

THE ANDOVER NEWS

BY J. HARVEY BACKUS.

Andover, N. Y., July 8, 1910.

OUR KEYNOTE:

There is no "Way-Out-a-Way."

Entered at the post office at Andover, N. Y., as second class matter.

Since the pleasant day passed at the Pond by many Andover people last Monday, it again brings to mind the possibilities of our having one of the finest little summer resorts at that place there is along the line of the Erie Railroad if our people would only take a hand in the matter of putting it in shape.

First, it should have a name. When the writer came to Andover, some twelve years ago, some one told us the name of "The Pond" was "Lake Minnie Bundy," but since that time we have failed to find any reason for the name, or any one who knows about its ever being named, other than it is popularly known as the "Andover Pond."

The water should be drawn off and all the old stumps and snags taken out so that boat riding can be more thoroughly enjoyed. We understand that those owning the ice privilege are anticipating building a new cement dam at the head of the pond this summer and if they do will have to draw off the water. This would be a splendid opportunity to clean it up.

There has been several attempts to put valuable boats afloat at the Pond but on account of the stumps and snags it has been impossible to keep them there. This week a fine motor boat is being enjoyed by many, but it cannot remain there long, without being damaged severely unless an effort is made to clean out the stumps.

Read the announcements of our merchants in this issue. Many a dollar has been saved by a careful perusal of a merchant's ad. When a business man advertises for your patronage he not only has line of goods that "speaks" but there may be some article or articles listed that you desire and that it may be some articles or articles listed that you desire and that it may be advantageous to buy at this time.

TO OIL THE STREETS.

A paper was circulated last week in Angelica and enough money was subscribed to buy oil and oil Main Street from the park to Mrs. Brown's drug store. The oil has been ordered from the Standard oil company and the street will be oiled as soon as it arrives. It is said that this has been a successful way of laying the dust in other places and it is to be hoped that the scheme is successful here. At least there is satisfaction in knowing that "it cannot be any worse,"—Advocate.

ORDAINED TO THE PRIESTHOOD.

The Rev. W. Guy Raines, for the past eighteen months, Deacon in Charge of St. Pauls Church in Angelica was advanced to the office of "Priesthood," Wednesday morning June 23rd. The service being held in Holy Innocent's Chapel, Buffalo. Mr. Raines will continue his work in Angelica.

HAD FINGER AMPUTATED.

Ray Hammond, an Andover boy who works in the Wellsville Aluminum Works, sustained the loss of a finger on his right hand, last week. His finger was crushed in one of the stamping presses, in such a manner that it had to be amputated. Lewis Van Wie was with Mr. Hammond during the operation.

DATES FOR FAIRS.

The dates for the Allegany County Fairs are: Allegany County Agricultural Society, Angelica, September 13-16. Cuba Fair and Racing Association, Cuba, September 6-9. Wellsville Fair and Association, Wellsville, August 23-26.

Cautious.

"What's a' yer hurry, Sandy? It's no 10 o'clock yet."
"Well, ye see, Ab'e changed me lodgin's, an Ab'm no vera weel acquainted w' th' new staircase."—London Bystander.

Prostrated.

"Poor thing! Did she take her husband's death much to heart?"
"Why, she's prostrated with grief! She can't see a soul except the dress-maker."

Improving.

We think the world is growing better. There seems to be an increasing determination to make the other fellow do what is right.—Puck.

A QUICK CHANGE.

The Sweet Taffy That Came After the Cold Roast.

"Say, Jen," said Katie, the brunette with white side combs in her hair. "I see Mammie has bleached her hair again. Ain't it terrible?"
"Yes, perfectly awful!" replied Jennie. "She asked me if I wore hers, and I said 'yes.' Don't she look perfectly dreadful—and it's getting streaked already. You could tell in a minute it was bleached, the roots are so dark."
"Sure, I noticed that!" responded Katie. "And, say, did you see the rag of a dress she had on yesterday? And it's fit-gracious! Looked perfectly dreadful, didn't it?"
"Perfectly dreadful," echoed Jennie. "Well, she wanted a pattern, and I gave her one of that dark blue silk I had three years ago," said Katie.
"You did?"
"Yes, I did."
"Oh!"
"And the hat she was wearing," continued Katie. "Did you get your optics on that?"
"Yes."
"Perfect sight, wasn't it?"
"Where did she get it?"
"Oh, down at the Moody's. I helped her pick it out," was Katie's reply.
"Why, why, here comes Mammie now," she continued. "Hello, Mammie, you dear, sweet thing! How nice you look—too darling for anything!"
"Yes, indeed," added Jennie. "You do look perfectly charming. Say, let's all go and get some soda."
And the three friends walked away together.—New York Times.

