

THE ANDOVER NEWS

A PROGRESSIVE FAMILY NEWSPAPER, FOR ALLEGANY COUNTY PEOPLE, IN POLITICS INDEPENDENT, BUT NEVER NEUTRAL

VOL. XXXVIII. NO. 41.

FOR THE WEEK ENDING FRIDAY, OCT. 12, 1923

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THAT KU KLUX KLAN MEETING AT ALMOND

Immense Crowd Gather to Witness Ceremony and Hear Dr. Haywood.

The newspaper reports given of the Ku Klux Klan meeting at Almond, Saturday night, vary so much in their estimate of the number present that one wonders how they obtained their figures. The Elmira Advertiser says ten thousand in three hundred automobiles. That would only make thirty-three, and one-third passengers to a machine. The Wells-ville Reporter says from 12,000 to 15,000 strong responded to the invitation to attend. But the conservative Hornell Tribune says several thousand. There probably was two thousand there, including men, women and children, most of them coming thru curiosity as this is the first attempt of the Klan in this section to hold a public gathering.

The Hornell Tribune says: Before 9 o'clock, the hour set for the ceremony, cars were going up the Almond road in a constant stream. Guards were on duty and directed traffic into the fields. More than 700 cars were parked there, the guides said, and certainly it seemed as though there were more. The occupants were then directed across a corn field into an open meadow, where a single torch burned.

It was pitch dark and faces were almost unrecognizable. No one was robed or masked. Shortly after 9 o'clock a stately man mounted the small platform and invited the audience to take a good look at a "real Ku Klux" and said that he was a Klansman by choice and inheritance. He told of an alleged effort to mob him in Perth Amboy and took considerable time to explain his own experiences as a Klan organizer.

He declared that the Klan has 500,000 members in the state of Texas and 500,000 more in Indiana. He said that the Klan has between three and five million members in the United States and that in Hornell Klansmen are so thick "that you are never out of sight of one." Enthusiastic hand-clapping greeted this utterance as well as many other remarks of the speaker.

He defined the objects of the Klan as a movement to perpetuate the domination of white, native-born, gentile Protestants and avowed that the Klan is not "anti anything."

He said that the Klan did not attack or ridicule any man's religion. At this point he was interrupted two or three times by a voice on the edge of the crowd who demanded, "What did Abraham Lincoln say to you?" The speaker replied a couple of times to the question and then ignored the man.

Dr. Haywood then announced that the initiation ceremony would not be held and that the meeting would close with the burning of the cross. Matches were struck and the flames ran up oil-saturated streamers until the great cross was all afire. Guided by the light from the cross the members hurried across fields and the hundreds of cars were soon moving away. Not an act or word of violence had marred the great meeting.

The whole proceedings occupied not much over thirty minutes. The weather was so cold and disagreeable that neither the speaker or his audience were comfortable.

At nine o'clock, cars were still passing thru Almond enroute to Almond, and at 10 o'clock, the procession homeward began thru our streets and it lasted until nearly 11, one solid stream of automobiles.

STOCKHOLDERS' MEETING

Notice is hereby given that the regular annual stockholders' meeting of the Andover Heading Company Inc., will be held at the office of the corporation, Water Street, Tuesday evening October 16th, 1923, at eight o'clock P. M., for the purpose of electing directors and the transaction of such other business as may come before the meeting.

R. K. STEARNS, Secretary.

ENTERTAINMENT COURSE

A meeting of the Guarantors of Andover's entertainment course was held at the High School rooms Friday night. It was decided that the course this year should be for the benefit of the Senior Class but guaranteed by individuals signing the contract.

Senior Class members will visit each home to canvass for ticket sale this week. Be prepared to take all the season tickets you can and thus help the class.

LIBRARY MEETING

The annual meeting of the Andover Free Library Association was held at the Library building Wednesday evening.

The annual reports were given showing that over thirteen thousand books had been loaned during the past year.

The following officers were elected for the coming year. John E. Cannon, President. John Common, Vice President. Mrs. Carrie Loughlin, Secretary. B. S. Brundage, Treasurer. Mrs. Margaret Baker, Librarian. Mrs. J. M. Brundage, Asst. Librarian. Addie Coleman was re-elected trustee for five years. Mrs. Coleman is the only original member of the board, having served as trustee for twenty-three years.

Tidbits From Our School

Report cards for the High School pupils were given out Monday afternoon. The system of marking used on these cards this year is quite different from that which has been in use here before. The ratings of pupils in each class, as handed in by the different teachers have been divided into four groups, as nearly equal as possible. The highest group in each class is the A group; the second, the B group; the third, the C group; and the lowest group, or quarter of the class, the D and F group, F denoting class ratings under 65%. The markings are, therefore, all relative and a parent can know just where his child ranks in his or her classes.

