

This Week



Not Reading—Thinking.
Joy on Mars.
Young at 102.
Two Young Men.

The World Federation of Education Associations organizes a world war against illiteracy. For this war the Crown Prince of Japan has appropriated a million yen. China has adopted the slogan, "China a Literate Nation in One Generation."

It is preposterous that any human beings, outside of actual barbarism, should grow up unable to read.

But teaching them to read and write is only the first step. The next is teaching human beings TO THINK, which is considerably more difficult and important.

It isn't what you READ that counts. It's what you THINK AFTER YOU READ that improves government and civilization.

It takes a Frenchman, and an old one, Camille Flammarion, to say that the people on Mars are much more JOYFUL than we are.

The Martian year is twice as long as ours. A man there fifty years old has lived 100 years, nearly.

The climate is better and the planet being smaller, everything is lighter. An ordinary Martian could easily carry his mother-in-law upstairs in his arms, even if she weighed 400 pounds.

Millions of years older in their civilization than earth men, the Martians are far ahead of us in knowledge, and that means happiness. In fact it's the only solid happiness.

John A. Stewart, called "Grand Old Man of Wall Street," who knew Abraham Lincoln, and is now head of an important bank, celebrated his 102nd birthday last week. To us, that seems old. A thousand years hence, 125 will seem young as sixty is now. Men will die out gently like fading twilight.

Mr. Stewart continues living, intellectually young, because he has continued WORKING. Men like trees die at the top. They are all right while the top is green.

After a while civilized human beings will decide that rats and mice don't pay and take the trouble to get rid of them along with mosquitoes, flies and other nuisances that Father Noah might well have left out of the Ark.

An English scientist demonstrated that rats suffer from foot and mouth disease and, frequenting stables, infect the cattle.

Moral for farmers, use cement and copper and keep out the rats.

Clarence Darrow, a lawyer, who thinks and feels, and consequently earns little in proportion to his great ability, tells the Court that to hang the two young men whom he defends, Loeb and Leopold, "would be a worse crime than they committed."

And that is the truth, exactly. If a red Indian tortured a white man for twenty-four hours, that would not excuse white men for torturing that red man even for twenty-four minutes. The greater the intelligence and responsibility, the greater the crime.

This column, too lightly, compared Moses' forty-year trip across the desert with the four-hour trip of a small American automobile, and the one and one-half-hour trip of a flying machine, across the same desert.

Many writers send learned comment.

Hyman Bodner, of Passaic, New Jersey, says, "You needn't wait to get information from Moses in Heaven. He kept the children of Israel in the desert for forty years, but cause they were not qualified to conquer the Promised Land. The new generation, educated and drilled, led by Hushma, won their Promised Land by fighting."

Max Himoff, of Long Island City, writer, said that Moses had to let his old followers die off while he raised a new generation "who knew nothing about Egypt and prepared them for their task."

Can anybody give more exact information about the fighting leader Hushma?

Divers working ninety feet below the surface have recovered thirty-five million dollars of gold and silver bullion from the steamship *Laurentic*, sunk by a German submarine.

Thousands of tons of "liquid gold" are in the water thru which steamers plow as they go back and forth. Some day men may retrieve it.

Greenwood

Mr. and Mrs. Andrew Bess spent Monday evening with Mr. and Mrs. Glen Scribner on Jackson Hill.

Mr. and Mrs. H. C. Caffery visited Mr. and Mrs. D. P. Madison in Hornell Tuesday.

W. L. Lippert was in Hornell Tuesday on business.

Mr. and Mrs. Marvin Henderson and Mr. and Mrs. Fay Taylor were in Whitesville Monday on business.

Mr. and Mrs. Lon Knight of Hornell and Mr. and Mrs. Fred Slocum of Andover visited Mr. and Mrs. Marvin Henderson Sunday.

Miss Jessie Lewis of New Haven, Conn., spent last week with her parents.

Rev. Benjamin and family of Sparta, N. J., spent last week with friends in this place.

Mrs. Jessie York spent Monday afternoon with Mrs. Emiline York.

Mrs. Claud Case and Mrs. Earl Hale called on Mrs. Olive Trowbridge, Monday afternoon.

E. B. Stephen and son, Olin of West Hill and Andrew Bess were in Hornell on business, Monday.

Olive Clarke and Rosie Atwell are attending school at Alfred.

Mr. and Mrs. Glen VanFleet and two children of Canisteo visited Mr. and Mrs. Charley Scott in Andover Sunday.

Mrs. Ezra Stephens of West Hill spent Monday with her daughter, Mrs. Andrew Bess.

