

SUMMIT TOWNSHIP

Farmers are busy cutting their oats which seems to be a light crop this year.

Miss Mary L. Gnagey who had been visiting her brother and other relatives for the past eight weeks at Waterloo, Iowa, returned home Wednesday well pleased with her western trip.

Yost Summy is building a buggy shed at present.

Mr. and Mrs. H. R. Kretzman and Prof. and Mrs. W. H. Kretzman are visiting in York and Lancaster counties at present.

Adam Johnson is sawing shingles for Eli C. Yoder.

Mr. and Mrs. Jonas D. Yoder and family and Miss Ada Hersberger spent Sunday at the home of H. E. Hersberger and family.

The hum of the threshing machines is heard in our township again sheeling out the golden grain.

Irwin Miller sold a valuable cow to J. R. Ebaugh last Friday.

W. S. Weller one of our popular auctioneers spent last Wednesday at the county seat on legal business.

G. O. Handwerk spent Saturday evening in Meyersdale.

D. C. Handwerk who had been working this summer for the West Penn Publishing Co. returned home last week for a few days rest ere school begins.

S. M. Gnagey bought a cow from R. J. Engle.

Mr. and Mrs. Norman Kinsinger of near Berlin spent Sunday at the home of the latter's parents, Mr. and Mrs. George Brown.

McKINLEY HOME SOLD

IN SOMERSET.

Memories of a famed past are revived by the announcement at Somerset Friday evening that Mrs. Mabel McKinley Baer, daughter of the late Abner McKinley and niece of the late President William McKinley, had sold the McKinley homestead in that place to Dr. R. D. Colvin, the prosperous dentist, for \$10,000.

Mrs. Baer, wife of Hermanus Baer has not resided in Somerset for some years, making her home in Mt. Vernon, N. Y., and for three years the homestead there has been closed. The new owner will occupy the premises as soon as possible and once more the historic residence will resound to human coming and going.

In the heyday of Abner McKinley's career, when his brother was president, the McKinley place was the scene of happy gatherings and much liveliness, especially in the summer. The house has 14 rooms and is one of the best in Somerset, located on East Main street.

THE FLY AND EPIDEMIC.

Little Talks on Health and Hygiene by Samuel G. Dixon.

Reams have been printed about the danger from the house fly. Despite all that has been said it is a self evident fact that people do not understand how real is the danger from these pests. If they did a single season would be sufficient to wipe out the dangerous nuisances. Let people once understand the part that the fly plays in the transmission of disease and they will look upon anyone who maintains a condition which breeds them as a public enemy to be summarily dealt with.

There is much wasted advice about swatting the fly trapped the fly. What we must do is to exterminate it by doing away with all breeding places.

Stables with manure piles that are left for weeks, garbage dumps and unscreened and carelessly constructed outhouses are the sources of the fly pest. Unpleasant as this may be to consider it is true. Any community which will be able to free itself from flies will eliminate these offensive features.

While it has not been definitely proven what the fly has to do with infantile paralysis, we have good reason to believe that it takes a part in the spread of the disease. That they can and do carry the germs of typhoid fever and other diseases we know. It is a wise mother who screens the baby's crib.

Thousands of children under one year of age die annually who would be saved if the fly were eliminated.

FOR SALE—Registered Percheron Stallion, did weigh about 2,000 lbs. Imported in 1909. Won first prize at Cumberland fair. Will do service until sold. Apply to LUKE HAY, at 413 Main St., Meyersdale, Pa. 3t\*

WANTED—PROPOSALS To Oil Front and Salisbury Streets, Meyersdale 18 feet wide, a distance of 1800 feet; Oil used must be of a good quality of road oil and put on four barrels to 500 feet, subject to orders of street committee.

Bids received up to 6 p. m., Aug. 22nd., 1916.

Council reserves the right to reject any or all bids.

BOROUGH COUNCIL E. J. Dickey, Sec.

POINTED PARAGRAPHS FROM SPEECH OF ACCEPTANCE OF CHARLES E. HUGHES.

It is apparent that we are shockingly unprepared.

When we contemplate industrial and commercial conditions, we see that we are living in a fool's paradise.

Not only have we a host of resources short of war by which to enforce our just demands, but we shall never promote our peace by being stronger in words than in deeds.

We are neither deceived nor benumbed by abnormal conditions. We know that we are in a critical period, perhaps more critical than any period since the civil war.

The administration utterly failed to perform its obvious duty to secure protection for the lives and property of our citizens. It is most unworthy to slay those who have investments in Mexico in order to escape a condemnation for the non-performance of this duty.

