

FULTON COUNTY NEWS

Published Every Thursday.

B. W. PRICK, Editor and Proprietor

McCONNELLSBURG, PA.

DECEMBER 28, 1916

Published Weekly. \$1.50 per Annum in Advance.

Entered at the Postoffice at McConnellsburg Pa., as second-class mail matter.

Why That Lame Back?

That morning lameness—those sharp pains when bending or lifting, make work a burden and rest impossible. Don't be handicapped by a bad back—look to your kidneys. You will make no mistake by following this McConnellsburg resident's example.

P. F. Black, of McConnellsburg, says: "While at work, I slipped and wrenched my back badly. After that I had great pain across my loins and my back often got lame and sore. I used Doan's Kidney Pills, procured at Trout's Drug Store and they soon gave me relief."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Black had. Foster-Milburn Co., Props., Buffalo, N. Y.

WEST DUBLIN.

W. Lee Berkstesser, of Jacobs Huntingdon county, and Harry Berkstesser employed in Altoona by the Morris Packing Company, are spending the Christmas vacation at their home in this township.

Margaret and Paul Kirk who have been at Juniata College the past term are spending the Christmas vacation at the home of their parents Mr. and Mrs. E. H. Kirk.

Ruth Lyon, who has been attending a Business School in Philadelphia, came home last Thursday to spend Christmas with the family of her parents Mr. and Mrs. James E. Lyon.

Mrs. Bernard Foreman is rather poorly at this writing.

Oliver Ritchey and wife have moved from Rays Cove to the tenant house on Siding Hill, belonging to the Fulton County Road and Gun Club.

Albert King is spending Christmas at his home in this township.

Jesse McClain who has been employed at Mount Union is spending Christmas at the home of his parents Mr. and Mrs. Isaac McClain.

The high wind of the past few days was rather destructive to rail fences.

The streams of water are rather low at this time and in some localities even lower than here.

WHEN FATHER RODE THE GOAT

BY IRA S. EBERSOLE.

The house is full of arnica,
And mystery profound;
We do not dare to run about
Or make the slightest sound.
We leave the big piano shut
And do not strike a note;
The doctor's been here seventeen times
Since Father rode the goat.

He joined the lodge a week ago—
Got in at 4 A. M.,
And sixteen brethren brought him home,
Though he says he brought them.
His wrist was sprained and one big rip
Had rent his Sunday coat—
There must have been a lively time
When Father rode the goat.

He's resting on the couch today
And practicing the signs—
The hailing signals, working grip,
And other monkeyshines;
He mutters pass-words 'neath his breath
And other things he'll quote—
They surely had an evening's work
When Father rode the goat.

He has a gorgeous uniform,
All gold, and red, and blue,
A hat with plumes and yellow braid,
And golden badges, too,
But, somehow, when we mention it,
He wears a look so grim,
We wonder if he rode the goat;
Or if the goat rode him.

ALL MATTER OF CONVENTION

English People Insist on Seeing Frenchmen as They Have Been Accustomed to Seeing Them.

Why is it, I wonder, that the Frenchman always has been—and still is—portrayed in British comic journals in the traditional guise of a gay boulevardier, wearing a Van Dyke beard and dressed in a ridiculous velvet jacket such as the Montmartre artists affect? Marcel Boulenger asks in Cartoons Magazine.

Do you remember the legendary Marius of Marseilles, whose droll silhouette was one of the masterpieces of poor Caran d'Ache's delightful art? Such, or nearly such, is the portrait accorded us—in the most friendly way, of course—on the other side of the Channel. In the naive imagery of the British people it is thus we appear. And no matter where this strange, gaudy personage shows up, Tommy Atkins affectionately gives vent to cheers, for he has recognized his comrade.

But why under the sun should the sympathetic Tommy picture us like that? He should know better now. He surely knows that the average Frenchman no more resembles Marius than does the typical Englishman resemble Lord Dundreary. But no matter. Convention so ordains.

Strange Roll of Honor That is Kept by the Authorities at Famed Scotland Yard.

A roll of honor which forms a noble commentary on the impartiality of British police methods and the fairness of British justice is, says

EX-CONVICT WEARS "V. C."

the Daily Express of London, in the proud keeping of the authorities at New Scotland Yard.

