

The Fulton County News.

VOL. XIX. NO. 33.

McCONNELLSBURG, PA., JULY 18, 1918.

\$1.50 A YEAR.

RECORD OF DEATHS.

Short Sketches of the Lives of Persons Who Have Recently Passed Away.

MRS. ELIZA JANE JOHNSTON.
After a lingering illness, Mrs. Eliza Jane Johnston, widow of the late Lieut. J. Walker Johnston of Ayr township, passed away at her home South Second Street, McConnellsburg a few minutes before midnight on the evening of July 14, 1918. Aged 77 years 6 months, and 5 days.

Mrs. Johnston was a daughter of Richard and Mary Miller Morrow, and she was born near Pittsburgh January 9, 1841. On the 29th of November, 1865, she was married to Lieut. J. Walker Johnston, and with her husband she settled down to farm life in Ayr township, this county, where they lived until the death of Mr. Johnston 10 years ago. During the last 3 years she had resided in McConnellsburg.

To this union twelve children were born, eleven of whom are living, namely, Richard M., Bristol, Colo.; Jessie A., wife of T. Alexander Patterson, near Newville, Cumberland county, Pa.; Mary M., wife of William M. Kendall, near Webster Mills, this county; James Houston Johnston, at Webster Mills; Ralph M., Pittsburgh; Helen J., wife of E. E. Dimm, Granville, Pa.; Blanche, wife of W. W. Keggereis, Shippenburg, Pa.; Miss Florence M., at home; Charles, on the old home place in the Cove; May wife of Daniel F. Trout, near McConnellsburg; Grace, wife of John H. Owens, Lewistown, Pa. Norman, the youngest, was buried just four years before the death of his mother. There are twenty-five grand children, and one great-grand child.

Mrs. Johnston was a woman of lovable christian character, a devoted member of the Second U. P. Church, of the Cove, and had a wide circle of friends. Mrs. Margaret Kendall, widow of the late James G. Kendall, of Ayr township, is a sister.

HENRY YOUSE.

Henry Youse, aged about 53 years, died at his home near Longford, Kansas, Saturday, June 29, 1918. Mr. Youse was a prosperous farmer. He had been in usual health, ate a hearty breakfast that morning, and went out into a field to help make hay. Sometime during the forenoon he went to the house and complained of not feeling well.

At 1 o'clock he was dead. A physician was called who said that the cause of his sudden death was neuralgia of the heart.

He is survived by his wife and six children, the youngest of whom are twins about three months old. The deceased was a son of Mr. and Mrs. James Youse, near McConnellsburg. He went "west" more than thirty years ago; was prosperous, and accumulated much of this world's goods. He was a progressive citizen, a devoted church man, and his death will be a real loss to the community in which he lived. Besides his wife and children, he is survived by his parents and by three brothers: Lewis, McConnellsburg; William, near McConnellsburg, and Charlie near Mercersburg.

MRS. ALBERT R. RITCHEY.

Mrs. Albert R. Ritchey died at her home at Everett, Pa., Sunday, July 7, 1918 after an illness of several weeks duration from typhoid fever, aged 36 years and 10 months.

Lucretia Jackson Ritchey was born at Akersville, Fulton county, Pa., on September 7, 1881, and was a daughter of J. L. and Leah H. Jackson. She was united in marriage with Mr. Albert R. Ritchey, of Everett and has since resided here. Mrs. Ritchey was a member of the Barnollar Methodist Episcopal church of this place, and took an active interest in church affairs. Left to mourn the departure of a

RENDERING PATRIOTIC SERVICE.

Report Shows That The First National Bank of McConnellsburg Invests Heavily in United States Government Securities.

The extent to which The First National Bank of McConnellsburg is investing in United States securities is illustrated by the statement of condition recently rendered the Comptroller of the Currency in Washington. This statement shows that The First National Bank has \$118,300.00 invested in United States Government securities.

Since the United States entered the war it has been the policy of the directors of the First National Bank to handle the largest possible amount of Government securities irrespective of profits. It subscribed for the three issues of Liberty Loan Bonds amounting to \$140,000.00 and at one time held \$100,000.00 United States Certificates of Indebtedness and \$1,000, War Savings Stamps.

