

FULTON COUNTY NEWS

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B. W. P&K, Editor and Proprietor

McCONNELLSBURG, PA.

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Candidates' Announcements.

FOR ASSOCIATE JUDGE.

I hereby announce myself to the voters of Fulton County as a candidate on the Non-Partisan ticket for the office of Associate Judge, subject to the decision of the voters at the Primary Election to be held Tuesday, September 18, 1917.

I pledge myself that if nominated and elected, I will discharge the duties of the office, fearlessly, honestly, and to the very best of my ability. I respectfully solicit the vote and influence of all who deem me worthy of support.

DAVID A. BLACK, Taylor township.

FOR ASSOCIATE JUDGE.

I hereby announce myself as a candidate on the Non-Partisan ticket for the office of Associate Judge. I pledge myself to abide by the decision of the voters at the Primary Election to be held September 18, 1917, and if nominated and elected, to discharge the duties of the office to the best of my ability, fearlessly and honestly.

FRANK MASON, Todd township.

FOR ASSOCIATE JUDGE.

I hereby announce myself as a candidate on the Non-Partisan ticket for the office of Associate Judge, subject to the decision of the voters at the primary election to be held Tuesday September 18, 1917.

If nominated and elected, I pledge myself to discharge my duty fearlessly and honestly. Your vote and influence respectfully solicited.

GEO. B. MCKE, Todd township.

FOR ASSOCIATE JUDGE.

I hereby announce myself as a candidate on the Non-Partisan ticket for the office of Associate Judge, subject to the decision of the voters at the primary election to be held Tuesday, September 18, 1917.

If nominated and elected, I pledge myself to discharge the duties of the office fearlessly and honestly and to the very best of my ability and judgment, and respectfully solicit your vote and influence.

J. CLAYTON HIXSON, Union township.

FOR ASSOCIATE JUDGE.

I hereby announce myself as a candidate on the Non-Partisan ticket for the office of Associate Judge, subject to the decision of the voters at the primary election to be held Tuesday September 18, 1917.

If nominated and elected, I pledge myself to discharge my duty fearlessly and honestly. Your vote and influence respectfully solicited.

S. EDWARD MCKEE, Union township.

SHARPE, PA.

April 14—Mr. and Mrs. Virgil Sharpe and daughter Charlotte spent last Sunday the guests of Mrs. Sharpe's mother, Mrs. Martha Peck.

Elva and David Straley, of Little Cove, spent a few days with their Uncle Wm. Stone and family recently.

Born to Mr. and Mrs. Elmer Hixon, a son on April 6th. Mrs. Hixon will be better remembered by her Fulton County friends as Mary Kellner.

Mac Pittman visited Johnson Keefe and family Sunday evening.

Mr. and Mrs. Thomas Trux and Mr. and Mrs. John Yeakle motored to Sir John's Run, Sunday afternoon where they were the guests of Mr. and Mrs. E. T. Hixon.

Claud Pittman, of Clinton, Mo., has been spending some time with his mother Mrs. Ella Pittman.

Miss Blanche Bishop spent Easter the guest of her friends Flossie and Gladys Sharpe.

Mr. Roy Mason has purchased an Overland touring car of Agent Sipes.

DUBLIN MILLS.

Nearly everybody is plowing and getting ready to sow oats.

The roads are full of automobiles.

Howard B. Knepper came

home Friday and returned Sunday. He is teaching at Ladig and is getting along well with his school.

Rev. Summers preached at Oak Grove last Sunday night to a fair sized congregation.

Fred and Erman Knepper, Rhoda Black, Ralph Miller, Ollie Wible, Mildred Black and Laura Knepper were at Jere Knepper's last Sunday.

Are you ready to help Uncle Sam defend our country.

Church Notices.

Preaching in the Presbyterian church next Sunday evening at 7:30; no preaching in the Reformed church in the morning.

Sunday, April 22nd—Rev. E. J. Croft will preach at Bedford Chapel at 10:30, at Needmore at 3:00 and at Mt. Zion at 7:30.

McConnellsburg, M. E. charge Rev. Jackson, pastor. Preaching services next Sunday: Fort Littleton, 10:30; Knobsville, 2:30; McConnellsburg at 7:30. Theme at McConnellsburg: "Gathering Up the Fragments of Life." Patriotic Sermon at Littleton and Knobsville.

