

ANDOVER NEWS

PUBLISHED WEEKLY
BY THE NEWS PRINTING HOUSE
Claire C. Backus, Editor

OUR KEYNOTE:

"If There is Not a Way, Cut a Way"

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ANDOVER, N. Y. SEPT. 25, 1936.

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The Effort of Trying

"Oh, what's the use of trying?" some people say when confronted with a difficult problem. And that ends it for them. They see no benefit, they never try again and they never accomplish anything worth while.

If enough people take this stand — get into this mental attitude in regard to every public problem — the whole community suffers from it and eventually will die of dry rot.

But there is every use in trying, even though ultimate failure is the result. No great things are ever achieved without some failures that serve as lessons in making success possible.

The man who tries is giving vent to the spirit of progress that is within him. The effort he puts forth, though it may be in vain, convinces him that he does possess the ability to do things.

The partial results he obtains, though he falls short of the goal, go far toward showing him the weak spots in his plan, and the knowledge gives him faith and courage to try again — and eventually succeed. The same is true of a community. If its leaders are easily discouraged at failure, are not willing to try again when a chance to improve presents itself, then there isn't much hope.

But when a community has some men who are ready and willing to devote their time and energy to things that will bring improvement, regardless of the mistakes of the past, there is some hope for it.

May we have more of such men — those who are anxious to profit from the errors that have been made, and climb on them to greater things.

Discovery of new planets continues despite the impossibility of finding any definite use for them.

Reading and Thinking

SOME people read much, but do very little thinking. They see the words in print before them, but not the great fundamental truths that inspire those words. The habit of reading is one of inestimable value to the individual but it should not be carried beyond the point where intelligent thought can dissect the subject and master the secrets that are not otherwise revealed.

Cramming the mind is like jamming the cylinder of an engine, it becomes too tight to function, and is thus rendered useless.

Read a little, think a lot, and you will travel easier and go farther on your way.

It takes a train only one second to win a decision over an automobile.

Down to Business

PEOPLE who don't want to settle down to business sometimes find it embarrassing when the times comes to settle up.

Fault finding and grumbling over economic conditions may relieve our exasperations to a slight extent, but they do not remove the cause for complaint.

Patience is a virtue, and virtue wins its own reward, but only when both are followed to a logical conclusion.

Conditions in this country may not be satisfactory, but vociferously voicing our dissatisfaction will not improve them.

Patient and systematic efforts will restore prosperity in time, but uncertainty and continued vacillation will have only the opposite effect.

Widow points the road for us to follow. The way may be long and the toll may be great, but the reward of perseverance awaits us at the end of the trail.

To some automobile drivers, the right of way belongs to the one who gets there first.

Modern Day Gypsies

ACCORDING to best information, there are probably less than 100,000 gypsies in the United States. But in spite of changes in their normal life of horse trading and nomad existence because of the advent of the automobile, they are said to be increasing in number in this country. Many of them have deserted the roads and live in cities.

The wandering gypsies who were formerly seen so often on our roads riding in gayly-colored horse-drawn wagons and camping by the roadside are rapidly disappearing.

They have bought automobiles and while they still wander, they often put up at hotels. Now, they largely live by fortune telling of their women. The fact that there are so many American people willing to pay out money to have their fortunes told shows that many of us are not so far removed from the gypsies as we might suppose.

The fascinating tales of gypsy life are legend. Perhaps the best stories of the gypsy race have come to us from the pen of George Barrow, English writer, who learned the gypsy language and lived among the gypsies of England and Spain. Those who have not read his books, "The Bible in Spain," "Lavengro" and "Romany Tye" have something to look forward to.

Most of us have as much trouble getting rich as the average fat woman has getting thin.

Plant fossils, unearthed in California prove that 100,000,000 years ago the climate of that region was tropical.

No Traffic Language

ONE man with a keen imagination, pictures what a tragedy there would be enacted if the catastrophe of Babel were repeated in the present century. Yet, he correctly affirms, such a condition exists in our traffic life; we are without language — we are deaf and mute on highways and streets.

The point he makes is that due to the absence of a uniform code or without symbols to display positive intention in motion, we are taking the lives of innocent people and the cost of damages is reaching to appalling totals.

The need of a constructive, symbolic, dogmatically built language to reach the sense of every human mind within the shortest time is so apparent that it admits of no argument, but how to get it is another question.

The greatest problem is how to take the uncertainty out of traffic. The driver of an automobile who is not positive in his actions is the greatest menace to life and property. When he hesitates and then takes the course opposite to that which his actions have indicated, he is most likely to be the cause of an accident.

National traffic conferences have been held to consider ways and means to reduce the alarming loss of lives and property, but nothing so constructive as the suggestion of a national traffic code has ever come out of the conferences.

It is of the utmost importance that those who control the rational lever devise some way to create a national traffic code which calls for certainty in decision on the part of persons at the wheel.

Monday's newspapers used to publish a review of all the Sunday sermons. Now all of the space is taken up with accounts of Sunday automobile accidents.

Is the Church Failing?

NOW and then someone says the churches are slipping. The self-appointed critic frequently broadcasts his views to the effect that the effect that the churches are losing the influence that they once had and that they will never become effective until they join under one banner and put an end to the rivalry for lost souls.

But are they slipping? Do they lack the influence that they once had in the country?

These are questions that everyone will answer in his or her own way. Those who feel the need of an alibi for not supporting the church will continue to publicly proclaim at every opportunity that the church has failed, but they never make bold to criticize the Christian religion, for which the church stands.

The church has many grave problems to face, but they will never be solved by the fellow on the streets who feels free to judge the church as an institution, but would resent the judgment he deserves being passed on him.

