

Andover Village Tax Sale

Parcels to be Sold March 19th, 1936
at 2:00 P. M.

WHEREAS, arrears of taxes remaining unpaid as having been assessed, charged and imposed pursuant by Law for the years 1935 and for several years prior thereto which pursuant to law remain due and unpaid on the several tracts, lots, pieces or parcels of land described in the following list: (The names given being those of owners or occupants as the same appear on the assessment rolls for said years and for the amount thereof which includes the taxes, water rents to December 1st, 1934, interest, expenses and other charges against the properties for such years and periods as appears by the records in the office of the Treasurer of the Village of Andover, N. Y.)

Ed. Brown Lot No. 30, acres .5, bd. N. by Hower, E. by Orvis, S. by Brown, W. by Highway. Valuation \$1,400. \$40.85
Darius Cartwright, No. 65, acres .25, bd. N. by DeRemer, E. by Highway, S. by Babcock, W. by Baker. Valuation \$1,000. \$42.70
David Davenport, Lot No. 80, acres 2.875, bd. N. by Highway, E. by Highway, S. by Mullen, W. by Park. Valuation \$2,500. \$25.60
Terrance Houghtling, Lot No. 80, bd. N. by Davis, E. by Highway, S. by Carr, W. by Rogers. Valuation \$900. \$21.64
H. H. Warfield, Lot No. 79, bd. N. by Highway, E. by Updyke, S. by Mattison, W. by Donaldson. Valuation \$3,800. \$35.09

NOW THEREFORE—Notice is hereby given that in pursuance of the powers vested in me by Law, I shall on Thursday, March 19th, 1936 at 2:00 P. M., at the office of the Village Clerk of the Village of Andover, New York, sell at Public Auction, so much of each of the said parcels and respective lots, tracts, pieces or parcels of land as shall be sufficient to pay all Village taxes of the Village of Andover, New York, including unpaid water rents to December 1st, 1934, or other Village taxes assessed thereon remaining unpaid for the year 1935 and including unpaid taxes and water rents to December 1st, 1934, and taxes previously assessed and taxed for the years preceding the year 1935, that may remain due and unpaid on each thereof for such period respectively, together with the interest, costs and charges which have arisen or accrued or which may arise or accrue thereon and shall continue such sale until the said sale shall be completed. The purchasers of such sale shall pay the amount of their respective bids to the Village Treasurer within ten days after the completion of the sale and receive certificates describing the lands purchased, the sums paid and the time when the purchasers will be entitled to deeds or other conveyance of the lands so purchased by them respectively (or at their option may foreclose the lien as provided by Law). Unless said lands shall have been previously redeemed pursuant to Law, by payment to the Village Treasurer for the use of the purchaser, his heirs or assigns, the sum mentioned in the certificate, with interest at the rate of 12% per annum from the date of such certificate and any tax which the holder of said certificate shall have paid between the day of sale and the redemption, together with the share of the expenses of the publication of notification of notices to redeem the real property so sold for unpaid taxes, as apportioned by the Village Treasurer to the Real Estate so redeemed.

CHAS. B. CAPLE,
Treasurer of the Village
of Andover, New York

Rural Electrification Meeting at Belmont

The rural electrification committee of Allegany county has scheduled an all-day meeting to be held in the auditorium of the village hall, Belmont, Wednesday, Feb. 26.

A large number of the rural residents of Allegany county who have not as yet received rural electric service have specified their desire to do so. The purpose of the meeting called by the committee is to inform this large group of some of the problems which will confront them when service is available.

Much may be saved thru a planned wiring system before work starts.

A program and the discussion which will take place is listed below:

Morning Session

10 a. m.: Joint meeting (men and women):
Modern Lighting—The Whys of Good Wiring (film strip)—Wiring Materials—Costs and Uses of Equipment for Farm and Home.

Afternoon Session

1 p. m.: Joint meeting (men and women):
Uses of Electricity in the Kitchen (film strip).

Separate meetings:
Men—Location, number and size of outlets for lights and farm equipment.

Women: Lighting and equipment in the home.

Joint meeting (men and women):
Figuring load, entrance equipment and branch circuit wiring for house and out buildings.

3:30 p. m.—Discussion.

Farmer Feeds Hay to Deer

When William Heinrich of Germania, Pa., learned that herds of deer in Potter county were starving, he went to a game official and told them he wanted to give the deer a load of hay. Mr. Heinrich not only gave a large load of hay, he used his own team to deliver it where the game officials thought best to scatter it. He followed this with a second load, much to the gratification of the sportsmen in that locality.

