

FULTON COUNTY NEWS

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Farmers' Institute.

In continuation of our report of last week's four-day institute, we think it best to finish the report by topics, rather than by sessions, since it helps us to keep a better connection of thought, because the same topics were discussed at different sessions.

Wednesday being a busy day in this office, we did not have a reporter at the sessions. Messrs Wittman and Fassett did not arrive in time to take their turns during the daylight sessions, and the ladies of the town and vicinity improved the opportunity to prolong the discussion of home-making topics.

Mr. Fassett's talk on strawberry culture applied particularly to raising the berries on a commercial scale; but whether the strawberry grounds be large or small, the soil must be kept well filled with vegetable matter in order to conserve moisture which is needed by strawberries in perhaps larger quantities than plants that do not produce so much watery fruit. Right here we can sum up a lot that was said about the cultivation of soils for any crop, and that is, that soils must be kept filled with humus if we wish best results from our labors to grow fruits, grains, or vegetables. Just as we have been explaining for several weeks in our articles on Fulton county soils, it will pay any farmer to sacrifice crops for a period in order to grow and plough down sufficient two-foot rye, a crop of clover, peas, soybeans, manure, sweet clover—or anything that will completely fill the soil with water-holding humus. The farmer's work in the conservation of moisture does not end there. He must keep the winter-stored moisture "corked" by means of a fine, two or three inch mulch of dry earth. Dr. Fassett does not believe in the purchase of much costly nitrate of soda—our chief carrier of nitrogen. He gets an abundance of this necessary article by ploughing down at the end of every crop rotation, a heavy growth of some legume. Mr. Fassett's favorite legume is hairy or winter vetch, which is a winter annual. In his orchards he ploughs down a heavy crop of either vetch or soybeans annually. Mr. Fassett is a true type of country gentlemen, of pleasing address, a fluent speaker, is engaged in farming his own land and he impressed his audiences with the sincerity of his views, so that no doubt was left in the minds of his hearers as to the value of the advice given.

Mr. Wittman, no less a scholar and gentleman, was so chuck full of chicken that he could scarcely restrain from crowing. His illustrated lectures were full of one thought, namely, airtight poultry houses, excepting the fronts, which afford an ideal place for hens to amuse themselves all day long by scratching in a foot of dry, clean litter for every grain of food. He drove home his arguments by the use of many humorous illustrations. For instance; a hen, like her human relatives, must be kept busy; and since she cannot read, attend ladies aid societies, go to lectures, knit, or run to town, there is but one thing she ever learns to do; and that is, to eat. If she is stuffed full of food in the morning she has no ambition to hunt for more, and in this manner, she was robbed, by an overkind master, of ambition to lay eggs, or to fulfill any of the hopes of her owner.

Passing rapidly over a lot of good things that space forbids repeating, we much compliment the speakers from our town and vicinity. Miss Mollie Seylar furnished some good food for thought along the lines of better government. Prof. Lamberson fired some hot shot into the ranks of parents who make conditions



Wednesday, February 24, Jacob F. Crouse intending to quit farming will sell at his residence 2 miles north-east of Burnt Cabins, on road leading from Fannettsburg to Shade Gap, horses, cattle, sheep, hogs, farming implements, corn, potatoes, and household goods. Sale will begin at 9 o'clock. James M. Chesnut and James J. Harris, Auctioneers.

On Thursday, February 25, 1915, C. F. Wagner intending to remove from his place of residence on what is known as the D. M. Kendall farm, 4 1/2 miles south of McConnellsburg, will sell a large lot of valuable livestock consisting of 35 head of cattle, 8 head of horses, and 20 head of hogs. Also, farming implements, wagons, harness, potatoes, &c. Sale will begin at ten o'clock. Terms ten months. A. L. Wible, auctioneer.

Thursday, March 4, G. F. Naugle, intending to remove to a smaller farm, will sell at his residence on the T. J. Comer farm 1 1/2 mile from Burnt Cabins, on the road leading to Shade Gap, 2 horses, 9 cattle, farm machinery, harness, corn, hay &c. Sale begins at 10 o'clock. Credit 9 months. J. J. Harris Auct.

Thursday, March 4, Berkeley Sipes, desiring to reduce his stock, will sell at his residence one-half mile north of Hustontown, 7 head of horses and colts, including a pair of bay mares 8 and 10 years, respectively; a pair of black matches (a mare and a horse) 5 and 7 years old, dark iron-gray mare 3 years old, 2 yearling colts—one bay and one black, and one mule 2 years old; 10 head of cows and heifers all with calf, 6 fine yearling calves, and one fat bull; 4 head of fine sheep; 9 head of fat hogs; good 3-seated hack, buggy, harness, &c. Sale begins at 10 o'clock. A credit of one year will be given—3 per cent. off for cash. J. M. Chesnut, auctioneer.

