

For district magistrate

Three men, one job: who will be elected?

Three area men are waging intensive campaigns for the position of district justice in Magisterial District 3-8 in the Back Mountain. With the primary election date of May 17 drawing nearer, the race appears to be the closest thing to a toss-up of all the contests, according to neutral observers.

At stake is the six-year term presently held by Magistrate Leonard Harvey. When 1980 census figures are in, the position is likely to move into a near-\$20,000 salary, so competition now is keen.

The two challengers to Incumbent Harvey are Donald J. Jones, Jackson Township police chief, and Henry Tuck Jr., Lehman Township police officer and constable. Both of the challengers invested their own funds and time to qualify for nomination by taking a one month state-mandated course on the position at Wilson College, Chambersburg, Pa.

Harvey has indicated that he has participated in similar courses made available to magistrates and justices of peace during his terms of office.

All three men are seeking both Democrat and Republican nominations although all three enter the contest from Republican backgrounds. The district includes the townships of Plymouth, Jackson, Lake and Lehman and the boroughs of Dallas and Harveys Lake.

Harvey said he viewed the position as an opportunity to see that "justice is done for everyone the same—equal justice for everyone," during an interview Tuesday.

Tuck and Jones tended to agree, in separate discussions of the positions. "I will judge impartially, all people who come before me whether they have long hair or short hair—and try to serve the community above and beyond the call of duty," Tuck stated. "I see it as an opportunity to deal with people and treat them fairly," Jones said. "The job needs someone who has a good understanding of human behavior."

The issues

Each candidate was also asked to present his concept of the issues in the campaign.

"Background of candidates is the most important issue," said Tuck. "And mine is business, financial and law enforcement." Tuck also pledged to increase the office hours of the magistrate and work with area law enforcement officials in developing an identification program for valuable possessions which may be vulnerable to theft.

Tuck said he would also like to

expand on contingency plans for inmates "illegally leaving the Chase prison premises."

Jones said he felt that accessibility was important and pointed to his door-to-door campaign effort as a good way for a candidate to provide the public with the information they need to make an election decision. "The public is used to looking at a poster," Jones noted, "and then making their election decision."

Jones said he would continue his accessibility while in office, operating as a fulltime magistrate with "my doors always open during working hours." He also stressed the need for professionalism in the conduct of the office.

Harvey said he was willing to let his election depend on his magisterial decisions in past years. "I've been fair with everyone," he said. "Not a single person over the years could say they were found guilty when they're not guilty. The most important thing is fairness, not to lean toward police or toward defendant."

Harvey said he expected that his campaign would have the formal endorsement of all the district police chiefs except one, challenger Jones.

The campaigning

Each candidate was also asked to characterize campaigning thus far in the race.

Harvey issued a complaint, stating that backers of "one of the other candidates" had torn down many of his posters.

He said two of his workers actually went to the home of one of his opponents and demanded and received the return of a reported 40 posters. He said he advised his supporters not to retaliate.

Harvey was asked to comment on a 1973 state statute which forbids the posting of political signs on utility poles and acknowledged he was aware of the prohibition. He noted that the rule referred to the use of large roofing nails to attach the signs, creating a safety hazard, and noted that his signs were using only staples from a staple gun, posing no real danger.

The incumbent also acknowledged that he had questioned the legality of the political activity of Joseph "Red" Jones, the brother of challenger Donald Jones and an employee of a federally funded redevelopment program in Wilkes-Barre. Harvey said he was urged to check the legality of such political activity in view of the Hatch Act which restricts such activity by Federal employees.

"Fred Shupnik is going right to the

top on this," said Harvey, referring to the question of Red Jones federal employment. (Red Jones has advised that he obtained a legal opinion from the authority's solicitor which indicated that only his personal candidacy is barred by the Hatch Act. Red Jones said he was permitted to actively support his brother's candidacy.)

Tuck limited his "on the record" comments about the campaign to date. "I think I've had a good reception from people," he said. "I've got no committee, I'm in touch with the people."

"I didn't put up any illegal posters," Tuck added.

Jones said, "I personally have been running a very clean campaign with a very strong organization. I've knocked on hundreds of doors and gotten an excellent response."