Mr. Heinrich stated that during the growing season the herds did eat his buckwheat, but he does not want them to starve.

Hitch-hikers Unpopular

Hitch-hikers are being ruled off the road in an increasing number of states and cities, according to the American Municipal Association and the United States conference of mayors. The statement of this organization of mayors is as follows: "Fifteen states and the District of Columbia have passed laws prohibiting solicitation of rides on the highways. These include California, Connecticut, Delaware, Illinois, Michigan, Maine, Minnesota, New Jersey, New York, North Carolina, North Dakota, Pennsylvania, Utah, Virginia and Wisconsin. Penalties range from \$2 fine or a day in jail to a \$300 fine and ten days in jail.

China's oldest museum on record was established by an emperor's son at Nanking in the fifth century A. D.

SEED TESTING CALLED BEST CROP INSURANCE

Farmers Becoming Increasingly Critical of Seed Stocks, Says M. T. Mann in Reviewing Work of Seed Laboratory

"The low cost of carrying on the seed testing and control work as compared with the hundreds of thousands of dollars it costs to seed the cultivated areas of New York State each spring shows that seed testing is exceedingly low crop insurance," says Prof. M. T. Mann, seed analyst at the Experiment Station at Geneva.

"Farmers are becoming increasingly critical of the quality of the seed stocks they use, because the profits in farming are often uncertain, farmers have learned that the use of good seed, whether purchased or of their own growing, is one of the quickest and surest ways of lowering the cost of producing a crop."

Farmers may have any seed of their own growing tested free of charge by the seed laboratory at the Experiment Station so long as the results of the tests are to be used as a guide in planting, explains Prof. Mann. When the results are to be used in a commercial way, a small fee is charged for the tests. The dangers of weed infestation, disease introduction, or the use of weak or unadapted seed can often be avoided by simple practical tests in the seed laboratory and control fields.

The testing of farm seeds was begun at the Experiment Station at Geneva in 1903, and last season more than 15,000 samples passed thru the seed laboratory, setting a new all-time high record for this important service activity. Practically every kind of test that can be made in the laboratory or control field is now being provided, while several research studies on the germination of seeds and other problems are also under way.

Two Die From Eating Pork

The death of John Chianglini of Hornell at St. James Mercy hospital Tuesday, from trichinosis, followed that of his wife last Thursday Feb. 13th.

Mr. Chianglini was 40 years of age and his wife 24. Eight persons, members of three Italian families, were taken to the hospital critically ill after eating infected meat.

A pig was purchased alive from a farmer near Hornell by Mr. Chianglini, dressed and cooked at their home. Dr. G. E. Taylor, health officer of the city, states that the meat was all right. The trouble came from imperfect dressing of the pig and in the cooking of the same by his wife. He finished his remarks with these words: "There is only one thing to be said—thoroughly cook all pork."

Mr. and Mrs. Chianglini leave two children, a three year old son now critically ill at the hospital and a babe of 19 months.

The Polynesian, first newspaper of Honolulu, was started in 1840 and became the official government journal in 1844.

Turning Back the Pages Of Andover History

TAKEN FROM THE FILES OF THE ANDOVER NEWS

FORTY YEARS AGO

FEBRUARY 19, 1896

Hamilton C. Norris, Editor

Republican Caucus

The following town ticket was nominated at the Republican Caucus held last Saturday evening:
T. N. Boyd, supervisor
W. H. Phillips, town clerk
N. L. Beebe, justice of peace
R. Howland, highway commissioner
Orange Smith, assessor
W. E. Green, overseer of poor
H. D. Bundy, collector.

Citizens Hose at Cuba

Last Friday evening the prize drill team of the Citizens Hose Co., went to Cuba, where they put on a fine exhibition drill in the opera house in connection with the Cuba firemen's fair.

George Washington Supper

The ladies of the M. E. church have prepared a fine supper and program to be held in the church parlors Friday evening. The program follows:

Recitations by Miss Mabel Brown and Miss Bessie Bullard; cornet solo by Fay Bloss; singing by quartette; address by Rev. Wagoner.

Mr. and Mrs. Ellsworth Clarke are parents of a girl baby, born February 12th.

A. L. Jones returned Sunday from Elmira where he has been in the employ of the Elmira Portrait Co.

Z. F. Cook of Hornellsville was in Andover visiting Sunday.

Attorney C. L. Easley spent Sunday at the home of his mother in Seio.