Lutheran, Rev. C. F. Jacobs, pastor. McConnellsburg, 10:30 and 7:30; Big Cove Tannery, 2:30.

Hustontown M. E. Charge. G. B. M. Reidell, pastor. Dublin Mills, Saturday evening, 21st 7:30; Maddensville, Sunday morning, 10:30; Clear Ridge, 2:30; Hustontown, 7:30, patriotic services—special sermon—schools and lodges attending.

BIG COVE TANNERY.

Well, farmers, it is again time for us to take the reins of labor, and drive forward to another harvest, which will be far better than any of the past.

Mrs. Biddis Lynch spent the latter part of last week with relatives in Thompson.

The stork has been very busy this last week. He left a pair of twin boys at Mrs. Maud Gordon Miller's, and a thumping big girl at Geo. Keefer's.

Geo. Lynch is able to be about again with the aid of a pair of crutches.

Stillwell, son of Mr. and Mrs. U. G. Humbert, left last week for the U. S. Navy. We hope that Stillie will return home again safe and sound.

Bert Souders and family spent last Sunday with Mr. and Mrs. Walter Shaw.

"Today on weary Nations The heavenly manna falls, To holy convocations The silver trumpet calls."

Powers of Flying Lemur.

The flying lemur lives in the Indian archipelago. It is from two to three feet in length, and is furnished with a sort of membrane on each side of its body connecting its limbs with each other. This is extended and acts as a parachute while it takes its leaps, from a higher to a lower place. Sometimes it will soar from a distance of 300 feet, or about the length of a city block.

No "Play" About It.

Edith—"If you don't love Jack, why don't you tell him so?" Madge—"Well, he sends me flowers and takes me to the opera, you know, and—" Edith—"But, gracious! I don't see how you can play with his affections that way." Madge—"Play? I call that 'working' them."—Boston Transcript.

Housewife's Wall.

"Dad, what was the labor of Sisypheus?" "Sisypheus rolled a stone up a hill, and as fast as he rolled it up it rolled down again. It was a mythological episode. Nothing like that today." "Oh, I don't know," interposed ma. "Washing dishes is just like that."—Louisville Courier-Journal.

Good Way to Test Diamonds.

Suspected diamonds are frequently tested by placing them between two coins and pressed hard with the fingers. It is said to be impossible to make the smallest impression on a real diamond, but, in the case of a paste article, the edges may be crushed. The effect can be discerned by a critical examination with a lens.

Has Supplied Pitch for Centuries.

An interesting natural phenomenon of the island of Zante in the Ionian Sea, is a shallow spring on the bay of Ker, where both pitch and water bubble up. The pitch has been used by the natives in caulking their boats since the days of Herodotus.

Curious and Useful Plant Family.

The nightshade family, Solanaceae, is a most curious and useful one, for aside from the tomato, potato and tobacco sections, many of the plants yield poison, yet close species are edible as the ground cherry, chili pepper, eggplant, pepino, melon pear, etc.

Doesn't Worry Them.

Shortage of paper does not worry the persons who visit the hostelry; only to write letters on hotel stationery.

CUPID'S NEW WEAPON

By LOIS CRAYTON.

All day he had watched her on the trail as the horses wound around high, rocky cliffs, across tracts of shale and through deep valleys. Hedgeman, the leader, who knew the country well, went ahead; then came the venturesome spirits, ready to take risks of slides and places on narrow ledges, where pieces of rock might have fallen away since the last ranger passed on his lonely patrol.

But the mountain ponies were sure-footed—too sure-footed, for they went close to the edge sometimes. The horse the girl rode insisted on walking as far away from the cliff as possible. The man kept his eye on the girl. Most of the time her left foot was dangling over space, but she gave no sign that she was afraid.

When night came they camped in a valley, and after supper most of the weary souls crawled into bed. A few still lingered, however, around the great fire. The man and the girl sat apart talking.

"You are not afraid of anything, are you?" he said. She laughed. "Goodness, yes—spiders and mice, measles and burglars."

"I doubt it!" "What did I do to make you think I was—brave?"

"Most girls would have screamed or fainted when that horse went so close to the edge."

"And I kept quiet. That was only the instinct of self-preservation. I didn't want to scare him."

"That isn't true, I'm afraid. I insist on giving you the palm of courage."

