

# THE ANDOVER NEWS.

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Attorney and Counselor at Law.  
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## CHASING A BURGLAR.

Daring Robbery of a Central Express  
Car Near Lyons.

The shooting of an express messenger  
on a Central-Hudson train, the rifling  
of a valuable safe, the flight of the rob-  
ber on the engine of another train from  
which he drives the crew at the point of  
a revolver, a running fight from the cab  
for miles, chased by another engine  
filled with railroad men, and the final  
capture of the desperado by a sheriff's  
posse in a swamp, after a wild pursuit  
across the country, are some of the sen-  
sational features of the most desperate  
attempt at train robbery in the history  
of the Central-Hudson railway, which  
has cast in the shade, as an exhibition  
of coolness and nerve, the famous ex-  
ploits of the Jesse James band, or other  
outlaws of Western fame.

Train No. 31 on the Central-Hudson  
is known as the American Express  
Company's Special. One car is known  
as "the money car," and in it is sent the  
specie from the United States Treasury  
for western banks, as well as the money  
in process of exchange between the  
banks of New York and the West.

Daniel T. McInerney of Rochester was  
in charge of the money car on the train  
on Saturday night. When the train  
was near Weedsport, the conductor  
heard the air whistle sound very faintly.  
It was enough to arouse him to the be-  
lief that something was wrong in the  
express car. Going out on the platform  
of the coach, he climbed on the rail and  
looking through the hole where the bell  
cord comes through, he saw the upper  
part of a man whose face below the  
eyes was concealed by a red flannel  
mask. The messenger he could not see.  
He went back, set the air brakes and  
called his two trainmen. The three  
stood leaning out from the platform,  
looking forward along the sides of the  
express car. Suddenly a man's form  
appeared at the side door of the express  
car, bullets whistled past their ears and  
a voice was heard commanding them to  
signal the engineer to go ahead or take  
the consequences. The trainmen were  
unarmed. The conductor told one of  
his men to jump off, run back to Jordan  
and telegraph along the line to Roches-  
ter that they had a train robber on.  
This was done and the conductor sig-  
naled the engineer to go ahead at full  
speed, thinking that the robber would  
not dare jump and would be captured  
at the next stop. The train went to  
Port Byron. Here the brakes were set  
again and the conductor and trainmen  
went to the express car.

The car showed signs of a desperate  
struggle. Money packages and jewelry  
were lying scattered about, everything  
in the car seemed stained with blood  
and Messenger McInerney was lying  
bleeding from several wounds and al-  
most unconscious. The robber was no-  
where to be seen and was supposed to  
have jumped and made good his escape.  
The train went on to Lyons, the next  
stop. The news had spread all along  
the line by this time and the station at  
Lyons was all alive. Among others in  
the crowd was a well dressed young  
man wearing gold eye glasses and car-  
rying a satchel slung by a strap over his  
shoulders.

Now it so happened that the trainmen  
had noticed this same young man at the  
station at Syracuse before the train  
pulled out and they had not seen him  
since and the question of what he was  
doing at Lyons and how he got there  
at once suggested itself. An attempt  
was made to seize him, but he pulled  
out two revolvers, held the crowd back  
and backed across the yard until he  
reached a coal train, the engine with  
steam up ready to pull out for the west.  
He pulled the pin holding the tender to  
the first car, climbed over the coal into  
the cab, drove the engineer and fireman  
out with his revolver and started the  
engine.

Conductor Laas and one of the switch-  
men procured a shot gun, freed the en-  
gine of the express and with the en-  
gineer and fireman started in pursuit of  
the fugitive. The Central-Hudson is a  
four track road and the two engines,  
though both going west, were not on the  
same track. The express engine soon  
overtook the robber, who suddenly re-  
versed his engine and let his pursuers  
pass him, pouring a perfect hail of pis-  
tol bullets in the cab as his pursuers  
passed him. As soon as possible their  
engine was reversed and the swift pas-  
senger engine was soon gaining on the  
fugitive. When they had arrived with

in a short distance of him he adopted  
the same tactics as before and reversed  
the engine. As they passed each other  
another duel ensued, the shot gun tak-  
ing a part this time. No one was hurt  
in either battle.