Mr. and Mrs. John Rogers, Jr., and two daughters, visited Mr. and George York Sunday.

Mrs. A. L. Trowbridge and Stewart Caffery returned home, Tuesday after visiting relatives in Buffalo.

H. A. York and Lee Strait of Hornell purchased a cow of Arthur York on King Hill Monday.

Mrs. Emiline York left Monday for Hornell to spend the winter with her son, H. A. York.

Mr. and Mrs. Arthur York of King Hill were in Hornell Monday on business.

Mr. and Mrs. Frank Halsey and children, Mr. and Mrs. Floyd Slocum and granddaughter and Glenn Halsey and lady friend of Andover visited Mr. and Mrs. A. L. Trowbridge, Sunday.

Mr. and Mrs. Edward McAndrew and two sons of Andover visited Mr. and Mrs. H. C. Caffery, Sunday.

Mrs. Jennie Williamson entertained the Bible class at her home, Monday evening.

Mr. and Mrs. A. L. Trowbridge and Mrs. Jennie Williamson were callers in Canisteo, Saturday.

Marriages

Sept. 1st, Miss Esther Louella Lane and Robert Guilford, both of Belfast.

Sept. 3rd, Miss Leola Mae Washburn and Wallace A. Canfield, both of Belmont.

Aug. 26th, Mary J. Cackett of Bolivar and William B. Fox of Portville, married at Buffalo.

Deaths

Mrs. Harriet A. Wells, a resident of Wellsville for sixty years, died at the home of her daughter, Mrs. Paul Manion, 322 West State street, Sept. 4, 1924, at 7:15 p. m. Mrs. Wells had been in failing health for some time. The deceased was born August 1, 1834, at Pine Valley, N. Y. Mrs. Wells was a member of the O. E. S. Rebekahs, W. R. C. and until within a few years active in each.

John E. Runyan, a former Bolivar oil man and United States cavalryman, died of lockjaw at the Higgins hospital in Olean at 10:45 o'clock Saturday night, August 30. Mr. Runyan had his hand injured while working on the Amber Oil Company's lease near Eldred, Pa., August 15. He was taken to the hospital in Olean where Dr. Morris attended him. When lockjaw had

developed, a Buffalo specialist was called but all efforts to save his life were of no avail. Mr. Runyan was born at Bradford, Pa., December 29, 1855, being nearly 39 years old at the time of his death. He had lived in Bolivar for many years where he and his brother were interested in the oil business.

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WILL ASK FOR RIGID LAW ENFORCEMENT

State Automobile Association Will Meet at Little Falls, Oct. 6-7.

The principal topics to be discussed at the Twenty-First Annual Convention of the New York State Automobile Association at Little Falls, Oct. 6th and 7th will include the matter of the rigid enforcement of the new motor vehicle law; proposed gasoline tax; owners title to automobiles; compulsory insurance for all owners and amendments to the Motor Vehicle Law to clarify certain provisions.

Headquarters of the Convention will be established at the New Richmond Hotel and the business sessions will be held in Gateway Theatre.

A very elaborate program of entertainment has been arranged by the Little Falls Automobile Club for the delegates and ladies. As this meeting is the first annual convention of the Association, since the consolidation of all of the clubs of the state into the State Association, it is expected that it will prove the largest meeting thus far in the history of the Association as representatives will be present from every section of the state.

Governor Smith, Col. Greene, Tax Commissioner Mark Graves, Motor Vehicle Legislative Committee have been invited and are expected to be present.

Herbert W. Baker, secretary of the Association said today: "After nine years of persistent, continuous effort upon the part of the New York State Automobile Association, we have finally secured the passage of the automobile operators law which became effective July 1st, but our real work will begin after Oct. 1st, to see that our efforts have not been in vain, and that this law is strictly observed and rigidly enforced, if we are to create safer conditions upon the streets and highways of the state."

"Our local clubs in every section of the state," continued Mr. Baker, "are giving and will continue to give to local officials the state police, Commissioner Graves and the Motor Vehicle Department, wholehearted co-operation and support in the enforcement of this law, but we will not countenance interference, nor discrimination and temporizing in its enforcement, if we can prevent it, and if the thing is humanely possible, and we believe that it is."

The New York State Automobile Association is going to see to it that this new Motor Vehicle Law is going to be the ONE law, at least, in New York State which will be rigidly enforced and have the full respect of the good citizens and the utmost fear of the chronic violators and disciples of monkey-work and trickery."