It is hoped that these report cards, which will be given out every five weeks, will be carefully inspected at home, since they represent the only means which the school has of communicating with the majority of parents. Grade cards will be given out as soon as they come.

The High School Honor Roll will contain the names of all pupils who are in the upper half of all of their classes and in the upper fourth of half of their classes, that is whose report cards show all A's and B's, at least one-half being A's.

All pupils whose report cards show two C's or one C and no A's are required to stay in study hall and work from 3:30 to 4:00 except on Thursdays.

The High School Honor Roll is as follows: Sara Bettinger, Betty Cannon, Vevean Cook, Nathalie Shepard, Alice Smith, Mabel Wagner, Richard Harder, Wayland Livermore.

Eighth Grade

Howard Baker, Mary Horan, Robert Lynch, Eva Shepard.

The annual meeting of the Allegany County Athletic Association was held at Belmont last Saturday. The following officers were elected:

President, Principal Swan of Belmont.

Vice President, Principal Bumgardner of Almond.

Secretary, Principal Witter of Bolivar.

Treasurer, Principal Connal of Cuba.

There was some discussion concerning the base ball championship of Allegany County. Almond claimed the championship in this half of the county and Fillmore in the other half. When these two teams played, Fillmore won the games but Almond protested because some of the Fillmore players had played on the town team. The cup was finally given to Almond.

Basketball arrangements were left in the hands of the executive committee.

The back stops on the tennis courts have been completed thus making a great improvement on the courts.

The Kapa Zeta girls of the Andover High School held their annual initiation last Thursday evening at eight o'clock—ask the candidates how they liked the evening. Dancing was enjoyed afterwards.

The study hall was enjoyably entertained Friday morning when the nine candidates of the Kapa Zeta initiation rendered the selection, "For aken" in the most operatic style but not as well as our vocalist whom we mentioned last week.

The first meeting of the Freshman Class was held Tuesday afternoon at four o'clock, October 9. (Continued on page four)

RUSHING FARM WORK

John C. Lever of this town, finished his haying, Oct. 8th. Who can beat this record.

Railroad Stockholders Are Sitting in Clover

Official Federal Records Disclose Facts and Show How We Protect Rail Investors' Corporations and Guarantee Returns on Investments

VALUATIONS HIGH, TOO!

There have been so many generalities published regarding the railroad situation that unquestionably the public mind has become confused in considering this important question. One group staunchly advocates government ownership of railroads as a solution of our economic troubles. Another group stands equally firm for private ownership. Between these extremes many modifications are suggested.

To help clear this confusion of ideas, the following facts relating to the railroads are presented, facts gathered from the official records, facts about which there can be no dispute, and which are presented without any opinion other than that of the author.—Editor.

Written Specially for Andover News By WILLIAM B. SHEARER Through Autocaster Service

Component parts of railroad corporations in the United States doing an interstate business were built under state charters of the states in which they were constructed and subject to charter and laws of each state. These charters fixed the maximum charges for transportation and limited issues of capital stock and bonds for additions and improvements. There are no Federal railroad charters existing, except that of the Texas and Pacific, which was incorporated in 1871.

The state charters gave to the railroads the right of eminent domain under which lands needed for their purpose were seized and condemned. This right of eminent domain was based on the principle that the right of the public at large is superior to that of any or all individuals. It was granted to railroad corporations because railroads were being built to serve the public at large.

The Interstate Commerce Commission recently stated in writing to the writer, that all the capital stock (amounting December 31, 1921, at par to \$3,938,997,143 on class 1 railroad corporations handling ninety-five per cent of all its transportation, is owned by 752,967 individuals, or seven-tenths of one per cent of our population.

99.3% of our population, the producers, consumers and the public at large, are not stockholders.

No reasonable exception can be taken to the number of stockholders owning and controlling a corporation. When, however, such corporations are treated as semi public institutions and guaranteed a return upon investment, or alleged investment, directly or indirectly, by the government and at the expense of 99.3 per cent of the country's population, then the 99.3 per cent can legitimately demand that an end be made of such practice. Such are the conditions existing today and put into effect under the Esch-Cummings act, ostensibly for a two-year period, ENDING MARCH 1, 1922.

Freight Rates Increase 64%

Maintained by Federal injunctions restraining states, rates were fixed on top of war emergency rates, as follows:

For freight service, including switching and special services: Eastern group 40% Southern group 25% Western group 35% Mountain Pacific group 25% International 33.3% Illinois territory 40% For passenger transportation 20%

Excess baggage rates 20% Pullman sleeping and parlor cars 50%

Some small reductions in the percentages of increase in freight rates are claimed to have been made, but the average freight rates charged per ton per mile by the railroads in 1922 were 64% more than in 1917, the pre-war year.