About two miles beyond the robber  
found his steam was giving out. So he  
jumped off at a cross road and started  
across the country, going south. He  
managed to terrorize a farmer into let-  
ting him have a horse and rode on about  
two miles farther south. Here he pro-  
cured a horse and cutter, persuading  
their owner, a German farmer to en-  
trust them to him by firing on him.

The party on the express engine had  
returned to Lyons, where the sheriff of  
Wayne county had organized a posse  
which, under the command of Deputy  
Sheriff Collins started in pursuit. Mean-  
time the farmers along the robber's line  
of retreat had also turned out fully  
armed in pursuit. The runaway was  
sighted about five miles south of New-  
ark. The roads are very bad and he  
had made poor speed. He had aban-  
doned his rig and run across lots to Ben-  
ton's swamp. But the swamp proved  
too full of water to be penetrated and  
the fugitive took up his position behind  
a stone wall and faced his pursuers.

After some parley he surrendered to  
Deputy Sheriff Collins, and was taken  
back to Lyons and lodged in jail. He  
gave the name of William Cross, and  
said he was from New Mexico and had  
been boarding in Syracuse for some  
time. He admitted that he was the  
man who attempted the train robbery.

The story of the attempt at robbery  
is this: Cross boarded the train when  
it pulled out of Syracuse and climbed  
on top of the express car. He was pro-  
vided with a hooked rope. Fastening  
the hook in the slight cornice of the roof  
on one side of the car he let himself  
down on the other, and resting his toes  
on the ledge that runs around the car,  
he looked in the glass of the side and  
saw the express messenger in front of  
one of the safes, which was open, mak-  
ing up his bills. He smashed the glass  
with his revolver, covered the messen-  
ger and shouted to him to hold up his  
hands. Instead of doing this, McInerney  
reached for the signal cord with one  
hand and for his revolver with the  
other. A bullet smashed the hand on  
the cord, but not before it had given the  
signal, which aroused the conductor.  
Then McInerney fired upon the robber  
and put a bullet through his coat.  
Then the robber shot the messenger  
twice, once in the right leg and once in  
the left temple. He climbed into the  
car and a desperate struggle took place  
which did not end until the train was  
stopped for the first time near Weeds-  
port. It is evident that the robber climb-  
ed out on top of the cars and remained  
there through the stop at Port Byron,  
and until the train reached Lyons. So  
far as can be learned the robber secured  
absolutely nothing, for which the com-  
pany can thank the readiness of Con-  
ductor Laas and the pluck of McInerney.

## GREENWOOD NEWS.

Quite a number of cases of scarlet  
fever are reported on Bennett's Creek,  
two deaths having occurred there from  
the disease.

Mr. and Mrs. M. T. Smith of Green-  
wood, start on a pleasure trip for Cal-  
ifornia on the 23d instant. Their  
many friends wish them a pleasant  
trip and a safe return.

Mrs. A. Wilson, of Bennett's Creek,  
is spending the week with her parents  
at Corning.

The children of Elbert Williamson  
are quite sick with scarlet fever. Mrs.  
Williamson is also sick.

A clothes-pin social will be held at  
the residence of Henry Youngs, on  
Thursday evening, Feb. 25th. Con-  
sidering the hospitality of Mr. Youngs,  
an unusually fine time is expected.

Mrs. Ambrose Wheaton died at her  
home on Bennett's Creek, Saturday,  
Feb. 20th, 1892, aged 49 years. Her  
remains were taken to her former  
home in North Bingham, Pa., for bur-  
ial. Deceased leaves a husband and  
five children.

Preparations are being made in the  
Bennett's Creek district for a school  
exhibition to be held Friday evening,  
Feb. 26th, Miss Marian Robles, of  
Canisteo, being their teacher.

## THE FARMERS' INSTITUTE.

Continued from last week.  
TUESDAY AFTERNOON.

During the intermission tests were  
made of eight samples of milk, one of  
which was buttermilk, and one skim-  
milk from the "baby" separator. The  
range of fat in the whole milk was from  
3.7 to 7; in the skim milk 0.1 and in the  
butter milk 3.3. The large per cent of  
fat in the latter, was caused by rapid  
churning, which brought the butter in  
seven minutes, thus causing a loss, of  
probably three-fourths of the fat.

The following questions left over  
were read and discussed.