It is only through international co-operation giving a reasonable assurance of peace that we may hope for the limitation of armaments.

We have determined to cut out, root and branch, monopolistic practices, but we can do this without hobbling enterprise or narrowing the scope of legitimate achievement.

We demand a simple, business-like budget.

I believe it is only through a responsible budget, proposed by the executive, that we shall avoid financial waste.

We have had brave words in a series of notes, but despite our protests, the lives of Americans have been destroyed.

WILSON FLEXIBILITY.

We do not see why there should have been any stir in the senate over the discovery that President Wilson has completely reversed himself in the matter of the proposed child labor law.

Senator Borah was able to show that Mr. Wilson described this legislation in his "Constitutional Government" as unconstitutional, an "obviously absurd extravagance," carrying the congressional power to regulate commerce beyond the "utmost boundaries of reasonable and honest inference" and making it possible, if sustained, for congress to legislate over "every particular of the industrial organization and action of the country."

That, we must confess, has also been the Evening Post's view. But the Evening Post and Senator Borah are old fogies, dating back to the time when it was the custom to have fixed beliefs and principles and stick to them. The senator has evidently not read Mr. Wilson's letter in explaining his change of front on the tariff commission—that it is only a narrow man, whose mind is stupidly closed to new ideas, who does not alter his opinions. By this test Mr. Wilson is obviously one of the broadest minded men this country has ever produced, for he has changed his mind to date on the initiative, referendum, recall, woman suffrage, the tariff commission, tariff for revenue only, a permanent diplomatic service beyond politics, the merit system in the civil service, the proper place of Tammany Hall in the scheme of the universe, child labor legislation, preparedness, Bryan, a continental army—but why continue? It is a long enough list to prove that Mr. Wilson's political views are not fossilized by any fear of inconsistency.—New York Evening Post.

ADEQUATE NATIONAL DEFENSE DEMANDED

We demand adequate national defense; adequate protection on both our western and eastern coasts. We demand thoroughness and efficiency in both arms of the service. It seems to be plain that our regular army is too small. We are too great a country to require of our citizens who are engaged in peaceful vocations the sort of military service to which they are now called.

As well insist that our citizens in this metropolis be summoned to put out fires and police the streets. We do not count it inconsistent with our liberties or with our democratic ideals, to have an adequate police force.

With a population of nearly 100,000,000 we need to be surer of ourselves than to become alarmed at the prospect of having a regular army which can reasonably protect our border, and perform such other military service as may be required, in the absence of a grave emergency. I believe, further, that there should be not only a reasonable increase in the regular army, but that the first citizen reserve subject to call should be enlisted as a federal army and trained under federal authority.—From Mr. Hughes' Speech of Acceptance.

60 LOSE LIVES IN W. VA. FLOOD

Cloudburst Strikes Cabin Creek District—Relief Trains Go

MANY HOUSES WASHED AWAY

Railroad Bridges Washed Out—Many Thousands Homeless—Damage to Property Placed at One Million.

The death list in the floods which swept down the valleys of four West Virginia streams last week will be between 60 and 80, it was indicated when reports were received from some of the rescuing parties digging their way through miles of debris to the homeless thousands in the mountains.

Twenty-five bodies have been recovered. Whole families were swept away and in many cases have not yet been recovered.

National Guardsmen of West Virginia, hurrying into the flood zone, are experiencing difficulties and at many points have found it necessary to build roads. For miles along the Cabin creek valley the country has been devastated, and it will be at least two months before railroad and telegraph communications with these districts can be re-established.

Six bridges on the Chesapeake & Ohio railroad are reported to have been washed out, and in a number of places the tracks are said to have been swept from the right of way. The Kanawha & Michigan and other roads in the valley also suffered heavily. Wire communication with the Cabin creek valley district is almost paralyzed.

Red Warrior is a mining settlement, and the men of the community were at work in the mines when the storm broke, with its torrential down-pour of rain. Dozens of houses and county bridges were washed into the Great Kanawha river and many lives are supposed to have been lost in this way.

Houses, bridges and buildings of all kinds filled the Great Kanawha river at Dam No. 2, according to reports sent out by the government lock-tenders.

The Cabin creek region has suffered two disastrous storms within three weeks, causing heavy property loss and much loss of life.

At least ten deaths from drowning are reported from Dry Branch, on Cabin creek, a short distance below the Cane Fork vicinity, which was inundated by a cloudburst. The bodies had been swept down the swollen stream from the lowlands in which many miners resided. Several bodies have been recovered, but none has been identified.

