. It was the second time the school board had met to adopt a tentative budget. The increase in per capita tax which had drawn the board to a common agreement at the first meeting had to be rescinded. One township in the union district had reached its per capita limit.

The public was filled with indignation over the constant increases in taxes and also filled with misconception from inaccurate public reports. People were led to believe that any vote in favor of spending regardless of the reasoning was irresponsible.

The superintendent in one year had improved the schools almost beyond belief but was being watched with critical eyes by local politicians. Citizens groups interested in schools, while delighted with improvements in the academic program, were skeptical about the enlarged scope of extended activities. They had acted accordingly by the election of two women to the board.

Already the overwhelming responsibility of being both conservative and progressive had taken its toll on nerves. The original budget had been slashed by the