Prangen Bros. finished filling their ice houses this week.

Miss Anna Laura Crandall is passing a few weeks with her uncle in Bradford, Pa. Miss Libbie Murray of Greenwood is the guest of her cousin, Miss Laura Upham.

Use Your Own Head

You find great men constantly changing their minds about all manner of things religion, science and the possibilities of human thought.

Don't let your own mind stagnate. Don't permit it to stick to ideas and theories just because they have been advanced by men of great reputations.

SAGAS OF THE SKIES

By R. C. Oertel
Manager, Aviation Division, Sales Department
Colonial Esso Marketers

A MAN of few words is Pilot Mal B. Freeburg of the Northwest Airways. The report book of the Chicago Municipal Airport, Cicero, Ill., proves it. When he was 59 minutes late at the end of his trip on April 12, 1932, here is what Pilot Freeburg wrote:

"Delayed on account of motor trouble. Changed ships at Wabasha."

That's all. But

Well, listen.

At 3 p. m., August 12, 1932, Pilot Freeburg lifted a tri-motored ship off the ground at Minneapolis on route for Milwaukee and Chicago. On board were six men, two women, co-pilot Joe Kimm and a load of mail.

Freeburg circled for height, and at 2,000 feet, he headed south-east.

At 4 p. m., a sudden terrific jolt threw him against the wheel.

The passengers clung to their seats in a lurching plane.

Freeburg cut off the ignition. But not fast enough. A propeller on the left outboard motor had let go.

With a ripping sound the motor was wrenched from its mountings and was flung downward. Mal cut off the other two motors and retained speed by nosing gently earthwards.

Rapidly taking stock of things, he found that the dislodged motor had caught in the left landing gear struts and was teetering crazily.

Below, lay Wabasha, Minn. A slip, and 600 pounds of metal would go hurtling down into the populated town.

Freeburg sent Joe Kimm back into the cabin to reassure the passengers and went to work himself.

He noticed that he still had 1,500 feet altitude. He glided as far away from the town as possible and then switched on the two motors.

Outside the town, above the Mississippi, which isn't very broad up there, he throttled the motors, pulled the nose of the ship up until it was almost on end, and at the same time, feathered gently. The disabled motor let go and crashed earthwards to land in a vacant field, just missing the river, at which it was aimed. The radio operator at St. Paul swore he heard Pilot Freeburg mutter disgustedly, "Well, bomber I'd make!"

With the disabled motor out of the way, further examination showed that the landing gear had been damaged and the tire ripped open as by a giant knife. It was going to be a ticklish business landing. But it had to be done. It was a task calling for the finest technique. Freeburg squashed the plane down on Wabasha Field so skillfully that the passengers were able to remain in their seats.

At 4:20 he radioed St. Paul: "Landed at Wabasha Field. Everybody and everything safe. Waiting for relief ship so that we may continue."

Fifty-nine minutes behind schedule he brought the relief plane down at Cicero, Freeburg, as has been noted, had little to say. But not so slight grateful, thrilled passengers. And that's why Mal Freeburg wears the Air Mail Pilots Medal of Honor.



THIRTY YEARS AGO

FEBRUARY 23, 1906

J. Harvey Backus, Owner and Editor

Erwin Baker Goes With Chicago Firm

E. D. Baker, who has acted as secretary of the Elderfield-Hartshore Hardware Company of Niagara Falls since its organization, has severed his connection with that concern and will leave the Falls to enter the employ of Hibbard, Spencer, Bartlett & Co. of Chicago. Mr. Baker's headquarters will be in Winnipeg, Manitoba, Canada and his territory will include the district from Winnipeg west to the British Columbia line.

Slocum — Armstrong

Married at the M. E. parsonage, Tuesday, Feb. 20th, by Rev. Hedding, John Armstrong of Wellsboro, Pa., and Miss Evalena Slocum.

Prangen Bros. have loaded 840 cars of ice from the pond this winter.

Rev. Jared Kenyon of Independence married his 1,850th couple last week when George Jones and Cora Adams of Elm Valley were married at Independence by Rev. Kenyon.

Clifford Vars and Adelbert Hann are grand jurors and L. E. Davis trial juror from Andover for the March term of court.

J. M. Green started for southern New Jersey Monday with E. A. Cottrell's black coach horse—Mrs. E. E. and Mrs. C. S. Clarke entertained company for dinner Monday.

Mrs. S. G. Crandall entertained Mr. Crandall's Sabbath school class Tuesday for dinner, the occasion being his 61st birthday Independence day.