Thursday, March 4, C. H. Wagner will sell at his residence 3 miles south of Mercersburg, horses, cattle, sheep, hogs and farming implements. Sale begins at 10 o'clock.

Saturday, March 6, John D. Cutchall, intending to quit farming, will sell at his residence 2 miles northwest of Hustontown, 3 horses, 1 mule, 3 head of cattle, two of which are fat and the other is a good cow that will be fresh by day of sale; 2 fat hogs, farming implements, wagons, surry, buggy, grain, hay, &c. Sale will begin at 10 o'clock. J. M. Chesnut, auctioneer.

Thursday, March 11, D. W. Cromer having rented his farm on the farm so distasteful to boys that they sneak away at the very first opportunity. He held up before fathers and mothers so many faults like that of raising boys for the sake of the pennies they might help earn at the sacrifice of education, and drew such vivid pictures of the hum-drum lives of some boys who get from it the idea that there is nothing in store for them on the old farm but to sleep much in order to be able to work more, until these boys learn many things that are the direct opposite of what a parent would have them learn. The boy's thoughts go out to what he has heard of brighter prospects, and it is not long before he has lost all interest in a business that God intended to be of the highest class in the world.

Mr. C. J. Brewer, in his talk on the part lime plays in the renovation of soils, expressed the opinion that so far as the slate and shale lands to the west of us are concerned, they have not yet been depleted of essential native elements, especially potash, to such extent that lime would not release sufficient natural fertility to grow clover and legumes, and that the legitimate use of these legumes would, in a short time, enable the owners to fill the soil with necessary humus, and in this manner render them capable of a tenfold greater resistance to drought. All know that corn will make a fair crop, even on poor land, if sufficient water can be kept on tap at the roots to insure freshness of stalk and leaf.

for a term of five years, and intending to quit farming, will sell of his residence near Fort Littleton, horses, cattle, hogs, farm implements and machinery, hay, grain, &c. Sale will begin at 10 o'clock. Credit, 9 months. J. M. Chesnut, auctioneer.

Friday, March 12, C. C. Crouse intending to quit farming will sell at his residence on the Cyrus Wagner farm other wise known as the George Snyder farm 2 miles north of McConnellsburg, horses, colts, cattle, hogs, farming implements, hay, fodder &c. Sale begins at 10 o'clock. Credit 9 months. J. J. Harris auctioneer.

Friday, March 19, 1915, at his residence on the John Nelson farm in Todd township, one and one-half mile north of McConnellsburg, John Gillis will sell at public sale valuable personal property consisting of good horses, fine cattle, farm implements and many other articles. See bills. James J. Harris, and A. L. Wible, Auctioneers.

Saturday, March 20, M. A. Detwiler having rented his farm, will sell at public sale on his farm 1 1/2 mile southwest of Three Springs, and 1 mile south of Saltillo, 4 horses including a thorough Percheron stallion; 15 head of fine cattle, including a thorough Guernsey bull; 30 head of hogs, chickens, farm machinery, harness, 700 bushels of corn and many other things. Sale will begin at 10 o'clock sharp. Credit 9 months. J. M. Chesnut auctioneer.

Monday, March 22, J. C. Cromwell having sold his farm and intending to quit farming, will sell at his residence at Maddensville, horses, cattle, hogs, farm machinery, &c. Sale will begin at 10 o'clock sharp. J. J. Harris, auctioneer.

On Tuesday, March 23, William Bivens intending to quit farming will sell at his residence on the Frank Sipes farm, 1/2 mile east of McConnellsburg, horses, cattle, hogs, farming implements, including, wagons, harness, Johnston binder, Milwaukee mower, grain drill, haytedder, plows, barrows, &c. Sale begins at 10 o'clock. Credit, 1 year. James J. Harris, Auctioneer.

Wednesday, March 24, 1915, H. P. Palmer intending to quit farming, will sell at his residence 3 miles north of Warfordsburg on the road leading from Warfordsburg to Needmore, 1 horse, cattle, sheep, farm implements, sewing machine, cream separator, &c. Sale begins at 10 o'clock. Credit 6 months.

Farmers' Opportunity.

