

# THE ANDOVER NEWS.

VOL. XXIV. NO. 27.

FOR THE WEEK ENDING FRIDAY, JULY 8, 1910.

TERMS: One Dollar the year.

## TELEPHONE CO.'S UNDER COMMISSION

### The Allegany Mutual Will be Classified Under Exemption from Jurisdiction of Public Service Commission

Albany, July 5.—The Public Service Commission of the Second district has prepared and is mailing to all telephone corporations in the state a circular asking for information in relation to these corporations. Chapter 673 of the laws of 1910, which became a law June 25th and takes effect September 1st, extends the jurisdiction of the Public Service Commission of the Second District to every telephone line, which lies wholly within the State of New York and to that part within the State of New York of every telephone line which lies partly within and partly without the State of New York, and to the persons or corporations owning, leasing or operating any such telephone line.

The exceptions to the jurisdiction are corporations, companies, associations, joint stock association, partnership or persons having property actually used for the public service in the state of a value not exceeding \$10,000, or which do not operate the business of affording telephonic communication for profit.

Blanks are inclosed with the circular, which require an answer to the questions submitted on or before July 15th. The questions asked are for the name and address of officers; towns, villages and cities in which the companies operate; kind of corporation, whether a person, partnership, association or an incorporated corporation; the capital stock issued and outstanding, showing the common and preferred stock; a statement of the outstanding bonds of the corporation or association, their date of maturity, security, and date of interest, if exempt from the provisions of the law statement must be made of the property in the State of New York actually used for public service, including poles, wires, switchboard, office furniture and other property and the value of each; and if the property is not operated for the business of affording telephonic communication for profit, a statement of the conduct of its operation must be shown in detail.

The information which the commission has on hand indicates that there are 1,106 telephone corporations in the State of New York. It is probable that considerable less than one-half will come within the jurisdiction of the commission because of the exemptions as to the companies having less than \$10,000 in property or those not carrying on business for profit.

The greatest number of telephone corporations is in Steuben County which has 119; Allegany follows with 70; Chenango has 62; Delaware, 48; Greene, 39; Broome, 36; Albany, 34; Chautauqua, 32; New York, 31; Columbia, 28; Herkimer, 26; Tioga, 24; Otsego, 24; Wayne, 23; Oneida, 23; Schuyler, 22; Cayuga, 22; Jefferson, 22, and Essex, 20; Chemung, Erie, Madison and Orange, 19; Onondaga and Oswego, 18; Cattaraugus, Rensselaer and Schoharie, 16; Lewis, 14; Thompson and Yates, 13; St. Lawrence, 12; Ontario, 11; Montgomery, 10; Sullivan and Warren, 9; Franklin, Seneca and Ulster, 8; Clinton, Genesee, Kings, Monroe, and Wyoming, 7; Saratoga, Schenectady, Washington, 6; Livingston, Suffolk and Westchester, 5; Fulton, Hamilton and Orleans, 3, and Putnam 1.

### DID THEY BUY BOOZE THERE.

Fifty Belmont Men will be Quizzed for Local W. C. T. U.

Justice of the Peace George Peck has issued subpoenas for a preliminary hearing to be conducted by District Attorney J. F. Rice at the Court House on Monday morning, July 11, at nine o'clock. A complaint that the excise law was being violated in Belmont, was filed with District Attorney Rice by the local W. C. T. U. It is said about fifty men of Belmont and vicinity have been subpoenaed to appear at this hearing as witnesses.—Belmont Dispatch.

### STARTING FOR ATLANTIC CITY.

Thomas Biplane to be Taken There to Join Glenn H. Curtis in Aviation Meet—Leave at Once.

W. T. Thomas, designer of the Thomas biplane which has been tested at the aerodrom on the Page farm below Hornell for a few weeks, is taking the machine down preparatory to shipping it to Atlantic City for the aviation meet there. He received word from Glenn H. Curtis, to join him there at the meet with his machine if possible, and at once made preparations to pack the machine for shipment. It will be accompanied by the Messrs. Thomas and Aviator Bert Chambers. Mr. Thomas was greatly pleased at the prospect of being at the meet in conjunction with Mr. Curtis, and lost no time in preparing to take the aeroplane to Atlantic City. He said that he expected to return to Hornell after the meet for further tests and experiments. He is well pleased with the location and city and is desirous of continuing his experiments here with a view to locating permanently in Hornell. The flights of the aeroplane at Atlantic City will be watched with interest by many in this vicinity.

### PINGREY FAMILY REUNION.

The Pingrey family held their third annual reunion at the home of Sanford Mead in Greenwood, July 4th. The day being an ideal one, nearly all the family in this section were present.