E. A. Richardson and D. K. Porter attended the Hardware Convention in Binghamton, Tuesday.

T. R. Bassett was in Syracuse the 21st, attending a convention of the People's Life Insurance association.

Mrs. E. F. Stearns passed Friday with friends in Almond.

Miss Jeannette Martin left for California Monday. Miss Martin has been in business in Andover for some years and has many friends here.

Raymond Smith of Altoona, Pa., stopped at Andover for a visit with his parents, Mr. and Mrs. H. D. Smith, while enroute to Syracuse to

Alfred Singers Render Fine Program

An especially fine musical treat was enjoyed by Andover people in connection with the Union services at the Presbyterian church Sunday evening.

"The Friends of Music," a choral organization of Alfred, came to Andover and presented a program of vocal selections under direction of Mrs. Samuel Ray Scholes, with Miss Elizabeth VanHorn, daughter of Rev. and Mrs. Edgar VanHorn of Alfred Station, piano accompanist. The company of over 30 people, introduced by Mrs. Scholas as "not professional musicians" but a neighborhood group who had met each week for a song fest because they loved to sing, held the rapt attention of the audience with deep appreciation. The program presented in three parts, included the following selections:

"Music When Soft Voices Die,"
Dickinson
"Highland Love," old Scotch Folk Song.
"Has Sorrow Thy Young Days Shaded?" Thomas Moore
"Morning Comes Early,"
Slovakian Folk Song
"Sunset" Mueller
"Lonely Woods" Lully
"May Song" Gaevart
"Say Thou Lovest Me" Cain
"In the Luxembourg Gardens," Manning
"Jesus, Joy of Man's Desiring," Bach
"Cherubim Song" Bortnyansky
"Take Joy Home" Bassett

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SPECIALS - Feb. 21st to Feb. 27th

Heart's Delight Fruit Cocktail, No. 1 can, -2 for 29c
Kadoto California Figs, 8-oz. can 9c
Ovaltine, 50c size 33c
Heart's Delight Tomatoes, solid hand packed, No. 2 can 2 for 25c
Es-Be-Co Orange Pekoe Tea 1/2 lb. pkg. 23c
Bison Columbia Red Raspberries, good quality, No. 2 can 17c
Heart's Delight Beets, large can 9c
Jelly Beans, fresh 2 lbs. 25c

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WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors



No. 9—COUNTRY DRIVING

IN DISCUSSING BRAKES we spoke of our cars as transportation systems... our own private railroads, so to speak, with home for our terminal.

As a rule we engineers behind the steering wheel work only on local runs... back and forth from the office, stores, and the rest of our regular stops. But every now and then, and especially when vacation time rolls around, we're likely to want to change our run. And one fine day there we are, out on the main line, at the throttle of our "Overland Limited," if you please.

Railroads put only their best engineers on important runs like that.

What the railroad men mean by the best engineer, is the one who has taken his train out and brought it in, time after time, year after year, without a thing to regret. Now there's one thing about this engineer that explains his good record better than anything else. He believes in signs. All along the way there are signals that tell him what to do, and he does

exactly what they say. When a semaphore says slow down, he slows down. When he gets the sign of a curve or grade, that comes winking through the darkness means a definite order that he'd never dream of ignoring. And when a flare warns him of danger, he just stops until he gets the go-ahead. Now, when we pull out of our station and on to the main track, if we are good engineers we'll take good heed of our signals as they come flashing by—"Curve," "Steep Hill," red light—"Stop." But along comes one that says "Intersection," and there doesn't happen to be any "School, go slow" and there aren't any children about. Or "Slippery when wet," but today the road is dry. And what's the result? Why, a good many of us get to taking those signals with a grain of salt, and after a while with so much salt that if we aren't careful those warnings may lose their meaning.

It isn't hard to imagine what would happen if the railroad engineer got into that habit. He wouldn't be an engineer very long. No matter how many times his warnings prove unnecessary. And people who drive thousands of miles every year tell us they have trained themselves to the very same habits as the engineers. We can just as easily form one habit as the other, and it pays to form the habit of automatically acting on the advice of our roadside signs.

So it isn't enough just to have our engine in good shape, and to watch our fuel and oil, or even to follow the rule of not driving too many hours at a stretch. Those things are highly important, but it is just as important to watch for our signals and follow them religiously. Then we can look forward to ending back that ever-welcome message—"Arrived safe after pleasant trip."

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