"And I insist that I am as much of a coward as anybody."

"What are you afraid of, then?" "I told you—burglars for one thing."

"And?" "You for another."

"Me?" "Yes. You insist on dragging my fallings out into daylight and analyzing them. I suppose you'll soon discover that I'm fond of vegetable soup, and hate to use semicolons, and that incidentally these riding boots have rubbed my stockings into tatters."

"I'd forgotten. You must be dead tired." He got up instantly and held her to her feet. "Go to bed now and be fresh for new worlds tomorrow."

He pressed her hand warmly and was gone.

They were together a great deal after that; they rode side by side when possible, sat together at meals, and had splendid campfire talks. He insisted on calling her brave as each day brought new risks which she took without flinching.

The trip came to an end; the man took train for Seattle, the girl went east, and the party scattered in all directions.

The girl's family had not come home from Canada and she undertook the opening of the townhouse.

She had long, quiet evenings alone after busy days, and she lived over her wonderful time in the mountains. There were camera views to go over, some of the man. "He's so different from most men," she mused, "so big. He's been all over the world, he says. I suppose he builds bridges and tunnels mountains and constructs dams and aqueducts, for he would never be content to spend his time doing little things."

One evening, after looking through her travel book again, she decided to go to bed. Hulda, the cook, had gone to her room on the third floor, and she was alone. She made a round of the rooms, fastened windows, snapping on locks and turning out lights.

Then she returned to the library to switch off the table light before going upstairs.

And there stood a man with a black mask over his face and an automatic ready for action.

"Oh!" said the girl, standing quite still.

"Keep quiet," said the intruder, "and I won't hurt you."

And the girl kept very quiet; in truth, she slipped in a heap to the floor, for she had fainted.

"I'm a fool!" A man's voice was the first thing she heard when her senses came back. She was on a couch and Hulda was rubbing her face and hands. She thought she knew the voice.

The girl sat up. "You!" she cried. "Yes, I!" said the man grimly, the man with whom she had traveled over 300 miles of mountains.

"And here I've been thinking you did big, wonderful things to help the world, and you're a—"

"A burglar? No, I'm not really. Listen. I just got back from the West today—this evening—and I couldn't go to sleep until I had located your house. It was too late to come in, but I just wanted to know where you lived. When I was passing I saw a man working at the side window, so I got the corner policeman and we nabbed him. Then I thought of something, just a fool notion of mine to test your courage further, for I didn't believe you when you said you were afraid of burglars. You know what it was. I played burglar. Forgive me!"

"And I played baby," she said, ashamed.

AS PRICES RISE HIGH COST OF LIVING HITS THE RAILROADS

Service Will Be Crippled Unless Relief Comes Soon.

EXPENSES UP, RATES DOWN

Wasteful and Conflicting Regulations Hamper Railroad Credit, While Advance in Labor and Materials Outstrips Revenues, Chairman Kruttschnitt Tells Congress Committee. Unified Federal Control Will Improve Conditions.

Washington, April 2.—The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strikingly described by Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Committee on Interstate Commerce, which is making a study of the question of railroad regulation.

Mr. Kruttschnitt urged the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the wasteful and often conflicting policies involved in the system of combined state and federal regulation.

Why Roads Need More Money. Mr. Kruttschnitt's testimony also had a bearing on the reasons for the application of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation, like the cost of almost everything else, has rapidly advanced. This is illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1,654,000,000 more for transportation in 1915 than they did receive.

This saving to the public was effected, in spite of an increase of 93 per cent in the cost of operation of trains, by a reduction in the average passenger rate per mile from 2.04 cents in 1895 to 1.98 cents in 1915, a decrease of 3 per cent, and by a reduction in the average freight rate per ton mile from 3.30 mills in 1895 to 7.3 mills in 1915, or 13 per cent. During the same period the cost of operation per train mile rose from 92 cents to \$1.78, almost doubling. At the same time the average price of 346 commodities enumerated in a bulletin of the Department of Agriculture increased 115 per cent. Transportation is practically the only commodity in general use that has not increased tremendously in price during the past twenty years, freight and passenger charges being lower than they were twenty years ago.

Big Saving to Public. If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average passenger rate in 1915 would have been 2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 66 per cent higher than it was. The saving to the public in passenger fares through this difference was \$314,000,000 and in freight rates \$1,340,000,000.