At 1 p. m., a five course dinner was served "neath the shade of the maple trees." The program which followed proved interesting as well as amusing and consisted of an instrumental solo by Miss Bertha M. Mead. Instrumental duet by Miss Helen Nephew and Olen Pingrey. Miss Julia E. Stephens gave a reading in her usual pleasant and capable manner, followed by instrumental music by Miss Anna Laura Stephens. Pantomime, S. Mead, Olen Pingrey, accompanist, Miss Bertha Mead. The program closed with a vocal solo by Olen Pingrey and John Nephew and instrumental solo, Miss Julia Stephens.

The following officers were elected:

President.—Wm. Pingrey, Andover, N. Y.

Secretary.—W. B. Mead, Hornell, N. Y.

Treasurer.—S. Mead.

Thus ended one of the most enjoyable reunions ever held in this section.

The fourth annual reunion will be held at the home of Prof. W. W. Pingrey of Andover, N. Y., July 4, 1911.

### WOOD REUNION.

The wood Reunion was held at the home of Mr. and Mrs. C. H. Austin, in Whitesville, Tuesday, June 28th and there was a large attendance. Dinner was served at the M. E. Church parlors. A short program was rendered and officers elected as follows:

President.—L. H. Fortner.

Vice President.—N. P. Collins.

Secretary.—Mrs. W. H. Farnham.

Treasurer.—R. J. Fosbury.

Chaplin, John Deming.

Program Committee, Mrs. Flora Deming, Mrs. Clara Austin and Mrs. Myra Lewis.

Mr. and Mrs. John Deming, Mr. and Mrs. Ed. Wood and son and Mr. and Mrs. Leon Cook of Andover were in attendance.

### W. C. T. U. PICNIC.

The members of the Woman's Christian Temperance Union enjoyed their annual picnic in the Hardy grove Friday afternoon. The grove was decorated with flags, daintily laid table and comfortable rockers gave promise to the guests upon their arrival of a pleasant day's outing. The view from the grounds of the valley and lake below, with the hills in the distance is one of rare beauty and Friday was an ideal day in which to appreciate it. At mid-day a substantial dinner was enjoyed and in the afternoon Mrs. Hardy served ice-cream, cake and lemonade. Dainty baskets of bonbons were also presented the ladies as favors by the hostess.

### NOTICE

All accounts owing the Bakery must be paid before Saturday night, as we have sold out and are to move from Andover immediately. Henry Bennett.

## The Motor Vehicle and the Farmer.

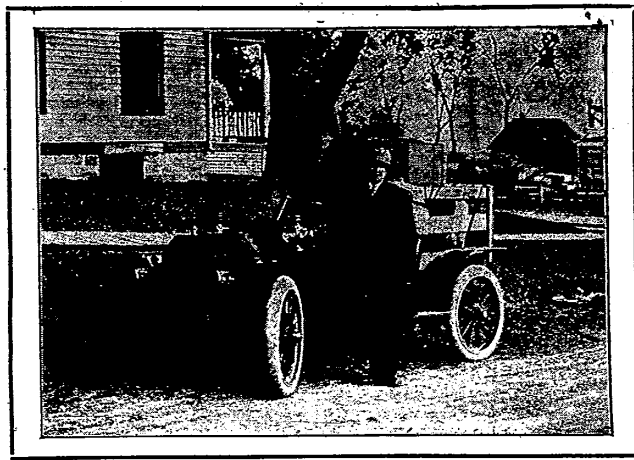
### How Good Roads and the Automobile Will Make Farm Life More Attractive and Profitable.

(From the National Grange.)

There is a mistaken impression in many quarters that the present sale of automobiles is principally among the wealthy. This is not so. The majority of sales are to people of moderate means. This fact refutes the idea that the automobile is too expensive for general farm use. The rapidly improving methods of manufacture are tending to a point when differences of price will merely re-

rapidly giving place to the broader view that the appropriations for road improvement should be met out of the funds raised by general taxation. In the Republican National platform of 1908 we find this statement:

"We recognize the social and economic advantages of good country roads maintained more, and more largely at the public expense and less



Taking Live Stock to Market in Auto. Crate can be Replaced by Seats for Passengers

present different degrees of power and equipment. The general standard among reputable makers is now so high and the efficiency of their plants so great, that for a moderate sum a machine can be bought which will give excellent service year in and year out, and last for many years. The farmers are finding this out for themselves, and one of the leading manufacturers of high priced cars receives every morning a large mail from the country districts asking for particulars about second hand cars.

This summary of existing conditions and future possibilities brings us to the question as to how are we to get the improved roads which, together with the motor vehicle, will work such fundamental changes. Well, so far as the farmers are concerned, if they want good roads they can have them for the asking. This seems a big statement. Let us look into it.

There is a general agreement among all who have given any thought to the subject that the farmers are entitled to good roads, not only because they need them, but the general prosperity of the country, and especially the maintenance of a healthy balance between the city and rural populations, requires them. In other words, it is conceded that in the matter of road improvement the farmer has a valid claim for assistance in securing better roads.