The citizens of Fulton County have on safe deposit in the fire and burglar proof vault of The First National Bank upwards of \$10,000.00 United States Government securities. For this service no charge is made and the people of the county are invited to avail themselves of this privilege, free of charge.

Prior to November all 4 per cent Liberty Loan Bonds will be exchanged for 4 1/2 per cent Bonds. This service The First National Bank renders without charge and any one holding the 4 per cent issues may have them exchanged for the 4 1/2 per cent bonds by depositing the 4's with The First National Bank of McConnellsburg.

Conversion privilege of all issues except the 3 1/2's will lapse unless exercised before Nov. 9th, 1918—adv't.

Dr. John R. Hunter, of Harrisburg, took dinner in McConnellsburg last Sunday.

faithful daughter, loving wife and kind mother are her mother, husband and two sons, James and Robert Ritchey. Two brothers, James M. Jackson, of Everett, and S. Marshall Jackson, of Akersville, and four sisters, Rachael A. Baughman and Anna L. Baughman, of Everett, Mrs. Lizzie M. Hixon, of Parker's Landing, and Mrs. Parmelia B. Ott, of Hummelstown, also survive.

Funeral services, conducted by her pastor, Rev. Robert J. Allen, were held at her home on Tuesday morning, after which the body was taken to Akersville for burial.—Everett Republican.

WILLIAM A. VALLANCE.

William A. Vallance, one of Fulton County's well known and highly respected citizens passed away at his home in Hustontown, this county, on Saturday evening, July 13, 1918, at the ripe age of 84 years, 6 months and 13 days. The funeral took place yesterday morning and interment was made in the cemetery at Asbury M. E. church beside the grave of his wife who preceded him to the spirit world several years. He was married to Mary Mellott, daughter of John Sigler Mellott, of Belfast township, and for many years Mr. and Mrs. Vallance owned and lived upon the Clark place about a mile east of Harrisonville on the Lincoln Highway, the farm now being owned by Richard Y. Schooley.

"Uncle Billy" as he was affectionately known by a large circle of acquaintances, had been in failing health for a long time, and died from a complication of diseases. He is survived by four daughters and one son: Malinda, wife of Howard Skipper, Waynesboro; Annie, wife of Benjamin Smith, Harrisburg; Mrs. Lucinda Fisher, Pittsburgh; Mrs. Gemma Clark, in the western part of the State, and John at Hustontown.

WAS McCONNELLSBURG BOY.

Harry M. Bender is Reported As Having Died From Wounds Received in Great Battle.

In the casualty list published in the Philadelphia Record Monday was the name of Harry M. Bender, died of wounds received in battle. Up to the time of going to press, we have no other information. The Public Ledger of the same date said he was badly wounded. Harry M. Bender, is a son of John Bender and a grandson of Martin M. Bender. It was in the home of his grandfather Bender that he spent his boyhood days; then went to Chicago, and it was in that city that he enlisted, becoming a member of 76th Co. 6th Regt., U. S. Marines.

His grandfather received letters from him at regular intervals, the last being written on the 26th day of May, in which he said "I am now in the best of health and out of the trenches and in a rest camp."

Harry was born on the 23rd of October, 1895, and would have been 23 years of age had he lived until his next birthday.

To Friends of our Soldier Boys.

Too many packages are being sent to our Soldiers in France by relatives and friends at home.

The Adjutant General now rules that all packages sent overseas must be applied for by the soldier in Europe and application endorsed by his superior officer. In all cases these packages and letters as well must have the soldiers full address including Company Regiment and division. Papers and magazines can be sent without request being made by the soldier. It is suggested that relatives and friends should send money rather than merchandise as all needed goods can be purchased in the Camps. Allotments and allowances while often delayed by the government are sure to come all right in time. Dependents must consider that with an army of one million men in Europe and a larger force in our own country a large force of overworked clerks cannot keep up to date \$97,000,000 were disbursed by the Bureau of War-Risk Insurance for allotments allowances up to June 19, 1918. Approximately 35,000 checks are sent out daily in payment of their dues.

W. C. PATTERSON

Chairman of Civilian Relief for Fulton County.

Names Missing.