Passenger rates at 3.6 cents per mile is an increase of 80% in such states as Illinois and Wisconsin, where state laws fix the maximum rate at 2 cents per mile.

In New York State the maximum rates fixed by its laws is 3 cents per mile. For the New York Central the maximum rate fixed both by charter and the state law is 2 cents per mile. The New York Central

is charging \$15.62 from New York city to Buffalo. Its legal rate under the laws of the state is \$10.21. The rate charged per passenger per mile in 1917 was 2.09 cents. The rate in 1922 was 3.088, an increase of 47.7 per cent imposed on 99.3 per cent of our population for the benefit of seven-tenths of one per cent of our population.

Increased rates were based on an assumed valuation of \$18,900,000,000 by the Interstate Commerce Commission, alleged to be less than the book value of the railroads fixed by themselves. A summary of the value fixed for roads and equipment from authorized balance sheets for the year ending December, 1921, in Poor's Manual of Railroads, shows that the railroads themselves only claimed \$14,541,091,400.

The Interstate Commerce Commission therefore assumed a valuation of 30 per cent more than the railroads themselves charged.

FAIR BIG SUCCESS

Proceeds Will Enrich Company's Treasury at Least \$600.00.

The firemen's annual fair was a big success, Tuesday and Wednesday evenings, both socially and financially. The audiences at the entertainments were good, over four hundred snappers were served Wednesday evening, and the dances were crowded.

Tuesday evening besides the exhibits at the fair, a fine picture show was enjoyed. A quartette from Alfred University and a splendid reader, A. I. Conroe, was a very pleasing part of the evening's fun.

While the figures are not available at this writing to know the exact proceeds from the two evenings, it is known that the fireboys will come out at least \$600.00 to the good.

When you want to draw popular support from Andover people, there is nothing like the Fire Department to make them turn out. Andover people seem to appreciate what the Fire Department is doing for them.

WHITFORD-CLARK

The marriage of Miss Erma Ardelie Clarke, daughter of Mrs. Maude F. Clarke, to Alfred W. Whitford, was solemnized at noon on Wednesday, October the tenth, at the bride's home, the Rev. Walter L. Greene officiating. The house was attractively decorated with greens, autumn leaves, tall baskets of chrysanthemums, and autumn flowers.

The bride was gowned in white satin with Spanish lace and sequins and her cap-shape veil was of tulle. She carried a shower bouquet of bride roses. Mrs. Vincent Axford acted as her sister's matron of honor, wearing a gown of green and yellow changeable taffeta with a scarf of silver lace. Her flowers were Ophelia roses tied with yellow tulle.

The bridesmaid, Miss Ruth Dare Whitford wore daffodil yellow crepe and carried an arm bouquet of Ophelia roses tied with white tulle. Little Hilda Marie Clarke was flower girl in an organdie frock with butterfly bows of tulle and carried a basket of marigolds. The groom was attended by Carl V. Clarke and W. Donald Bassett of Haydenville, Ohio. After the ceremony luncheon was served to about forty-five guests by the Misses Doris Clarke, Emily Clarke, Evelyn Clarke, and Nina Rowe.

Mendelssohn's Wedding March was played by Miss Janette Randolph and the decorations were arranged by Miss Ruth Whitford.

Mr. and Mrs. Whitford left by automobile for two weeks in Adirondacks before going to Watertown, Pa., where Mr. Whitford is employed by Fiske & Company, makers of Tapestry Brick. The bride is among Andover's finest young women, an alumni of Andover High School. The groom an Alfred man is well and favorably known. The News extends hearty congratulations.

Potato Crates, while they last, at the Andover Heading Co., Inc.

WANTS CROSSINGS PROTECTED Public Service Commission Hearing at Buffalo Today.

Notices have been received from the Public Service Commission that a hearing is to be held at Buffalo today, Friday Oct. 12th, at 11 o'clock on the application of the State Department of Public Works, (Bureau of Highways) vs Erie Railroad Co., asking that two railroad crossings on said railroad near Wellsville and the Wellsville-Andover highway and Andover, shall be protected.

These crossings are both on the main traveled state highway. One known as the Stearns Crossing and the other the Proctor crossing. The latter is just on the outskirts of the village of Wellsville, and the former about a mile west of Andover.

CARELESS DRIVING THROWS CAR IN DITCH.

Three Passengers Badly Injured, About 3 Miles East of Andover, Sunday.

Rudolph Mosher, 19 years old, of Wellsboro, Pa., was fatally hurt. Miss Myrnia Clark, 17 years old, of Hornell suffered a broken collar bone and other serious injuries and Theodore Wager, 20 years old, of Almond, was badly cut and bruised about midnight Sunday night in an automobile accident on the Andover-Alfred road. Mosher is now in the Saint James Mercy hospital hovering between life and death.