Jones said he has contacted approximately 500 homes in Jackson Township, a considerable number in Plymouth Township and about two-thirds of Dallas borough, thus far.

"In the last four or five months I've worn out a pair of shoes from walking the streets," he noted. "I feel both of the other candidates have been fair, nothing done wrong by the candidates, although some of the candidates workers haven't been fair."

Donald Jones also complimented the work on his behalf by his campaign chairman, Red Jones. "He's a professional politician and a professional person—I'm really not up-to-date on politics but he is."

Who will win?

Who's likely to win the upcoming primary slots? Each candidate had a predictable answer.

"Right now I'd win with flying colors," said Harvey. "I haven't been refused by anybody. I'll be the one in the Democratic primary, where the party organization in sponsoring me. There's a couple defectors in the Republicans; it might be more contested."

"From reports, I have nothing to worry about," Harvey concluded.

Tuck said he thinks he can win, and that the winner will probably collect less than 50 percent of the vote. He said he feels he can make inroads with voters in all areas, although he conceded some basis of strength to Jones in Plymouth and Jackson townships and to Harvey in Dallas borough.

"We'll win very big on the Republican ticket," claimed Jones. "And the Democratic ticket will be close—but I expect to be the nominee of both parties."

Everybody's running

★ Lake Lehman Relays ..P. 11

★ Track & Bicen Run ...P. 13

★ Candidates ...P. 1, 4 & 16



THEY'RE OFF—Runners take off from the starting line for the two-mile run in the Lake-Lehman Relays last Saturday. Junior High, Senior High boys and girls track teams took part in the competition. GAR came in first, the Dallas Mountaineers second. (Photo by Charlot M. Denmon)

THE DALLAS POST

VOL. 88 NO. 14

THURSDAY APRIL 28, 1977

DALLAS, PA. TWENTY CENTS

Auto dealers, fuel suppliers comment on Carter message

by Hilda Goldberg

"What President Carter is asking for doesn't necessarily mean he will get it," said a local automobile dealer, referring to the President's proposed energy plan televised last week.

George Isaacs, vice president of Howard "Duke" Isaacs Chrysler-Plymouth, 163 S. Memorial Hwy.,

Dallas, added, "If Carter can convince the general public that there is, in truth, an energy crisis, then I think the people will get behind him and go to smaller cars. However, I do think it will be a gradual program."

Isaacs said that there was a trend toward smaller cars already. He added that the biggest question was: How real is the energy crisis?

Tony Butler, vice-president of Mahaffey Oil Co., Inc. of Luzerne, said he believed there is definitely a need to be concerned.

"It's time someone came out and said that a real problem exists," said Butler. "I don't know where the President got his figures as to when we are going to run out of fuel. But, I do know that only two per cent of the available land in this country has

been explored for natural resources."

Butler said that fuel should be burned at the point where the energy is needed and not burned at a distance and transmitted. As an example, he said that burning natural gas or fuel oil to create electricity is, in his opinion, wasteful.

Butler added that he doesn't see the feasibility of solar energy in the near future. He explained that the cost of installing solar equipment is "high" right now. He did say, however, that he felt that solar energy will be a major part of the answer in the future.

Butler said he believed that "fuel conservation is something the American people are going to have to live with." He also indicated that the "less control the government has on the energy industry, the better off the country will be."

Jay May, a partner in the Parker Oil Co., Fernbrook Corners, Dallas, said he felt it was a little early to assess what will result from the President's proposal. May said he thought the proposed fifty-cent-gas-tax was "a bit of horse trading on the President's part to get some of his other programs moving."

May said that he, too, would like to see federal government controls come off all fuel products. He commented that because of government controls, "there is no incentive for them to go out and find more oil." He added that he did not think gasoline prices would jump "out of sight" without controls.

May said, "What Carter is proposing just doesn't make sense. It is simply a means to gather more tax dollars for the government."

"For instance," said May, "the state of Pennsylvania consumed 50 billion gallons of gasoline last year. Now, Gov. Shapp is asking for a one cent tax increase on gasoline for this state. Shapp hopes to get it passed in June. That would mean \$50 million for the state."

