



These Advertisers tell how.
Follow their advice and—
"LET THE PHONE DO IT"

en - - "Use your head to save
coined it must have meant - -
For, there's many an unneces-
E can SAVE you . . . many a
n help YOU out of . . . folks!

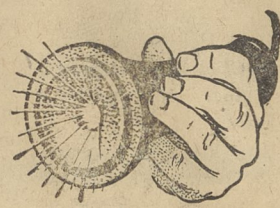
ly have a telephone or know
t call at the Dallas Business

nwealth Telephone Co.
onal Bank Bldg., Dallas

er tell you how this modern
ou time and money.



Hardware for Every Wear



Why go to Kingston and Wilkes-Barre for your Hardware needs when you can obtain the same high quality goods at better prices by coming here or phoning

Dallas 60

THE RISLEY-MAJOR CO.

Formerly Dallas Hardware

Dallas, Pa.

When You Need A Plumber

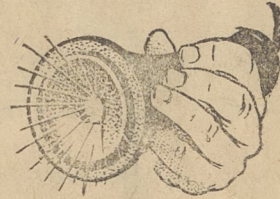


Especially when a water pipe or boiler bursts—or your furnace does not work properly—or the water main is froze up—then phone

Dallas 138

EARL H. MONK
SHAVERTOWN, PA.

Paint Up



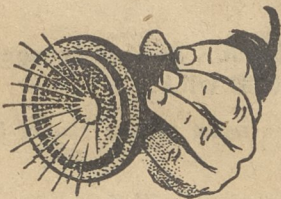
With ROYAL Machine Mixed Liquid Paint

When you are ready to do that painting why not call us about ROYAL Machine-Mixed Liquid Paint. All colors. Phone

Dallas 42

SHAVERTOWN LUMBER CO.
SHAVERTOWN, PA.

Home Style Dinners

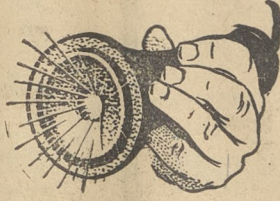


For that "old-style-home-style" dinner for just the family or private parties. We also can serve you Fresh Sea Food, Clams, Crabs, etc. Phone

Dallas 87-R-7

FERNBROOK INN
MICHAEL HASLINSKY, Proprietor

'Chicatine'



The Feed That Makes Chicks Grow

TI-O-GA Poultry Feeds cannot be surpassed. CHICATINE for baby chicks. Tioga growing grains for first year chickens and Egatine for the laying hens are all Ti-o-ga Feeds. For free booklet on this feed, write or phone Formerly Dallas Milling Company

Dallas 200 or 358-R-19

A. C. DEVENS

KUNKLE

DALLAS

summer of 1885 Mr. Orr called one warm afternoon at the law office of George W. Shonk on Franklin street, in Wilkes-Barre, and began to talk about some valuable timber land and lumber interests belonging to John Shonk, the father of George, situate at Ruggles postoffice, beyond Harvey's Lake. In the course of the conversation Orr asserted that he knew a feasible route for a railroad from Wyoming Valley to Harvey's Lake which could be built and equipped for a very small sum comparatively \$100,000 to \$150,000, which, when built, would not only enhance Mr. Shonk's lands, but all others along the line. This idea at first struck Mr. Shonk favorably, but when he began to think of its cost, compared with his bank account at that particular day, the notion became ridiculous to him and he remarked to Mr. Orr that he could not talk about building a railroad, calling attention to his then small balance in the bank. "That makes no difference," said Mr. Orr, "I have no more cash on hand than you have, but I will take \$5,000 in the road and will find some way to raise it. I want you to see your father tonight when you go home and talk it over with him." Mr. Shonk did as requested. Much to his surprise his father was not only much interested, but agreed to take \$25,000 of the stock and to get others to take some. Mr. Orr in the meantime called on Mr. Troxell, owner of a large body of land at Harvey's Lake, and Messrs. Kyman and brothers and Joseph Shaver and others owning land at Dallas, and from each got only encouragement but agreement to take some of the stock. With this assurance Mr. Orr began at once to secure right of way, to have surveys made and to make application for the charter. Mr. Orr spent most of the balance of the year 1885 in getting the right of way, in which he was very successful, having secured a large portion without cost. Early in the spring of 1886, everything being in readiness, and the organization complete, the directors met and let the contract for grading to Mr. Orr. Hardly was the ink dry on his contract before one bright morning, May 30, 1886, Mr. Orr was at work with about one hundred Hungarians grading this road as it now lies, beginning at a point near the old White mill dam in Luzerne borough. Mr. Orr continued his work with unabated zeal for nearly a month, when the Lehigh Valley Railroad, through Mr. Albert Lewis, seeing the advantage of this road and its importance to a larger system, began negotiations, and within a few days purchased the franchise and all rights of the new company and proceeded to finish it. In this way the road was built much better and more substantially than it probably would otherwise have been. The work was not pushed rapidly, but was one well, and on Thursday, December 9, 1886, the first locomotive passed through the village of Dallas. The road was not open for general business and travel, however, for several months later. Under the management of the Lehigh Valley this railroad prospered far beyond expectations. The lumber and passenger traffic grew rapidly and soon attracted attention.