The United States Department of Agriculture, the state boards, and the experts all over the country are urging the farmers of America to cultivate every available acre during the coming year. The war in Europe assures the sale of almost everything that can be raised. Every article that is exported to feed the soldiers and the citizens and the stock of Europe means just that much less for home consumption, therefore, even with his crops of everything, the prices will be high. If it is not a good crop year the farmer will at least raise enough for home use and will not have to pay the high prices that will prevail. Utilize every available acre for grain, grasses and vegetables. In many sections farmers are urged to try a double acreage of potatoes. It should not be necessary, under proper conditions, to import potatoes into any agricultural county. Put the hens and the turkeys to work and give them a square deal. Raise pigs, cattle and horses in as large numbers as the accommodations of the farm will justify and any losses that any farmer, planter or rancher may have sustained last year will be more than made good. The war in Europe may last for months or years, but while it continues there will be an active demand for everything we produce. Should the war end this week the nations engaged will need all our surplus products for a year at least. Take our advice, for once, and do not permit good, tillable land to lie idle in 1915.

DUBLIN MILLS.

Mr. W. D. Roher made a trip to Orbisonia last Saturday to consult a physician. Mrs. Roher has been in poor health for some time.

Ruth Green, of Shirley, has returned home. She has been employed at W. D. Roher's past five weeks.

What might have been a very serious accident occurred a few days ago when a pair of bobsleds loaded with young people run into a team driven by a salesman. The accident happened at night when very dark and the person at the head of the sleds being blinded by a lantern did not see the team until they were upon it. The sleds were demolished but the people luckily escaped with a few cuts and bruises.

A sledding party consisting of Blanche, Thad, and Ellsworth Winegardner, Ezra and Carl Hess, Julia, Philip and Ira Grissinger; Ruth Hess, Ruth Greene, and Buhl Roher, spent Friday evening pleasantly in the home of John Winegardner at Clear Ridge.

Mary and Clara Bratton are visiting friends, in Harrisburg, Lewistown, Huntingdon and Petersburg, Clara has been employed during the winter at Mr. Brint Miller's. Mrs. Miller is improving in health.

O. V. Wink is getting on well with his school, yet remaining 31 days.

Howard Nonemaker of Cherry Grove, is now in Blair Memorial Hospital at Huntingdon, having undergone an operation last Saturday for appendicitis. We are glad to know he is getting along as well as could be expected.

Lillian Miller is spending the winter with her brother at Bellwood, Pa., and Wooster, Ohio.

A baby girl was born to Mr. and Mrs. A. F. Cutchall on February 2.

The E. B. T. R. R. station at Three Springs was robbed last week one morning between six and seven o'clock while the agent Mr. Cobick was at breakfast. They relieved him of \$126.00.

A number of friends of Mary Benson met at her home on the 13th inst to celebrate her twenty first birthday.

Olve Hess is suffering from an attack of inflammatory rheumatism at this writing.

Bertha Grissinger, of Maddensville has been visiting friends in this community.

Hayes Strat is sawing out a barn bill for Byron Roher from timber on David Windgardner's farm.

Mr. Grover Miller and wife expect to move onto the Allen Cutchall farm near Three Springs in the spring.

SALUVIA

Rev. Ahimaz Mellott, an aged Baptist minister, of near Andover, is quite seriously ill.

We gladly report that the sickness among our young folks is abating. Ray Decker, Wm. Mellott's children, and Frank Sipe's children.

Protracted revival services at Asbury M. E. church still in progress on last Monday night. Two young persons have professed conversion thus far.

Mrs. S. H. Hoop, Mrs. Nevin Laidig, Mrs. Florence Wink, Miss Etta Hockensmith—all of Andover visited the J. A. Stewart family last Thursday.

A few young men got hit so hard, on last Sabbath, that they immediately walked out of church in the midst of the sermon. The Minister happened to remark that Abraham Lincoln advocated and stood for prohibition, and that all who rightly read the Bible cannot help but stand for prohibition. Be careful, ministers what you say to Young America.

The growing grain looks well at this time since the snow has gone. Oh, for a snow to protect it from the cold winds of March. Many of our laboring people are making ties and cutting logs for Reichly Bros.

Mrs. Jas. A. Stewart is still improving and is able to be about

GRACEY.

Earl Gracey spent Saturday night and Sunday in the home of his uncle Mr. Ward Berkstreaser, at Waterfall.

Mr. and Mrs. Mack Kerlin spent Sunday with Mr. and Mrs. Zack McElhaney.

Mr. and Mrs. Jennie Cutchall and son Norman spent Sunday in the home of Mr. and Mrs. Daniel Landers.

