

OUR PUZZLE CORNER

GUS CIMONGIC CRIB

THERE'S SOME GOOD NEWS HERE IF YOU REARRANGE THE LETTERS

Bakery

CAN YOU FIND AT LEAST TEN "C" OBJECTS?

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143367
ADD HIM UP AND SEE WHAT HE AMOUNTS TO

DRAW A LINE FROM 1 TO 52

IT'S TRUE!

By Wiley Padan

FLORENCE RICE
TAKES A DIP IN THE OCEAN EVERY MORNING BEFORE DRIVING TO THE M-G-M STUDIO.

FRANK MORGAN
AND HIS FAMILY I HAVE BEEN REAPING A FORTUNE FOR YEARS FROM A BITTERS INDUSTRY. YET MORGAN HIMSELF DOES NOT KNOW THE SECRET FORMULA.

REGINALD DENNY
WHO ATTENDED ST. FRANCIS XAVIER COLLEGE IN ENGLAND, BUILDS MODEL AIRPLANES FOR A HOBBY.

CORA WITHERSPOON
WEARS MORE THAN 7 ROUNDS OF JEWELRY IN "BEG BORROW STEAL"!

JOHN BEAL
IN WHICH JOHN BEAL HAS APPEARED HAVE HAD A DAIL OR COURTROOM SCENE!

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THE FAMILY HAS BEEN IN CONTROL OF THE COMPANY FOR 112 YEARS!

EXCERPTS FROM THE HISTORY OF DALLAS By WILLIAM PENN RYMAN

(Editor's Note—Mr. Ryman's History of Dallas was written in 1885. It is important, then, for the reader to remember that when Mr. Ryman uses the present tense he is speaking of Dallas it was in the 1880's, not as it is in 1937.)

The telephone line to Wilkes-Barre was completed and the instruments connected about three o'clock in the afternoon of a day in November, 1878.

At about that time the writer rang the signal bell and got an answer from Dallas.

The surprise and wonderment were very great and we could at first hardly realize that we were talking to each other nine miles away. This was the first regular telephone line constructed in the vicinity of Wilkes-Barre and up to that time was the longest distance anyone in the vicinity of Wilkes-Barre had attempted to talk.

The curiosity and incredulity of the people along the line about Dallas and Harvey's Lake, when told that machines were being put up by which one could talk at Harvey's Lake or Dallas and be heard at Wilkes-Barre were very great.

Some laughed at it as a joke and would not seriously consider the possibility of such a thing for a moment. Scores watched the work, however, with increasing attention and earnestness as it approached completion. As the day and the hour of its completion drew near crowds began to assemble at the Harvey's Lake and Dallas offices until, I am told, they amounted to hundreds, who had assembled to have their predictions of failure believed.

When they were persuaded by hearing and recognizing that the voice of the speaker was actually as far away as Wilkes-Barre they began to try and explain the "how" and "why" of it.

With most of them, as with the majority of mankind, it was incomprehensible, but a few knowing ones at Dallas explained it easily enough, I am told, by an imaginary discovery that the wire which had been strung upon the poles to Wilkes-Barre was hollow, and thus the voice was easily carried so far as that through a tube.

THE RAILROAD COMES

To Albert S. Orr, more than to any other person, is due the credit of starting and pushing the enterprise of the Wilkes-Barre and Harvey's Lake Railroad until it had to and did become a reality.

For many years a short line from Wyoming Valley via Dallas to the New York state line had been talked of.

Once, about the year 1868, a survey was made from Mehoopany down via Bowman's Creek, Kunkle, across Chestnut Ridge, and through Dallas village, but this survey did not find a practical route on account of steep grades and deep cuts.

In the 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, situated 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, probably \$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 at 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 to-night 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. Ryman and brothers and Joseph Shaver and others owning land at Dallas and from each got not 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.

ENTER LEHIGH VALLEY R. R.

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 with no 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 done 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.

(Continued Next Week)

DASH DIXON

DASH HAS BEEN DRAWN INTO THE SHIP BY A TERRIFIC FORCE

I'VE GOT TO RESCUE DASH SOMEWAY!!

SWISH

DASH! HELP!!

DOWN, DOWN DOT FALLS, PULLED BY A MIGHTY, UNSEEN FORCE.

DASH! WHAT IS IT? I DON'T KNOW, BUT WE'RE BOTH STUCK TO THIS THING LIKE A COUPLE OF FLIES!

DOT AND DASH ARE HELD HELPLESS BY A STRANGE FORCE! HOW CAN THEY ESCAPE? (CONTINUED)

By Dean Carr

LITTLE BUDDY

GEE, I WONDER HOW MY FRIEND 'SPIKE' IS GETTING ALONG - I HAVEN'T SEEN HIM FOR TWO DAYS!!

HEY, SPIKE!!

SHOW YOURSELF SPIKE!! DID YOU GET RID OF YOUR FRECKLES BY DOIN' LIKE I TOLD YOU?

NO, AND WHAT'S MORE MY MOTHER SAYS SHE'S GONNA GIVE YOU PLENTY FOR TELLING ME TO USE SANDPAPER ON THEM!!

By Bruce Stuart

DETECTIVE RILEY

OUR HERO IS TRYING TO FIND OUT THE WHEREABOUTS OF THE "HOOKED HAND," THE REAL "BRAINS" OF THE GAS-HOUSE GANG AND ONE OF THE MOST DESPERATE CRIMINALS STILL UNKUNG...

HELLO CAPTAIN, THIS IS RILEY!! WE'VE NABBED GUS, THE HOOKED HAND'S CHIEF LIEUTENANT, BUT HE WOULDN'T SQUEAL!! HE GOT ME SO PEEVED I KNOCKED HIM OUT - PERHAPS YOU CAN MAKE HIM TALK!!

BRING HIM AROUND

LISTEN, MUGG, WE'VE GOT SO MUCH ON YOU WE CAN SEND YOU TO THE HOT SEAT TOMORROW. AND YOU KNOW IT!! TELL US WHERE THE "HOOKED HAND" IS HIDING AND WE'LL GO EASY WITH YOU!!

I-I-DON'T KNOW!

YOU EITHER TALK OR FRY!! WHICH DO YOU PREFER?

-E-ER-ALL RIGHT-I'LL T-T-TALK

THE "HOOKED HAND" IS THE "HOOKED HAND" IS

SPILL IT!! WHERE IS HE?

GUESS WHAT FOLLOWS!!!

By Richard Lee

FACTS YOU NEVER KNEW!!!

IN CHINA TODAY, DRIED CATERPILLARS ARE SOLD AT THE MARKET AND PREPARED FOR EATING IN VARIOUS WAYS!!

THE PRIMITIVE MAN HEATED WATER BY DROPPING HOT STONES IN IT!!

THE ROMANS USED THEIR NAPKINS TO WRAP DELICACIES FROM THE TABLE AFTER THE MEAL...

BEFORE RE-ENTERING THEIR HOMES, THE ANCIENT HEBREWS ALWAYS WASHED THEIR HANDS UPON RETURNING FROM A FUNERAL.

By H. T. Elmo