It is a roll of honor of men who forsook their life of crime and voluntarily offered their lives to their country on the outbreak of the war. There are 70 names on the roll. All of them were criminals and became clean-living, self-sacrificing soldiers when they realized that their country was in peril.

The majority of these 70 men have been killed in action. Some of them were decorated for bravery. One man was awarded the Victoria cross for a brilliant achievement in the trenches in France; another was decorated by the czar with the St. George's cross.

The roll of honor is, of course, not for public inspection; it is a confidential record, and, framed in oak, it hangs in the private room of Basil Thomson, assistant commissioner, criminal investigation department.

TOUCH FORESTALLED.

"Father."
"Yes, my son."
"May I—er—call on you for \$50?"
"Yes. You may call on me for \$100 if you wish."
"Thank you, sir!"
"But you won't get it."

WHAT REALLY COMMENCES.

"Commencement" is not a contradictory term. What it really means is the commencement of real work, real worry and real wisdom for those who have been in the aviation corps of educational frivolities.—Providence Journal.

BRYAN AGAINST OWNERSHIP BY THE GOVERNMENT

Gives Newlands Committee His Views on Railroad Control.

COMPETITION PREFERABLE.

Federal Regulation Should Not Be Allowed to Exclude Exercise of State Authority, He Contends—Thinks Railroad Stocks Should Represent Actual Value and Be Stable as Government Bonds.

Washington, Dec. 11.—William J. Bryan, who started the country ten years ago by advocating government ownership of railroads, appeared before the Newlands Joint Committee on Interstate Commerce last week in support of the claim that the states should be allowed to retain authority over the regulation of all transportation lines within their borders. Mr. Bryan explained that he had long regarded government ownership as inevitable, but only because of railroad opposition to effective regulation.

Against Government Ownership.

"Personally I cannot say that I desire government ownership," he explained, "because I lean to the individual idea rather than to the collective idea; that is, I believe that government ownership is desirable only where competition is impossible."

Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, previously had presented before the members of the Newlands Committee as one of his reasons for urging a better balanced and more systematic regulation of railroads the argument that this is the only alternative to government ownership. Calling attention to the restrictions imposed upon the transportation lines by conflicting state laws and regulations, to the practical impossibility under existing conditions of securing the new capital needed for extensions and betterments of railway facilities, he warned the Congressmen that unless they provided a fair and reasonable system of regulation that would enable the railroads to meet the growing needs of the country's business the national government would be compelled to take over the ownership of the lines with all the evils attendant upon such a system.

Preservation of Competition.

Mr. Bryan, on the other hand, holds that the further extension of federal authority over the railroads would be a step in the direction of government ownership. He advanced the view that the centralization of control in the hands of the national government would impose too great a burden upon the regulating body, would offer strong temptation to railroads to interfere in politics and would encourage the general movement toward centralization of power in the federal government at the expense of the states. He said that he did not object to consolidations of railroad lines so long as they did not destroy competition, that he knew of no complaint against great railway systems because of their size and that he believed that the preservation of competition was the test to be applied to all consolidations.

Regulation of Securities.

Mr. Bryan declared himself in favor of national regulation of railway stock and bond issues, but added that he saw no reason why that should exclude the states from acting on the same subject as to state corporations. "I would like to see the stock of a railroad, as long as it is in private hands, made as substantial and as unvarying as the value of a government bond," he asserted.

He suggested that railroad capitalization be readjusted to equalize it with actual valuation of the property represented, making due allowance for equities, and that when this was done the roads should be allowed to earn sufficient income to keep their stock at par and to create a surplus. The latter, he tentatively proposed, might be allowed to amount to 25 per cent of the capital.

Railway Earnings Low.

This subject of railroad capitalization and the amount of railroad earnings received further attention from the committee during its recent sessions. In answer to questions by Senator Cummins, Mr. Thom submitted figures showing the net earnings of the roads in recent years. These figures show that during the five years from 1907 to 1910 the average net earnings were 5.25 per cent of the net capitalization while for the five years from 1910 to 1915 the average was only 4.59 per cent. The total earnings on the stock computed by adding to the net operating income the income from the securities owned and deducting bond interest, were for 1910, 7.00 per cent; for 1911, 6.17 per cent; for 1912, 4.9 per cent; for 1913, 5.94 per cent; for 1914, 4.95 per cent; for 1915, 3.44 per cent, thus showing an almost continuous decrease throughout this six year period. It was announced that Halford Erickson, formerly chairman of the Wisconsin Railroad Commission, would submit more complete information on this subject to the Committee at a later date.