She—Why does woman take a man's name when she marries him? He—Why does she take everything else he's got?
When death comes it is never our tenderness that we repent of, but our severity.—Ellet.

NOTICE TO SUBSCRIBERS.

It has been necessary for nearly every paper in this section of the woods to raise the price of their publication from \$1.00 to \$1.25 or \$1.50 per year, in order to meet the expenses of the "high cost of living." The NEWS has hitherto refrained from doing this, but it is evident now that something must be done, as the price of print paper has doubled since the present ownership of the NEWS, and is still going skyward. We believe, however, that if we can get our pay for the NEWS at the dollar mark we can yet sell it at a dollar a year at a profit. It never seemed just to charge our good paying subscribers twenty-five or fifty per cent. additional because some others will not pay their honest debts.

The postal regulations say that we cannot mail at second class rate any paper whose subscription is not paid within the twelvemonths. To keep a book account with all of our subscribers and send them bills, stopping their paper at the expiration of the twelve months as the law requires would entail an additional expense which would equal at least the twenty-five cents increase in subscription. So taking all these matters into consideration we have decided to adopt, January 1, 1911, the cash in advance system. No pay, no paper. This will give all ample opportunity to settle any little arrearage that might be owing us, and put their subscription in advance. This notice is being sent every NEWS subscriber, by mail, whether now paid in advance or not, and if you will look at the label on your paper you will see the month and year to which you are paid. If all of our subscribers will help us in this matter, it will also help themselves fully as much as it does us, as we shall surely be obliged to raise the price of the NEWS if this appeal is not met with favor among our subscribers.

JUNK

I will pay the Highest Price For Rags, Rubbers, Metals, Rope and Paper Stock
MAX EPSTEIN,
ANDOVER, N. Y.

Calhoun's

"Velvet"
Ice Creams
All Flavors

THE MOTOR VEHICLE AND THE FARMER

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

(Continued from 1st page.)
road officials in the United States, each, and all receiving compensation. Very few of these men devote more than a fraction of their time on road work, because their interests lie elsewhere and their compensation is too small to enable them to devote their entire time to the work. It is not surprising that a century and a quarter of this kind of supervision has resulted in the present chaotic condition of our public roads. The reforms that should take place will provide a comparatively small body of trained, competent road builders, devoting their entire time to continuous road work.

It is estimated that \$40,000,000 of the \$80,000,000 at present annually spent in America on roads might as well be thrown into the sea. With a system of scientific Federal supervision like that of the Department of Bridges and Roads in France, this vast sum could not only be saved, but be applied with treble efficiency.

It must be remembered that the construction and maintenance of a modern highway presents from the technical side a more difficult problem than the construction and maintenance of a railroad. What great railroad system would delegate the duty of looking after its road bed to the communities through which it passes, or would think of having a separate track maintenance department for each state and county it traversed? In the case of a trunk highway system the call for central values, there was expended during the same period less than one per cent. of the total Federal expenditures." Even if improved internal communications were of benefit to the farmer only he would still have a valid claim for Federal assistance in the work. Surely he is much more entitled to this assistance when it is remembered that better roads are more essential to the interests of the country as a whole than they are to the farmer.

From the viewpoint of the road engineer, the necessity for a central system of supervision of road construction is equally clear. Mr. Logan Waller Page, Director of the Office of Public Roads, United States Department of Agriculture, who with a merely nominal appropriation of \$114,240 annually at his disposal is doing the technical and educational work of the greatest importance to the road systems of the country, says:
"Road building is an art based upon a science. In this age of specialists, it almost surpasses belief that the American people, so practical in all other lines of endeavor, should permit their golden millions to be frittered away by men who for the most part know little or nothing about either the science or the art of road building. There are today more than one hundred thousand petty administrations is equally pressing, as it is impossible to confine within the boundaries of any one state the mileage which shall be treated as a unit under one authority. A state boundary is a political division, with no more real reference to a railroad or a highway than it has to a river.