Agricultural Salt: Its use on grain  
and grass land; how applied and when  
and how much to the acre?

Mr. Eastman: We have never used  
salt on our grass land, but have on hops  
and land where beets were planted.  
There is no fertilizing virtue in salt,  
but it has a mechanical value on some  
soils; sow broadcast.

We believe that cotton seed meal is  
one of the best foods for the dairy cow,  
feed one to three pounds per day, in con-  
nection with silage. We have used it  
several years in that way. Would not  
feed it to young and growing animals  
as it is constipating and highly concen-  
trated.

Mr. Carr: I have fed it to a yearling,  
in connection with straw, with good  
results.

Does it pay to supplement the pasture  
with soiling crops?

Mr. Clarke: We calculate to give  
our cows all they want to eat; our pas-  
tures never get "short," because we  
have twice as many acres as are re-  
quired; but we give the cows plenty of  
millet; all we can get them to eat. Mr.  
Carr said he practiced feeding early  
sown oats to supplement summer pas-  
ture. Mr. VanAlstyne also pursued the  
same method, and Mr. Eastman said  
he had succeeded in making better but-  
ter in July and August when the cows  
were being fed a good ration of early  
cut oats and peas, than he could make  
in June. Sometimes early cut clover  
comes on before the oats and peas.  
These are followed by early varieties of  
corn which come on in succession. If  
a cow is pinched in summer because of  
short pasture, the cows will eat noxious  
weeds which taint milk and butter.

Dr. Smead said the best preventative  
of the Buffalo or so-called horn fly, is  
crude petroleum mixed with lard and  
rubbed on.

Mr. VanAlstyne: Dr. Lintner, the  
State Entomologist recommends di-  
luted carbolic acid as a preventative,  
and the treating of the droppings with  
quick lime to kill the eggs which are  
laid thereon.

How long after dropping a calf, in a  
healthy condition, does a cow's milk  
reach normal condition?

Dr. Smead: It varies from three to  
five days.

Which will pay the farmer best, to sell  
hay and grain and buy fertilizers, or  
feed hay and grain and make his own  
fertilizer?

Mr. Eastman: Feed those foods that  
are best suited for the purpose they are  
given, and thus secure our own fer-  
tilizers. Those foods that make the  
most and best milk also make most and  
best growth in young animals; also best  
manure. Usually the man who buys  
commercial fertilizers does not know  
what his land needs in fertility. If he  
knows it needs potash, then buy it; if  
phosphoric acid buy that, nitrogen, also;  
but be sure you know what you want  
before you buy, then get the best; but  
you will find it more profitable to feed  
properly constructed rations to farm  
animals, then save all the manure and  
properly apply it. Never sell clover  
hay, nor any other crop rich in fertility  
if you can avoid it. Buy wood ashes for  
potash, ground bone for phosphoric  
acid, and grow clover to get your ni-  
trogen.

Mr. Edward VanAlstyne next ad-  
dressed the institute his subject being  
CO-OPERATIVE DAIRYING.

He was in favor of it, because, as a  
rule it lengthens the dairy season; be-  
sides the product of the creamery as a  
rule sells for better prices than does  
that from the farm. We as dairymen  
feed too much hay, and too small an  
amount of grain, and we should make  
more winter dairy products and less in  
summer. His dairy goes to a co-ope-  
rative creamery, and not a pound of but-  
ter has been sold this winter for less  
than 30 cents. It is more profitable to  
make winter butter, having the cows  
come fresh in milk in October, Novem-  
ber and December, as such cows will  
give at least 1,000 pounds more milk in  
a year than will those that come in in  
March, April, or May. Cows thus man-  
aged "pay their way" in winter and give  
us a profit besides; besides that, the  
manure, if saved and applied is much  
better than that ordinarily made. It  
must be remembered, however, that the  
cow, to return a profit, must be well

Continued on Eighth Page.

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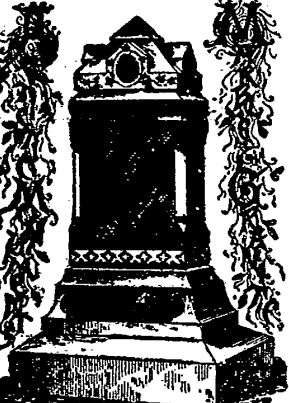
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