A citizen of Wells Valley calls attention to names that did not appear in the list recently published, namely Reese and Frank Guillard, Charles Sipe, Rody Gibson, Wm. Deniser, Walter Deshong, Jay Stunkard and Harry Stunkard. Frank Guillard is in a medical corps stationed at Camp Dix, N. J. with the rank of first lieutenant; Charles Sipe is a sergeant, stationed at the U. S. Nitrate Plant Sheffield, Ala.; Jay Stunkard is in the U. S. navy and is a gunner's mate; Harry Stunkard is a corporal and is somewhere in England. Rene Guillard and Rody Gibson are on their way to France and William Deniser and Walter Deshong are in training camps.

Preacher Dies Suddenly.

Rev. Frum, formerly pastor of the Rays Hill M. E. church, dropped dead Monday morning at his home at Clearville, Bedford county, where he had been serving as pastor of the Clearville charge. Death was due to heart failure.

Segar Certificates.

The kind that went into effect the first of July. At the NEWS office for 40 cents a hundred or 25 cents for 50. If you want them sent by mail enclose amount in postage stamps in denomination not above three-cent.

Soldier's Letter.

In a letter to Mrs. Cleonie B. Kendall, in whose home he resided during several years of his boyhood, Harry B. Rodeay, who is stationed at Evacuation Hospital, No. 2, somewhere in France, writes under date of June 7th as follows:

"We have a fine hospital here the best in France. We had it full a couple of times but evacuated the patients. We are pretty close the front, so we have to be always ready to go at the shortest notice. The Germans said they would eat dinner with us the other day, but they failed, for they found Uncle Sam ready for them. There have been some awful battles near this place. The big guns roar night and day. A German plane flew over us this morning, but it was high and did no damage. They shot at it but didn't get it. A big shell lit among—men and killed one Sergeant—blew a shoulder and leg off. There are some of us get it too. The Sergeant was dead when he got to our hospital. We had some boys come in gassed, but not bad. They are nearly well now. We had two wounded German soldiers in our hospital. They get the same treatment as our own men. They sent them away, but they don't treat their prisoners that way.

We have a nice lot of American nurses in our hospital. We have a good out-fit no drafted men—all Regulars, so that makes a great difference.

I guess all my pals I use to know are gone. I got a letter from Mr. Cook and was glad to hear from him. I know not what I shall do when I get out of the army. I am getting so used to it.

How are the children? I guess they have grown some.

Say, if it is not to much bother please send me THE FULTON COUNTY NEWS for I enjoy reading it, and I thank you for the other one you sent me. We are pretty busy in the day time here, but in the evening after supper we play all kinds of games. We have a Y. M. C. A. right with us; so we are always sure of some recreation when through.

We have all kinds of workmen in our outfit: carpenters, plumbers, black-smiths, tanners, and dentists—also, brick layers; so, when they want anything done, they soon have it done, and we have things fine here. We have a good bed at night, and good eats, and that is half the army—so we feel pretty good.

I am doing guard duty around the Hospital. I cannot stand to work with patients, smell the medicine, and hear them moaning, it gets on my nerves. I wish I could work among patients for here is a fine place to learn a lot of things that would be good to know.

I will have to draw this to a close for it is getting late. I am lying on my cot and trying to write. It is pretty hard to do.

I must get some sleep for I go on guard at 2:30 in the morning, 4 hours on post and 8 hours off that is not so bad.

We are prepared to move at any minute for the Germans are trying their best to get through the lines. We can see their shells burst when one of our planes get over too far.

With Kindest Regards,
Private Harry B. Rodeay
Evacuation Hospital No. 2,
American Expeditionary Force
France.

Enlisted.

In the list of names published last week of the boys in the service, are some that enlisted before they were called, among those are Witz Mason, who is now in the Sanitary Engineer service under General Gorgas, and Wm. Ray Foreman, who was one of the first to enlist from Wells Valley, and is now in active service in France.

THE WORLD DO MOVE.

The Railroads Will Be a Back Number When The Automobile Truck Comes Into Its Own.

If traffic on the Lincoln Highway continues to increase in volume during the next decade as it has in the past, it will be necessary to "double track" it, at least through Pennsylvania. That it occupies a most important place in the system of freight transportation by means of gasoline trucks has been fully tested; and now, that it shall soon be used in passenger traffic is being tested out, very much to the satisfaction of those making the experiments.