From the farmer's viewpoint there is, however, one question which arises here. He will say: "What we want is farmer's roads, local roads, market roads. We want to get about our immediate neighborhood, not to make long trips." The answer is that when the Federal government constructs the main post roads the state is left free to construct the county and local roads. As Mr. Page says in this connection: "Classification, which is a prominent feature in all of the leading countries of Europe, contemplates the character and extent of improvement exactly adapted to the needs of traffic on each road." And, again, "The first work to be done on the roads themselves is their classification."

One word in conclusion—While the growing use of the motor car in the country districts and the systematic improvement of our country roads will be of incalculable benefit both to the farmer and to the nation, there is an abuse both of the motor car, and of the roads which we all must unite in suppressing, and that is reckless driving. The law abiding car owner has no use for the speed fiend because he brings automobiles into disrepute. The manufacturer has no use for the speed fiend because the resulting abuse of the car depreciates it and the maker gets the blame. The roadmaker has no use for the

speed fiend because it is the abuse of the roads by the motor vehicle and not their proper use which tears them up. The public have no use for the speed fiend because he is a common danger to life and limb. By force of public opinion, by education, and if need be, by drastic penalties, he must be eliminated, and the feeling of the farmers in this matter is shared by every right-thinking person in the community. The day of the irresponsible chauffeur is drawing to a close.

Cats and Dogs.
According to a French investigator, domestic animals have a certain amount of reasoning power, often act upon reflex notions and can associate ideas from which they draw inferences. Dogs, and still more so cats, he says, learn to imitate the voice and movements of their masters or mistresses. He has noticed old watchdogs which when they barked had peculiar intonations which resembled the voices of their masters. Cats try by the way in which they cry to make their mistresses understand exactly what they want.

Appropriate Styles.
"That elocutionist believes in dressing the part for any recitation."
"How do you mean?"
"Why, when she read the story about the sailors deserted on the lonely island she wore a costume of maroon, and at her lecture on Celtic wit her dress was trimmed with Irish point."
—Exchange.

Bad Combinations.
Rambo—I have a pair of glasses at home that make me see double. Baldwin—Yes, I've seen you using them. One is a beer mug and the other is a whisky tumbler.—Chicago Tribune.

The Particular Sex.
A blind girl lately discarded her affianced lover because a confidential friend informed her that the young man squinted.—Philadelphia Ledger.

Never quit when failure stares you in the face. A little more energy often changes a failure into a great success.

Living Prices

Preserved Blackberries, can,	10c
Pears	10c
Plums	10c
Spinach	10c
3 cans Peas	25c
3 cans Tomatoes	25c
3 cans Corn	25c
4 pounds Rice	25c
Sliced Bacon, per can	15c

E. TRAINOR'S

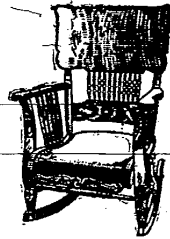
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ANDOVER, N. Y.

Home Made Ice Cream

We are now making our own Ice Creams and can therefore guarantee it to be absolutely pure. It is the product of Andover's Condensory. Every precaution possible is made to make our Cream the most sanitary and wholesome and is

POSITIVELY GUARANTEED PURE

Chocolate, Vanilla and Strawberry Flavors Always in Stock

Sold by the Quart or Gallon

30 Cents a Quart

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STEP IN AT THE Andover Bargain Store

And see those beautiful Skirts selling at . . . 50c

All kinds of Ladies' and Children's Underwear, Night Dresses, Corsets, Corset Covers—in fact, a line of goods not equalled in many city stores. All at prices that cannot help attracting you.

Remember that the Andover Bargain Store Will Not be Undersold

MRS. S. J. FOWLER

Main Street

Opposite Hotel American

The World is Moving Toward Steel Construction.

A carload of the celebrated new BETTENDORF STEEL GEAR FARM WAGONS just arrived for your inspection, for one or two horses, at

FRANK RAUFENBARTH'S