Mrs. Alice Alloway and daughters, Myrtle and Jessie spent Sunday with the former's daughter Mrs. Roy Witter, who is slowly recovering from her recent illness.

Mrs. Dawson Strat is still very poorly.

An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

Not a Fight On Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in no way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demand an increased number of employes the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves should an effort be made to impugn the sincere motives which prompt this educational campaign.

How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or express train of twenty or more cars, running through, sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,193 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,193 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shifters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employes nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employes and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

	Before Law, First half 1911		Under Law, First half 1914	
	Killed	Injured	Killed	Injured
Trainmen	15	1048	16	1039
Passengers	1	99	*2	141
	16	1145	18	1840

*Fell from train.

What the Extra Man Costs

- Twenty Railroads in Pennsylvania and New Jersey last year paid in employment of superfluous brakemen \$2,000,000
- That would have bought 200 steel coaches
- It would have bought 80 locomotives
- It would have paid for 67,000 tons of rails
- It would have returned 5% on \$40,000,000
- It would have block signaled 800 miles of track
- It would have eliminated 65 grade crossings

Rejected by Other States

A Full Crew law was enacted in Missouri and signed by the Governor in April, 1913. In November, 1914, it was submitted to a referendum vote. The people repudiated the law by a vote of 324,085 against 159,593.

A proposed Full Crew law for Texas failed to pass owing to the popular protest against it, led by the farmers.

In 1907, Governor Charles E. Hughes, of New York, vetoed an attempt to enact a Full Crew law in that state.

In 1912, Governor John A. Dix, of New York, also vetoed a Full Crew measure. Governor Foss, of Massachusetts, vetoed a Full Crew bill passed by the legislature.

In 1913 the State Assembly wisely referred a Full Crew law to the Railroad Commission of Connecticut, who promptly condemned it.

Governor Cruise, of Oklahoma, vetoed a Full Crew bill in 1913. Attempts to enact Full Crew laws in Colorado, Delaware, Virginia, and Ohio were defeated.

In Pennsylvania, New Jersey, New York, and Maryland such laws are in force. In the interest of the public, the railroads, and the great body of railroad employes, these burdensome laws should be repealed. In Pennsylvania, approximately 65,000 men are employed in train service. Only 2,500 of these are extra brakemen.

Will Wage a Just Fight

Railroads operating in Pennsylvania and New Jersey are determined to place their case squarely and fairly before the people of those states. They are firmly convinced that the people—all of whom, without exception, are affected more or less directly by the imposition of this annual \$2,000,000 burden, and thousands of whom are direct sufferers—will, knowing what a continuation of these harmful laws means to them, voice their wishes in no uncertain way to their elected representatives at Harrisburg and Trenton.

This campaign of public enlightenment will be waged by the railroads in a manner that cannot possibly be legitimately assailed. There will be no lobbying, no star chamber conferences, or private deals to influence public opinion or legislative action. The campaign will be fought in the open, purely on its merits.

Railroad Pledge to Trainmen and Public

Definitely and finally to give public notice that the railroads ask only a square deal all around in this matter, the presidents of the Pennsylvania Railroad Company, Philadelphia & Reading Railway Company and Baltimore & Ohio Railroad Company, in announcing on February 9 that the railroads intended to work for repeal of the Full Crew laws, pledged themselves as follows:

"Let us add that if there shall be evidence that without such laws the railroads would underman trains, to the hardship of employes or the detriment of or danger to the public, that, assuming the present Public Service acts do not give to the commissions ample powers to determine what crews are necessary on different trains and to compel the railroads to man trains as ordered, we will openly support such amendments to the present acts as may be necessary to give such assurance."

The railroads now appeal directly to the people, who demand the greatest safety at all times and who realize that a policy of wise economy, and not one of wasted revenue, will enable the railroads to adequately fulfill their obligations and meet those demands as they should be met.

R. L. O'DONNELL,
Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey.

1,102 Deer Killed in Year.

A report made by the State Game Commission to the Legislature set forth that 1,102 deer were killed during the last hunting season, together with 400,000 red grouse, 2,000,000 rabbits, 150 quail, 254,288 squirrels, 1039 woodcock, 37,000 waterfowl, 9,509 raccoons, and 378 bear. The value of the game was estimated at \$946,574, exclusive of shot birds.

Misses Alice and Jessie Cutchall spent Sunday with Miss Lillian Gracey.

Our school is progressing nicely under the care of Fred Lamberson.

Lewis Shaw spent a few days in the home of his son, William, at New Grenades.

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