It has been argued that since the class who will derive the most immediate benefit from the improvement of our rural highways are the people who live along them, it is the farmers on whom the expense of improvement should principally fall. This is the doctrine that the cost of road improvement should be a charge on the owners on abutting property. While this principle was the one under which roads were originally constructed it has been abandoned in every civilized country, and it is fair to say that the degree of perfection of the road system of any country is measured by the extent to which the principal of assessing the cost on abutting land owners has been abandoned.

In this country the theory that improved roads should be constructed at the expense of the owners of the land through which they run is

and less at the expense of the abutting property owner." The Democratic National platform declared that: "We favor Federal aid to state local authorities in the construction and maintenance of post roads." Assuming the acceptance of the principle that the money for road improvement must be provided out of funds raised by general taxation, there remains the question: From what source shall these funds be secured? Certain states, particularly those of the Northeast, have already made large appropriations for this purpose, but there are still a majority of the states which make no provision for aiding the work of road improvement, or which appropriate only trifling amounts annually. The citizens of these backward states must be brought to realize the great benefits that will result from the adoption of more liberal policies of highway improvement, so that they will if necessary, issue bonds to provide for a general system of improved roads. But the resources of many of the states are not equal to providing the funds required to construct and maintain proper road systems, and it is for this reason that the farmers are urging the adoption of the policy of Federal aid for road improvement. With Congress invading the taxing sphere of the states, by imposing taxes on corporations, and preparing to tax incomes and inheritances, practically the only sources from which the states can secure additional revenues, it would seem clear that there is an obligation on the part of the National Government to devote a part of the amounts raised by these taxes to aiding in the improvement of our public highways.

For many years the farmers of this country have been paying taxes for harbor improvements, fortifications, the deepening of waterways and the like expenditures, from which they have derived no direct benefits. To quote the Master of the National Grange: "Statistics of the exports from the United States for the ten years ending with 1906, show that nearly 60 per cent. of the exports during that period were products of our farms. Yet for the benefit of the industry producing these enormous

(Continued on Editorial page.)

### HOW TO SLEEP OUTDOORS.

Pamphlet of Directions issued by the National Tuberculosis Association.

"Directions for living and sleeping in the open air," is the title of a pamphlet being sent out today by the National Association for the Study and Prevention of Tuberculosis to its local representatives in all parts of the United States.

The pamphlet is meant to be a handbook of information for anybody who desires to sleep out of doors in his own home. It emphasizes the fact that outdoor sleeping is as desirable for the well as for the sick. The booklet will be sent free of charge to anyone applying for it at the headquarters of the National Association for the Study and Prevention of Tuberculosis in New York, or to the secretary of any local or state anti-tuberculosis association.

Some of the subjects of which the pamphlet treats are, how to take open-air treatment in a ten-

## THE EVER GLORIOUS WISELY OBSERVED

### The Safe and Sane Celebration of July 4th a Success in Andover—Very Few Accidents Reported.

Not in years has the Fourth of July been observed in a pleasanter and altogether agreeable manner than it was in Andover this year.

It was a quiet Fourth in Andover, and everyone seemed happy. For those who did not go out of town, the "Pond" was the attraction. The cottages were open and nearly one hundred people enjoyed a picnic in the afternoon. In the evening a large crowd gathered for the fireworks which were very good. The little lake was thickly dotted with boats while the launching of a new motor boat recently purchased by Mark Houghtling helped to make the day of interest. And best of all so far as we have learned not one person was injured by the firing of fire crackers or other patriotic demonstrations.

### UNFORTUNATE DAY.

Miss Sarah Brandt, of Galeton, Bitten by a Rattle Snake and Chased by a Bull.

Mrs. Sarah Brandt of Galeton had an exciting experience last Friday. While returning from a visit to a friend she stopped to pick some wild roses when a rattlesnake sprang from beneath the bush and sank its fangs into her bare arm above the wrist. Realizing her danger she started for the nearest house a mile distant across a field. When about half the distance had been covered she was terrified at hearing the angry bellow of a bull who started in a rage after the girl. But for the valiant attack upon the infuriated animal by a small pet terrier, who accompanied Miss Brandt, she would have undoubtedly been killed. The brave little dog diverted the attention of the bull until some men who heard her screams for help arrived to her rescue. For 48 hours Miss Brandt was in a critical condition from the effects of the poison from the bite of the reptile and the shock of her dangerous experience.

### NOTICE OF ANNUAL SCHOOL MEETING.

Notice is hereby given to the qualified electors of Union Free School District No. 1, of the town of Andover, N. Y., that the Annual School Meeting will be held at the school building in said district, August 2nd, 1910, at 8 o'clock, p. m., for the election of trustees and the transaction of any other business that may come before the meeting.

B. B. Hann,  
Secretary Board of Education.  
July 1st, 1910.

## Cayuga Land Plaster

### H. H. Williams & Co.