May went on, "When Carter talks about fifty cents on a gallon of gas, can you imagine what that amounts to in money nationwide? The arithmetic boggles the mind. And, where is John Q. America going to get the money to pay for all this?"

May said that about three years

ago, gas was going for approximately thirty cents a gallon and the dealer made about a nickel on each gallon. Today, gas sells for about sixty cents a gallon and the dealer is still making about a nickel per gallon.

Officials at the Pennsylvania Gas and Water and United Gas Improvement (UGI) could not be reached at this time for comment.

Eidam Cadillac's sales manager, James Pletcher, said the President's proposal might effect some sales, but not enough to be of any consequence.

Pletcher, a New Goss Manor, Dallas, resident, said that the general public is "probably not aware that laws already exist regulating miles per gallon on automobiles."

Pletcher said that the tax the President is talking about does nothing other than put a penalty on existing mileage guidelines. In other words, at the present time the law requires that new model cars average 18 mpg. Anything over 18 mpg. under the President's proposal, would receive a refund. Cars averaging below 18 mpg. would be taxed.

General Motors sliced 10 inches and 960 pounds off Cadillac's most popular models for 1977, according to Pletcher. Pletcher said GM did so "in the face of severe criticism - ahead of their competitors."

Pletcher said that each 1977 Cadillac gets 16 mpg. Tax on a 1977 Cadillac next year would be \$52, according to Pletcher. He added that the Cadillacs manufactured in 1978 would get 18 mpg. necessitating no tax.

According to Pletcher, each year beginning with 1978 automobile manufacturers are required to maintain a "fleet average miles per gallon." He explained that this means that every car must average 18 mpg. including their entire line of automobiles.

Pletcher said the average gas mileage, according to the EPA (Environmental Protection Agency) for 1977 is 16 mpg. Beginning with 1978 through 1985, the average mpg. manufacturers must increase the miles per gallon. By 1985, the average must be 27 1/4 mpg. according to Pletcher.

He explained that a Cadillac may average 22 mpg. but a Chevette may get nearly 50 mpg. Pletcher said this can be done through what is called "sales weighted" averaging.

Ron Ertley, vice-president of David Ertley, Inc., a Kingston Lincoln Mercury, Oldsmobile, Honda, Mercedes, Volvo, Toyota, and Triumph dealer, said the President's talk last week will not have much effect on sales. He said that Honda is the "hottest car in the country right now." He said his dealership sells just as many small cars as the larger, luxury models.

As to an "energy policy" - Ertley believes that "we definitely need one." However, he said he thought the talk the President gave was confusing to the general public. Ertley said many people thought the President meant taxing automobiles annually and not a one time taxing by the manufacturer.

As to the proposed gas tax, Ertley said, "We just went through a 25 to 30 cent increase in the last two or three years and people accepted it. Everyone is still driving and still buying large cars."

Ertley added that President Carter's talk may induce people to buy the larger cars now, before the tax goes into effect. He added that after 1979, the larger luxury cars will no longer be manufactured.

Robert Burns, sales manager for Community Motors, a Kingston Buick-Opel dealer, doesn't think there will be much of a change. He believes there will always be a "trend" toward larger American-made cars.

Burns said, "The need for transportation will go on and on. And, the larger cars are still selling well."

He added that what the President is proposing seems somewhat "unconstitutional." Burns said, "If I can afford a fine car, why can't I have it? That isn't meant to sound selfish. But I feel there is too much governmental control. When the government can prove there is a genuine energy crisis, then I will better understand why you and I are not allowed the privilege of owning and driving a large, luxury American-made car."



CHILDREN'S PLAY—Mr. Toad (Joe Sheridan) gets a helping hand from Mr. Rat (Bunny Gress) and Mr. Mole (Mary Ellen Brown) in this scene from College Misericordia's Children's Theatre production of "Wind in the Willows." The children's play is scheduled to open at the college this Friday and continue through this weekend

and next. Performances are at 2 on Friday, Saturday and Sunday, and again on May 7 and 8. Evening performances are at 7:30 on Friday and on May 6. All performances are in Walsh Auditorium on campus. Tickets are available by contacting the Theatre Arts office at the college.