The Goodyear Rubber Company is becoming a pioneer in transportation methods. It proved to the doubters that it is possible and profitable to maintain an automobile truck express service between its factory in Akron, Ohio, and Boston. For over a year it has run its big express trucks over the Lincoln Highway to New York, and thence to Boston. Some weeks ago it used four of its immense trucks to transport Red Cross supplies and it made the run in record time.

Now the same company has put on a test to prove that the transportation of human beings by auto trucks is both feasible and practical. To make the test the company selected commercial trucks, with specially constructed bodies, and for the personnel of the test it chose Boy Scouts of Akron.

Last Sunday afternoon citizens of McConnellsburg had an opportunity to witness an evidence of the test as three large trucks rolled through town and made a stop of a few minutes on top of Cove mountain.

There was one White chassis and two Packards and they carried two story bodies. As passengers were sixty Boy Scouts of Akron, including a band of 16 pieces and forty-four other Scouts all honor members of the Scout organization at Akron. The Goodyear company is providing all necessaries for the journey and in addition gives each boy 15 cents a day for spending money. A complete kitchen car is also provided. It passed through town shortly after two o'clock and went to Caledonia, where it set up and had supper prepared for the Scouts, when they arrived. Sleeping quarters for the auxiliary drivers and the Scouts are in the second deck of the car bodies. No stops are made except for provisions and meals.

The convoy left Akron at 2 p. m. Saturday and were in McConnellsburg at 3:30 Sunday afternoon. That shows the excellent schedule they are maintaining. They expect to arrive in Boston 2,500 miles from Akron, on Tuesday, and if their expectations are fulfilled the trip may lead to a new era in long distance transportation of human beings by auto truck.

The return trip will be made leisurely, the cars stopping at cities and towns along the route the Scouts selling thrift stamps while the band gives concerts.

Figured on a war efficiency the 25,000 automobiles purchased in Philadelphia and vicinity since the first of the year could be commandeered by the government and used immediately to transport 125,000 soldiers should the occasion ever arise. There are approximately 350,000 autos in the state of Pennsylvania and averaging five soldiers to a car it would be possible for the machines of the Keystone state to move 1,750,000 men.

All this could be done without any delay. For example, millions of men could be moved from Philadelphia to New York or Baltimore in less than twelve hours.

Of the 5,000,000 autos in use in the United States at the present

The Christian Church.

The many members and friends of the Christian Church in this county will be interested in the following account of its origin in Virginia almost a hundred years ago. The account was carefully preserved in her family bible many years by the late Mrs. Ephraim Hart of Whips Cove, a faithful member of that church, and it was handed us by her son, W. Vincent Hart on his visit to town Monday.

Inasmuch as the Almighty God of heaven has in all ages given and ordained certain measures, rules, and directions, whereby to guide and govern his people:

1. We, therefore, deem it requisite to show who are willing to obey his commands, according to their best understandings, which is expressly enjoined on the people of God.

2. We also conceive it behooves all persons who believe in the merits and mediation of Jesus Christ, to make an explicit profession of their faith and belief, and thereby to show their object and purpose by such profession.

3. And whereas we have reason to believe that we are redeemed from the curse of the law by our Lord and Saviour Jesus Christ; we, therefore, in consideration thereof, agree, promise, oblige, and bind ourselves to take the New Testament of our Redeemer and Lord as the only rule to guide our faith and govern our practice.

4. And in consideration of the redemption aforesaid, we agree, promise, and engage, never to consent to be governed by any other rules, regulations, or directions repugnant to the Testament of our adorable Lord and Redeemer; and we also consider it right, just, and necessary for us and all church members to subscribe their respective names to this engagement, in order to support the declarations aforesaid.

5. And whereas union is indispensably necessary in all conjoint bodies, for that reason we cannot with propriety receive a member or members into this convention, as a church member, without the unanimous consent of all the members present at any meeting generally made known among the members reasonably convenient for that purpose; but in all other matters pertaining and relating to the business of the church, a majority of the members present shall decide, determine, and govern.

6. We also conceive it necessary and proper to have and keep a book to record such matters and deeds concerning and pertaining to the church as may be considered and determined proper and necessary by the church at any meeting convened as before directed.