Dear To Our Hearts

How dear to our hearts are the scenes of old childhood, when patrons all paid us up cash in advance; and when these fond recollections now break on our view they almost inspire us to get up and dance, for now we are tugging from daylight till dark with little or nothing in store and its unpaid tuck to meet our expenses and keep the grim wolf from our door.

MEDIUM OF GOOD STORIES

Episcopal Bishop is Hero of Many Amusing Tales That Have Been Put in Circulation.

A hundred and one stories are told of Dr. Edward Carr Glyn, bishop of Peterborough, who is resigning his see, says London Tit-Bits. One of the best concerns a rich and benevolent millionaire who was once boasting to Doctor Glyn of the amount he gave annually to charity, as though he were certain it would secure him one of the best seats in Paradise. "Well," remarked the bishop, on hearing the amount, "that is the largest insurance against fire I ever heard of."

Here is another story which the bishop is rather fond of telling against himself. He is a keen motorist and also a staunch teetotaler. While out with his car on one occasion, the chauffeur ran short of petrol, and pulled up at a public house for some more. Noticing the bishop in episcopal dress, the publican said, "Yes, I've got plenty of petrol, but I don't sell it to the likes of them what never buys my beer."

Of the bishop's wife, Lady Mary Carr Glyn, an amusing story is told regarding a visit she once paid to Peterborough infirmary, to see one of her servants who had been taken from the palace suffering from burns. At the next bed an evangelist was speaking to another patient, and mistaking Lady Mary for the patient's mother, gave her a tract, with the words, "Are you saved, madam? Are you sure you are saved?" Lady Mary replied serenely, "As nearly as a bishop's wife can expect to be."

CHARITY WITHOUT SUFFERING



"We are going to give a series of bridge parties for the poor. I love to do things for the poor."
"So do I. I love to play bridge for them."

Subscribe for the News.

WAVERY GASOLINE

76° MOTOR SPECIAL AUTO

No matter what car you use, be sure of the best gasoline.

The four famous Wavery Gasolines

76°—Special Motor—Auto

are all distilled and refined from Pennsylvania Crude Oil. Clean, Uniform. More miles per Gallon. Contains no compressed natural gas product.

WAVERY OIL WORKS CO.
Independent Refiners PITTSBURGH, PA.

Illuminants—Lubricants
Paraffine Wax

FREE 320 Page Book—Tells All About Oil, Wavery Products Sold by

B. H. SHAW,
Hustontown, Pa.

CHICHESTER'S PILLS

THE DIAMOND BRAND

Medical Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold wrapper. Sold with Blue Ribbon. Take no other Brand of your Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS, for 50 years' name at hand. Always Reliable. SOLD BY DRUGGISTS EVERYWHERE

Liquor Notice.

Notice is hereby given that the following named persons have filed their petitions in the office of the Clerk of Quarter Sessions of Fulton county, Pa., praying the Court to grant to them License to keep an Inn or Tavern, and to sell liquor; and that the same will be presented to the said Court on Tuesday, the 9th day of January 1917 at 10 o'clock a. m.

Robert W. Broadbeck, Burnt Cabins, Pa.
Harry Hamil, McConnellsburg, Pa.
Chas. F. Ehalt, McConnellsburg, Pa.

Clerk's Office, R. FRANK HEERY, Clerk Q. S.
Dec. 19, 1916.

Executor's Notice.

Estate of A. J. Fore, late of Dublin township, Pa., deceased.

Letters testamentary on the above estate having been granted to the undersigned, a person indebted to the said estate are requested to make payment, and those having claims to present the same without delay.

CHAS. MCGHEE,
Burnt Cabins, Pa.

11-29-16.

Western Maryland Railway.

In Effect November 28, 1916. Subject to change without notice.

Trains leave Hancock as follows:

No. 7—1:40 a. m. (daily) for Cumberland, Pitsburgh and West, also Elkins, and West Virginia points.

No. 8—3:35 a. m. (daily) for Hagerstown, Georgetown, Hagerstown, York (except Sunday), and Baltimore.

No. 1—8:30 a. m. (daily except Sunday) for Cumberland and intermediate points.