Cabin creek valley, for more than twenty miles, is a scene of waste and destruction following the receding flood.

Damage to railroad, coal and oil and gas properties is estimated at \$200,000, and nearly all the coal operations, as well as the plant and lines of the Virginia Power company, operating from Cabin Creek Junction, are idle. The extent of the damage to these is not known.

Scores of houses were carried away by the waters, telephone lines torn down and railroad tracks swept away. The Chesapeake & Ohio Railroad company is the heaviest loser among the railroads, although a big bridge near Cabin Creek Junction, on the line of the Charleston Interurban Railroad company, was carried off its piers.

The coal companies suffering the heaviest loss are the Cabin Creek Consolidated, the Wyatt, the Dry Branch and some of the Dickinson interests. Railroad damage extended as far up the Kanawha river as Paint Creek Junction, the smaller stream having been forced out of its banks by the cloudburst extending over the watershed between Paint and Cabin creeks. The Coal River branch of the Chesapeake & Ohio, below Charleston, was damaged by the waters coming into Big Coal river from the various small streams.

MORE TROOPS GO TO BORDER

Ohio, Kentucky and Vermont Guardsmen Ordered South.

Twenty-five thousand more state troops have been ordered to the border by the war department. All Kentucky, Ohio and Vermont troops have been ordered to move and all departmental commanders were instructed to send troops as soon as equipped.

War department officials said the purpose of the movement was to relieve the trying situation of regiments held at state mobilization camps during recruiting. The men have been several weeks under canvas while a few recruits necessary to bring each regiment up to required minimum strength are being sought.

In many cases, notably in Ohio, where six regiments have been within a score of the number necessary to permit them to go to the border, in Kentucky and Vermont, where only a few additional recruits are necessary, and in the District of Columbia, where a very few additional men would recruit the regiment for active service, there has been growing uneasiness and discontent among the guardsmen because of the weary weeks of waiting.

KEYSTONE PARAGRAPHS

The Pennsylvania Railroad company has filed notice of its intention to appeal to the superior court against the decision of the commission in the so-called "locked baggage car" case. The commission held that even though a baggage car be locked at one end of a division and not opened until the other a baggageman must be employed.

Marion Hilbrook, six years old, of Oil City, Pa., is dying as a result of poison from swallowing a piece of red ribbon several weeks ago. Her back and breast have turned the same color as the ribbon. She cannot raise her left arm, which is also of a red color.

H. L. Ryan, aged thirty-eight, of Juniata, a Pennsylvania railroad fireman, was instantly killed near Hempfield station. He was standing on the step of his engine watching something at the side of the engine when his head struck the fence separating the tracks.

The Cambria Steel company has filed a complaint with the public service commission against the Johnstown Fuel Supply company, alleging unfair rates, claiming that the rate of gas for industrial purposes has been increased from 15 to 18 cents.

H. W. Fisher, aged twenty-nine, of New York, and Joseph Davis, twenty-four, of Boston, Mass., escaped with bruises when an automobile in which they were riding was struck by a wrecking train on the Baltimore & Ohio in Braddock.

Coroner Eckinger, of Harrisburg, is endeavoring to identify a decapitated adult male body found on the mountains near Rockville. The body is that of a young man, smooth shaven, five feet eight inches tall, and having light auburn hair.

Andrew Tillman, thirty-five, Belleverton, was drowned in the Monongahela river near his home when a motorboat in which he and Andrew Vannalock, of Belleverton were riding was struck by the towboat Rover. The motorboat upset.

Walter Hohe, aged twenty, of Pittsburgh, was drowned in the Allegheny river near Sandy Creek. The youth could not swim and stepped into deep water. The body was recovered.

Attempting to shoot a dog, John Keil, a farmer residing on the outskirts of Marianna, shot Cistmo Bava, twenty-six years old, in the right leg, and Vincenzo Mallo in both arms.

Cary E. Piper, aged 65, druggist and one of the best-known business men of Charleroi, was found dead on the front porch of his home by his wife. Death was due to apoplexy.

Joseph Lenkiewicz, aged seven, of Pittsburgh, was drowned in the Allegheny river in Pittsburgh when he fell from a barge on which he and several other boys were playing.

Two fires at Bentleyville at the same time caused \$40,000 damage and threatened the destruction of the entire village. They are believed to have been of incendiary origin.

Fire originating on the second floor of the stables of the William J. O'Neil Transfer and Storage company, in Pittsburgh, destroyed the building and 63 horses.