Peter G. Tenyek, president of the Association has sent a special request to all of the organizations with which he is identified, for their prompt, active and earnest co-operation in having all automobile drivers licensed and thus assist the Motor Vehicle Bureau in making this new law thoroughly effective at the earliest possible moment.

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CIVILIZATION AWHEEL

"MODERN civilization is civilization on wheels." Thus the reader of a recently published book is introduced to a historic narrative describing the evolution of transportation from the development of the wheel, the union of wheel and beast, the automotive engine, steamboat, to the automobile.

"Transportation is among the most fundamental of the needs of mankind," says the little book, and "every improvement in the moving of our bodies and our burdens from place to place has vastly increased the comfort of our race."

And it is the wheel that is the contributor of highest importance to the movements of all civilization, be they the wheels of the ancient oxcart hewn out of a solid tree, or the latest product of the experts in locomotion who design the 1925 models of motor cars and trucks.

A rimless wheel, but a wheel none the less, locomotes the airplane and the ocean liner.

The illustrated brochure is entitled "Civilization Awheel, An Interrupted History." It is full of interesting historical data, replete with picturesque page and marginal drawings done in three colors and is now being distributed throughout New York and the New England States by the Standard Oil Company of N. Y., more popularly known to latter-day fame as Socony.

ROTATION'S INVASION

The prehistoric invasion of the field of movement by rotation instead of step-by-step progress is thus described:

"At first primitive man dragged or carried his burdens. Then domesticated animals yielded to the yoke, their trailing poles weighted with the hunter's kill. For loads

too heavy for the back of man or beast the sledge came into being. And then wheels!"

Thus are we introduced to the wheel with the remark that none of the savage races ever invented wheels. It remained for the emergence from complete barbarism to be signalled with the application of the scientific theory of the wheel to movement.

BEASTS AND WHEELS

Then through the development of the carriage and the wagon, the stage coach and the pleasure vehicle of one sort or another the union of the beasts to the wheels is traced. Along in the latter decades of the eighteenth century James Watt's observance of the power under the kettle lid marked the beginning of the end of what the Socony historian calls "horse power on the hoof."

Steamships replaced sails and the puffing locomotive began the removal of Old Dobbin's pre-eminence in the fields of locomotion.

There is a curious fact, however, about automotive engines. Before any one had successfully developed an application of the expansive power of steam to transportation and locomotion the idea of the combustion engine had been formulated. Then it was remarked that the explosive force of gunpowder to the formation of energy to move things besides bullets and cannon balls might lead itself to practical application. Of course it did not, but the idea in the back of the mind of somebody so long ago as 1860 was the real genesis of the idea of the combustion engine. "An inventor of that day is said to have used gunpowder to create the required series of cylinder explosions," remarks the historian. And

he continues: BANU BANU BANU

"That was a little too violent; but in 1820 an Englishman named Ceil had a hydrogen engine running at sixty revolutions a minute. Friction almost spelled all the early engines. So the gas engine only really began in 1876, when Nicholas Otto, in Germany, invented his engine, with the so-called Otto cycle. That is where our modern automobiles started."

As we contemplate the developments of the last forty-eight years we marvel at the speed with which the great ideas of Nicholas Otto, based upon the earlier ideas of Ceil fifty-six years before, and the utterly raw thoughts of the advanced thinkers of 1890 have developed since Centennial year. How it happened is that:

LOCOMOTION AND LUBRICATION

"Of course, the gas engine could not have worked without two new discoveries, oil for fuel, which means gasoline, and oil for greasing to relieve the friction. The explosive quality of gasoline is very high. Yet the explosion can be controlled and its energies rightly directed. No other fuel has yet been perfected that can vie with gasoline for the internal combustion engine; just as no other mechanism has yet been developed that can vie with the internal combustion engine for driving the motor vehicle upon the highway. Truly this is 'the application of good sense to the common want,' which brings us back to the starting point and the introductory paragraph of the brochure where appears the quotation from Emerson:

Supplementing the story of transportation, the use of petroleum, making the future of machinery secure, forms the theme of the treatise that spells service as the climax of the discovery, the development and world-wide distribution of its innumerable by-products, covering practically every phase of human needs.

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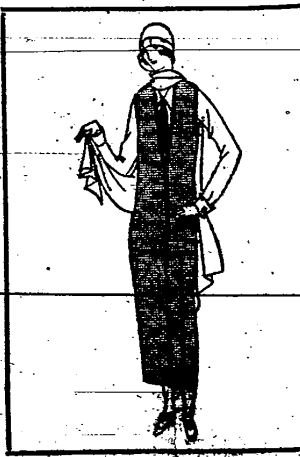
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