No. 4—9:07 a. m. (daily except Sunday) for Hagerstown, Gettysburg, Hagerstown, York, Baltimore and intermediate points, Washington, Philadelphia, and New York.

No. 3—2:17 p. m. (daily) Western Express for Cumberland, West Virginia points, and Pitsburgh, Chicago and the West.

No. 5—2:57 p. m. (daily) Express for Hagerstown, Waynesboro, Chambersburg, Hagerstown, Washington, Philadelphia and New York.

O. F. STEWART
Gen'l Passenger Agt
General Manager.

New Real Estate Agency.

Having retired from the Mercantile business with a view to giving his entire attention to Real Estate, the undersigned offers his service to any one having real estate for sale, or wanting to buy.

His thorough acquaintance with values and conditions in Fulton County, coupled with long and successful experience in handling Real Estate, makes it possible for him to bring about results in the shortest possible time.

Write, or call on,

D. H. PATTERSON,
WEBSTER MILLS, PA.

PRINCE ALBERT

TOBACCO IS PREPARED FOR SMOKERS UNDER THE PROCESS DISCOVERED IN MAKING EXPERIMENTS TO PRODUCE THE MOST DELICIOUS AND WHOLESOME TOBACCO FOR CIGARETTE AND PIPE SMOKERS.

PROCESS PATENTED JULY 30th 1907

R. J. REYNOLDS TOBACCO COMPANY WINSTON SALEM, N. C., U.S.A. DOES NOT BITE THE TONGUE

P. A. puts new joy into the sport of smoking!

YOU may live to be 110 and never feel old enough to vote, but it's certain—sure you'll not know the joy and contentment of a friendly old jimmy pipe or a hand rolled cigarette unless you get on talking-terms with Prince Albert tobacco!

P. A. comes to you with a *real* reason for all the goodness and satisfaction it offers. It is made by a patented process that removes *bite* and *parch*! You can smoke it long and hard without a come-back! Prince Albert has always been sold without coupons or premiums. We prefer to give quality!

Prince Albert affords the keenest pipe and cigarette enjoyment! And that flavor and fragrance and coolness is as good as that sounds. P. A. just answers the universal demand for tobacco without bite, parch or kick-back!

Introduction to Prince Albert isn't any harder than to walk into the nearest place that sells tobacco and ask for "a supply of P. A." You pay out a little change, to be sure, but it's the cheer-fullest investment you ever made!

Prince Albert is sold everywhere in tippy red bags, 5c. tippy red tins, 10c. handsome pound and half-pound tin humidor—and that clever crystal-glass pound humidor with sponge-moistener top that keeps the tobacco in such splendid condition.

PRINCE ALBERT

the national joy smoke

R. J. Reynolds Tobacco Co., Winston-Salem, N. C. Copyright 1916 by R. J. Reynolds Tobacco Co.

Pigs and Kerosene

Agricultural colleges experiment to ascertain the best feeding methods for pigs. By scientific study they determine what will practically assure success and profits.

What has this to do with kerosene? Just this: scientific research by experts has produced a kerosene for you to feed your lamps and oil stoves—a kerosene so highly refined, so pure in form, that it is called

ATLANTIC Rayolight OIL

to distinguish it from ordinary kinds. It will not smell, smoke or char the wicks. You can have a brilliant yet soothing light and a steady, room-filling heat without fussing with burners, trimming wicks and turning the flame up and down. When used in lanterns it gives a clear, far-reaching light. And it costs not a penny more than ordinary kinds. Always ask for it by name.

Watch for the sign—Atlantic Rayolight Oil For Sale Here. You're likely to find it a reliable place to do most of your buying. When the wind howls, and the snow packs along the windows, it's a heap o' comfort to have a barrel of Atlantic Rayolight Oil on hand. Don't take it home unless the brand name is on the barrel.

ATLANTIC Rayolight OIL FOR SALE HERE

THE ATLANTIC REFINING COMPANY
Pittsburgh and Philadelphia

Perfection Smokeless Oil Heater

No chopping kindling, no shoveling coal, no tinkering with draughts. Just strike a match and your Perfection Oil Heater will keep you warm and comfortable, no matter how hard the wind blows. You won't have any smoke, soot, ashes, or the slightest odor. Any dealer will be glad to show you Perfection Oil Heaters, priced

\$3.50 to \$5.00