Universal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain increased efficiency in train movement, making it possible to haul more tons of freight per locomotive. This had reduced the average cost of hauling a ton of freight, but the decline in the net revenue of the roads from each ton hauled. If the operating costs of coal, labor and material, continue to advance at the present rate a lot of railroads will be in the hands of receivers by 1918 unless some relief is afforded, Mr. Kruttschnitt told the committee.

"Owing to the rise of commodity prices," he said, "the purchasing power of the dollar has fallen 53 per cent and the railroads are in the position of being compelled by law to accept payment for their service to the public in currency worth 45 cents on the dollar."

Public's Chief Interest. "The public's chief interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Excluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justification for any substantial increase in prices to the consumer. It may be stated with little fear of contradiction that the consumer seldom, if ever, profits from a lowering of freight rates. "Extortionate charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates—that is to say, the shippers and their agents and not the general public, the ultimate consumer."

Logical. A Romanian scientist says that age is due solely to a decrease in the amount of water in the human system. That sounds reasonable. Were you ever acquainted with a fish who died of old age?

Daily Thought. Do not forget that even as "to work is to worship," so to be cheery is to worship also, and to be happy is the first step to being pious.—R. L. Stevenson.

Laying Up a Competence.

Among all material pleasures there is none so great as that which springs from a store laid by for future wants, especially for the needs of those for whose well-being you have become responsible. And when you have gathered that store by steadfastly refusing thoughtless self-indulgence, you have a satisfaction that outweighs and outlasts all fleeting joys. I speak from my own experience, and I can call to witness thousands of others who have traveled the same road—Judson Harmon in Youth's Companion.

Solar Surface Temperature.

The latest estimate of the absolute temperature of the solar surface is that of F. Biscoe of Warsaw, whose computation is based upon the intensity of radiation for individual wave-length in the solar spectrum as obtained with the spectro-bolometer at the Smithsonian Astrophysical Observatory. He gets an average of 7,300 degrees plus 100 degrees Centigrade.

Happy Thoughts.

Loose living will get you in tight places.—Detroit Journal.

Vegetables for Health.

The Greek philosophers believed that a dish of boiled beets, served with salt and oil, was an aid to mental effort, and it is said that Pharaoh fed his pyramid builders on radishes. The Arabians have always eaten artichokes for liver trouble and in difficult parts of the world they are regarded as particularly wholesome for men and women who lead a sedentary life.

Ferns That Grow Everywhere.

Two ferns are common throughout the world. One is the common brake found on the floors of all California canyons, known as petridium aquilinum. The other is the polpod found on rocky canyon sides and known here as polypodium Californicum, and elsewhere, the world over as Polypodium vulgare. The specific differences are due entirely to geographic range.

California Lesson in Natural History.

Man is not a graffe by any means, but when a pretty girl trips along he can twist his neck in a dozen different ways.—Oakland Tribune.

Executor's Notice. Estate of Sallie White, late of Creek township, Pa., deceased. Letters testamentary on the above having been granted to the undersigned, he is requested to make payment, and claims to present the same within 10 days.

Executrix's Notice. Estate of N. G. Cunningham, late of township, Pa., deceased. Letters testamentary on the above having been granted to the undersigned, she is requested to make payment, and claims to present the same within 10 days.

Administratrix's Notice. Estate of Miss Harriet Powell, late of Thompson township, Pa., deceased. Letters testamentary on the above having been granted to the undersigned, she is requested to make payment, and claims to present the same within 10 days.

DO YOU DREAD WINTER? If every man, woman and child in this vicinity would only take one spoonful of SCOTT'S EMULSION after meals for one month, it would put vigor in their blood to withstand the rigors of winter weather and help prevent colds, gripe and winter sickness. SCOTT'S is a fortifying medicinal-food of particular benefit in changing seasons, and every drop yields direct returns in richer blood, stronger lungs, and greater resistive power. No alcohol in SCOTT'S.

MICHELIN 12 to 15% Extra Weight. ANY user will tell you that Michelin tires give remarkable mileage. Why? Because these unequalled tires contain more quality rubber and fabric. Prove this by having us weigh a Michelin in comparison with other non-skids. You will find the Michelin from 12 to 15% heavier than the average. You owe it to yourself to give these high-quality, moderate-priced tires a trial.

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