John Barclay, aged sixty-two, of Bellevue, a teamster, was killed when run down by a Pennsylvania passenger train at the Riverview crossing, near Glenfield.

Mrs. Margaret Bell of Butler, aged thirty-three, mother of 13 children, is dead from burns received when she attempted to light a fire with the aid of an oil can.

MANY DIE WHEN CARS CRASH

Twenty-five Killed in Telescoping Accident Near Johnstown.

Twenty-six were killed and 62 injured in a head-on collision between two crowded trolley cars on the Southern Cambria Traction company's line between Echo and Brookville, seven miles from Johnstown, Saturday.

Fourteen of the victims were killed outright. The others died in or on the way to hospitals in Johnstown.

The cause of the accident may never be established. Angus Varner, motorman of one of the cars, ran through the station at Brookdale waving his arms. Power was shut off at the power house, but too late to avoid the crash. Employees of the company say the car passed through the station at a speed in excess of thirty miles an hour.

Both cars were telescoped. It was in the outbound car, the one into which Varner's car crashed, that most of the victims were riding. They were on the way to a family reunion.

Bodies were strewn around minus hands, head and feet. In one case, that of a boy named Lents, the head was missing. Some of the injured were pinned in the wreckage, while others were thrown into a rock-filled gully near the tracks. It was half an hour before aid could reach the scene, the accident happening in an isolated spot in the mountains.

Flour Prices Increased.

Columbus (O.) mills have advanced the price of all grades of flour 65 cents a barrel.



The Great American Smoke

Fall in line with hundreds of thousands of red-blooded smokers of the good old U. S. A. Smoke the cigarette tobacco that's been an American institution for three generations—"Bull" Durham. The rich, relishy, star-spangled taste of "Bull" Durham puts the national spirit of get-up-and-hustle into your hand-rolled cigarette. "Bull" Durham is the freshest, snappiest, liveliest of smokes.

GENUINE "BULL" DURHAM SMOKING TOBACCO

"Roll your own" with "Bull" Durham and you'll find a far greater satisfaction in smoking your cigarette than you ever did before.

Made of the richest, mildest leaf grown, "Bull" Durham has a delightful mellow-sweet flavor found in no other tobacco.

Men who never smoked cigarettes before are now "rolling their own" with "Bull" Durham.

FREE An Illustrated Booklet, showing correct way to "Roll Your Own" Cigarettes, and a package of "Bull" Durham papers, will both be mailed, free, to any address in U. S., on request. Address "Bull" Durham, Durham, N. C.



Every Farmer with two or more cows needs a

DeLAVAL

THE BEST SEPARATOR MADE. J. T. YODER, 223 Levergood St., JOHNSTOWN, PA.

GREAT R. R. STRIKE IS THREATENED

Transportation Tie-up Would Paralyze Business. FARMERS TO FACE DANGER.

Could Not Market Crops and Losees Would Run into Hundreds of Millions—With Factories Unable to Operate Wage-earners Would Suffer.

From the viewpoint of the public it is an intolerable situation when any group of men, whether employee or employer, whether large or small, have the power to decide that a great section of country shall undergo great loss of life, unparelleled suffering and loss of property beyond the power of description, through the stoppage of a necessary public service. This, however, is the situation which confronts us as a nation.—From the Report of the Eastern Engineers' Arbitration Board (1912) signed by Charles E. Van Hise, Oscar Straus, Frederick M. Johnson, Albert Shaw, Otto M. Eidlitz and Daniel Willard.

As a result of the demands for more wages which the train service employees of the railroads have been pressing upon the transportation lines, the country is face to face with the possibility of the greatest strike and the most serious industrial catastrophe in its history. The engineers, conductors, firemen and brakemen on practically all the railroad lines have voted to place their entire interests in charge of a few leaders within their organizations, and to give these leaders authority to call a strike if they wish to do so.

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part transportation plays in every industrial activity of the country.

Cities Would Face Starvation.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of bustling turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard, it would mean a cutting off of food supplies that would place the inhabitants virtually in a state of siege.

In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

Vast Loss to Farmers.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, while the market value of more perishable articles would disappear entirely. The strike would make it extremely difficult to harvest crops in many sections. It would make the disposal of the crops impossible, and would inflict losses amounting to hundreds of millions of dollars upon the farmers of the country.

The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work.

With the incomes of practically every class of citizens either seriously cut down or suspended entirely, merchants would transact little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment the railroads ceased to operate. The injury to the railway companies and to the striking employees would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

Our Job Work Plus