Within ten years from the beginning of the first railroad there began to be talk of a second, this time an electric road, intended more especially to catch passenger business between Wilkes-Barre, Dallas and Harvey's Lake. As early as the year 1893 John B. Reynolds of Kingston, the leading spirit of the new enterprise, began discussing the subject with his friends. Nor did he stop with mere discussion. One after another of his plans were perfected, his company organized and work was begun.

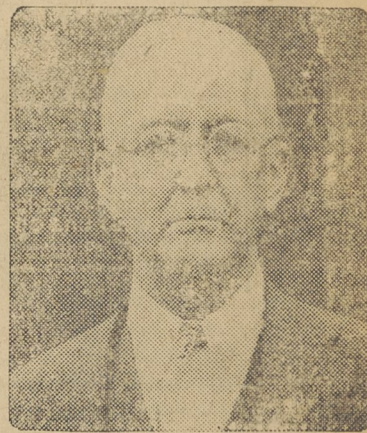
In the year 1896 he had partly graded his line through the mountain gorge between Luzerne and Trucksville, when he came upon a landowner who refused to give or sell the right to cross his land at any price. This suspended the work for a short time only. Mr. Reynolds soon took out a new charter under the general railroad law of Pennsylvania for a new steam railroad under the name of the Wilkes-Barre and Northern Railroad, which gave him also the right of eminent domain, and thus broke down all obstacles put in the way by landowners. From this time forward the new road progressed rapidly so that almost exactly within ten years from the entry of the first locomotive into the village of Dallas in December, 1886, the first locomotive on the new road made its first entry in the village of Dallas. The road at this writing is being extended to Harvey's Lake and it is expected before long to be connected with the electric trolley system at Wilkes-Barre, so that one can ride in the electric cars from Public Square in Wilkes-Barre to Harvey's Lake without change.

While ever mindful of the needs and comforts of the living, Dallas was not forgetful of the dead. About the year 1883 the subject of a new and better arranged cemetery was brought before the people, which soon culminated on November 12, 1883, in the incorporation of the Dallas Cemetery

Association, which immediately secured and laid out the cemetery ground as it now is in the village of Dallas. To this cemetery many remains were removed from different burying grounds in the vicinity. The incorporators of this association were Chester White, Perry Frantz, William A. Garinger, William C. Roushey, O. L. Fisher, Dr. C. A. Spencer and John J. Ryman, all of Dallas.

(Continued Next Week)

Great Editor Writes for This Paper



ARTHUR BRISBANE

We are offering our readers a weekly editorial contribution by Arthur Brisbane, the most widely read and highest paid editor in the world. Mr. Brisbane knows people . . . He knows their interests . . . He knows news values for their current and human appeal and has the rare faculty of bringing their meaning into the understanding of the highest or the humblest . . . His word-mastery and intimate knowledge of the widest range of subjects are evidenced constantly in his graphic, terse and interpretative columns covering the salient news of the world in punchy and illuminative paragraphs that is appearing regularly in these columns.

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The DALLAS POST

Most Accurate Typist



Miss Liberda Claug of Springfield, Mass., who is a student at Boston University, wrote 70 words a minute for fifteen minutes, a total of more than 1,000 words without a single error.

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Look Fit! Be Alive!
Get rid of that pasty, sallow, blemished complexion! Instead of spending many dollars on fancy creams and skin lotions, buy a 25c pkg. of Carter's Little Liver Pills and remove the constipation poisons. Your skin should be benefited, likewise your health improved. All Druggists 25c and 75c red pkgs. **CARTER'S LITTLE LIVER PILLS**