7. This convention shall be called THE CHRISTIAN CHURCH, and shall never make itself known by any other name.

Adopted and subscribed this—day of September, in the year of our Lord, 1822. Done at Strasburg, in the county of Shenandoah, Va.

O. G. Hess of the Cove had the misfortune last week to lose a fine brood sow.

time. Uncle Sam could call on them and it would be possible to carry 25,000,000 men were they available.

Traveling at an average of 100 miles a day and presuming that our army of 1,000,000 men had been mobilized on October 1, our automobiles could between that date and the end of May have carried every man in the army 600,000 miles.

If automobiles had been used instead of the railroads they could have carried all of our men to the camps, and thence, as required, to the seaboard without serious loss of time.

Our automobiles could carry all of the men in the contending armies in Europe from Paris to Berlin in forty-eight hours.

ABOUT PEOPLE YOU KNOW.

Snapshots at Their Comings and Goings Here on a Vacation, or Away for a Restful Outing.

Charlie Bard and wife and son George accompanied by John A. Pittman motored to McConnellsburg last Thursday and attended the sale at the Fulton House.

Postmaster and Merchant A. S. Layton, and family of Locust Grove, motored to McConnellsburg last Thursday, and spent the afternoon in the old town.

Mr. and Mrs. William Knepper, accompanied by Mr. Isaac Miller and son Ralph, motored to McConnellsburg last Saturday. Mr. and Mrs. Knepper were interested visitors to the NEWS office.

Miss Lillie Sipes and her sister Mrs. Sadie Shaw, and the Misses Mayme and Ethel Wink of Hustontown were pleasant callers at the NEWS office last Saturday morning. Harry Keller had brought the ladies to town in an automobile.

Mr. and Mrs. Will Hoke and son Frank, accompanied by Eugene Damley—all of Skipack, Pa., reached McConnellsburg by automobile Monday evening. Mr. Damley left for home next morning and the Hokes are spending this week with their many McConnellsburg friends.

Price of Wheat Millfeeds.

The fact that bran and middlings of local and Western origin are sold frequently in the same place, often causes a misunderstanding as to the proper price. Illustration as to possible price at which bran and middlings may sell:

HOME MADE BRAN At \$2.15 a bushel for wheat, cost of bran would be \$27.24 bulk, in carload lots, at the mill. If miller furnishes the sacks, add the cost of sacks. If bran is placed in farmers' sacks, no allowance is made. In addition, the miller may charge for handling, according to schedules set forth in Feed Circular No. 1. If selling directly to consumer in millers' sacks, in less than ton lots for cash, the selling price would be, allowing \$5.00 per ton for sacks and \$5.00 per ton for retail profit, \$37.24; if placed in farmers' sacks, \$32.24 per ton. The price will vary according to the price of wheat and the cost of sacks, and the price here given should not be considered a maximum.

For example, at \$2.40 per bushel of wheat, the cost of bran, in carload, bulk at the mill, would be \$30.40 compared with \$27.24, with wheat at \$2.15; an increase in the basic price of \$3.16 per ton.

WESTERN BRAN, At \$2.15 a bushel for wheat, cost of bran would be \$27.24—sacking \$5.00 to \$6.00 per ton. Freight from \$3.00 to \$7.00 per ton, depending upon distance shipped. If sold to a jobber, there may be an additional cost of from \$1.00 to \$4.00 per ton. If the maximums, as given above, entered into the cost, it would be possible to have Western bran when it reaches the Eastern retailers' cost, \$43.27.

The price of Western Bran will vary with the cost of wheat per ton, the cost of sacks, the distance shipped, and whether or not it has passed through the hands of the jobber—adding \$5.00 per ton for retail, the selling price may reach \$48.27.

MIDDINGS The basic price of middlings is \$2.00 above the bran price. The miller in wholesaling his feed is requested to give on the invoice the basic price of bran, cost of sacks, and cost of freight. By adding to the price paid by the purchasers, as shown on the bill-of-lading, it is simple, by referring to Feed Circular No. 1, to determine the permissible selling price.

Yours very truly,
HOWARD HEINZ
Federal Food Administrator for Pennsylvania.

John K. Jackson Food Administrator for Fulton County.