The accident happened about two miles east of Andover on a perfectly straight stretch of road. The party was on the way home from Wellsville where they had taken Miss Hilda Cook, who had been visiting Miss Clark over the week-end. It was a five passenger Buick touring car, owned and driven by Wager, and in the front seat with him was Miss Clark, while Mosher was alone in the back seat.

The driver in telling a reporter of the accident says: the right front wheel struck a rock which threw the machine to the right toward the ditch. Mr. Wager made an effort to swing the car back into the road, but it shot across into the ditch on the left-hand side and turned over twice landing right side up on its wheels.

Mosher was thrown out and was found afterwards in the ditch beside the road. The Clark girl, who had been sitting in the front seat, was in the rear seat when the car finally stopped, while Wager was still in the driver's place, but the rim of the steering wheel had been torn and was around his neck.

The top of the car was smashed in and the body was also badly damaged. It was nearly half an hour before anyone came along and during that time the victims were unable to do much to help themselves.

When help finally did arrive, the injured were placed in the damaged car which Mr. Wager drove under its own power into Almond, where another car and driver were secured and the two most seriously hurt were taken to Hornell, the girl to her home and Mr. Mosher to the hospital. Dr. M. A. Place was called to attend the girl and Dr. Leon M. Kysor to attend the young man.

An examination showed that Mosher was suffering from internal injuries. His bladder was ruptured and his stomach was filled with blood. There is very little hope of his recovery. Altho his home is in Wellsboro, he has been living with an aunt, Mrs. Seth Mosher in Almond for about a year and was employed in the Witter laundry in Hornell.

The girl is suffering from a broken collar bone and possible fracture of the hip. She is also covered with scratches and bruises. She is the daughter of Mr. and Mrs. Erastus Clark and a student at the Hornell Business College.

Wager's injuries are of a minor character. The car was owned by his father, who formerly ran a garage in Almond. The boy is employed in a bakery in Almond. It was impossible to learn just how fast they were going, but evidently it was quite fast to cause the machine to turn over twice.

Miss Cook, whom they had taken to Wellsville, had been spending the week-end with Miss Clark and had left the party a short time before. It was just before midnight when the accident happened, but nearly 4 o'clock Monday morning before Mosher was finally brot to the hospital. Ordinarily there would have been many cars along the road, it was nearly half an hour before help reached them.

NEW APPOINTMENT OF METHODIST PASTORS

Rev. C. H. M. Whelan Comes Back to Andover.

Many new faces will be seen in the Methodist Episcopal pulpits in the Olean District, this year, as the list of new appointments will show. Rev. C. H. M. Whelan has been returned to the Andover Church for his second year.

The appointments in the Olean District are as follows: H. H. Witham district superintendent.

Allegany, W. J. Harrington Allentown, F. White; Andover, C. H. M. Whelan; Angelica, Joseph Dennis; Arcade, L. A. Davis.

Belfast, Harold Wass; Belmont, John MacGavern; Birdsall, William T. Edwards; Bliss, C. W. Smith; Bolivar, C. D. Purdy.

Eldred, E. J. Burton; Ellipticville, A. E. Bailor; Farmersville, J. B. Ennis; Fillmore, F. D. Harburn, Franklinville, A. W. MacDougald; Friendship, Walter Dynes.

Gainsville, F. W. Asquith; Genesee, H. D. Tubbs; Hillsdale, J. A. Perkins; Johnsonburg, to be supplied; Limestone, W. H. Edmunds; Machias, A. D. Stevens; North Gainsville, H. L. Champlin.

Olean, first E. M. Matthews; ninth street, Arthur Parington; People's W. J. Harrington.

Otto, M. H. Horton; Perry, E. E. Jones; Port Allegany, H. I. Chittin; Portville, L. A. Wright; Roulette, J. S. Brown; Rushford, A. W. Birk.

Salamanca, A. J. Bailey; Sardinia, F. W. Bolander; Scio, David Angus; Shingle House, C. S. Scribshaw Short Tract, E. E. Warner; Silver Springs, M. M. Shaut; Smethport, Guy Lawton.

Warsaw, O. C. Baker; Wellsville, E. E. Davis; West Almond, N. H. Taylor; Wyoming, F. G. Andrus.

WHEN WILL PROHIBITION BE ANNULLED?

When will prohibition be annulled? I answer back when the Mississippi River can be put back into little Lake Itasca where it was born. When the giant oak can be put back into the acorn where it sprouted. When the lightning bolt can be restored to the storm cloud where it was forged. Then, but not till then, will the prohibition law be repealed and the saloon reseat in American civilization.—Colonel George W. Bain.

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MONARCH

The Goods of Quality

Canned Goods

Catsup

Coffee

Give These a Fair Trial

MRS. C. W. WILLIAMS