However, the church still has a wide appeal for many people, despite the handicap that it has. It is still the greatest agency in the world for good because it holds continually aloft the teachings of Him who by example showed mankind the right way to live and proved there is life beyond the grave.

Once upon a time you could only see bare limbs when the leaves came off the trees in the fall.

Human Spare Tires

NEARLY every automobile carries a fifth tire. It is commonly known as a spare tire. Sometimes it sees service frequently, and again it is carried along for days without use. To be without one is always a sure sign of having trouble.

Thus a thing of comparative insignificance has been raised to a place of importance in the world. It has been given a rank which entitles it to be classed as an essential.

The question may be raised as to whether the spare tire was ever unessential. Isn't anything that does the duty of a spare tire — always ready to step into the lurch in an emergency — of some value to humanity?

We are inclined to look upon some people as spare tires. They are substitutes for those who are doing the real work of the world never seeming to have a place in the everyday affairs of life.

But haven't they a place that entitles them to some consideration? Is it fair to regard the spare tire folks as of no value to society?

The spare tire often saves the day. It takes the doctor on his mission of mercy when the tire in which he placed his faith was a failure. It makes it possible for men to be prompt. It supplies the necessary services needed for the milk man to be on time. It prevents the grocery man from being late. It is always ready for duty when called upon and keeps the highway transportation wheels running. And it also makes it possible for the mail man to be on time.

Perhaps we should give the spare tire more credit for the service it performs. We could scarcely get along without it. Neither could we worry along without the spare tire people. They are needed just as much as the first line people. Let's give them more consideration in the future.

History in the Making

NEWSPAPERS are the greatest of all modern educators. They are the type-and-ink university that teach history in the making.

The exploits of exceptional people, the press of unusual events, the ebb and flow of political expedience, the outstanding happenings of the community they serve — all are made public knowledge through the local newspaper.

That is why men and women are eager to be fully informed read the newspapers — not only the news of what's happening at home and abroad, but also the news of what to buy, where to buy and how to buy.

You cannot be abreast of the times if you overlook the advertisements. For advertisements give you the real news of business. They are the messages of business to you. They tell of the new and wonderful things created for your convenience and pleasure — of merchandise gathered from the markets of the world for you and your family.

Advertising teaches how to get the most in value and enjoyment for the least money. It gives you knowledge that pays. Read them regularly in this paper and profit by the messages.

HOW, WHAT and WHY?

The Andover News has arranged with the Office of Information of the New York State Colleges of Agriculture and Home Economics to answer questions about problems of farm and home. If you enclose a self-addressed, stamped envelope and mention the name of this paper, you will receive a direct reply to your query from the colleges. Do not ask more than one question in one letter or on one postcard. Ask as many questions as you like, but make each one a separate communication.

Preserving Silage

G. W. K., writes: "I understand you have a bulletin on preserving silage by adding a certain amount of phosphoric acid. I would like a copy."

J. K. Wilson, professor of soil bacteriology, replies: "We have no bulletin on the subject, but are sending material we have on the production of high protein crops by the use of phosphoric acid."

"This method has so recently been developed at Cornell that no bulletin is available."

"At the present time the country does not have a definite supply of phosphoric acid, but next year enough may be available on the market at a reasonable price."

Trouble With Flock

E. J. C., says he is having trouble with his flock of 200 Rhode Island reds. A short time ago he noticed about 15 standing around listless and dull.

"They do not eat but seem very thirsty. After a few days they become very thin and weak." He says he opened every one that died and could not find anything much that was wrong.

Professor H. E. Botsford of the poultry department replies: "I can not tell, from your letter, just what the trouble is with the 200 Rhode Island reds that are now three months of age, unless it may be acute coccidiosis."

"I am wondering if you have noticed any blood in the droppings, which is almost a sure indication of this particular disease. I am enclosing some suggestions on feeding and sanitation."

"If this is not the trouble, I suggest that you immediately send two or three of the affected birds alive to Dr. E. L. Brunett of the State Veterinary College at Cornell University, Ithaca, N. Y. He will be glad to open the birds and diagnose the disease if possible."



The Morning After Taking Carter's Little Liver Pills

Turning Back the Pages of Andover History

TAKEN FROM THE FILES OF THE ANDOVER NEWS

FORTY YEARS AGO

SEPTEMBER 23, 1896

Mosher & Greene, Editor & Publisher

Hoard-Slocum

Married in Canisteo, N. Y., on September 20, 1896, by Rev. O. S. Chamberlayne, Charles M. Hoard and Miss Ada E. Slocum, both of Andover.

Wilbur Burdick died Thursday, Sept. 10th, at Netarts, Ore. Mr. Burdick, son of Asa Burdick of Andover, was born and grew to manhood here. His widow, Joanna Baker Burdick and six children survive. J. W. Deming and daughter, Miss Cora visited at North Bingham the latter part of the week.

Miss Lottie Lee of Wellsville was the guest of Miss Nina Martindale several days the past week.

G. M. Barney has laid a new flag stone sidewalk in front of his property on Elm street.

Nine cents for cheese this week. Allegany county's total state tax this year will be \$36,745.

Misses Florence and Mabel Bassett spent Saturday and Sunday as guests of Miss Carrie Clarke. Miss Ella May Crandall and brother, Roger, visited friends in Little Genesee this week. Miss Anna Laura Crandall spent several days last week visiting in Hornellsville. Independence cor.

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THIRTY YEARS AGO

SEPTEMBER 28, 1896

J. Harvey Backus, Owner and Editor

School News

The number of pupils in the different departments are represented as follows: Academic, 43; grammar, 39; intermediate 46; A-primary, 37; B-primary, 40.

The training class is organized with the following members: George Robinson, Bert Trowbridge, Grace Crandall, Grace Williams, Margaret Williams, Elizabeth Horan, Ada Kenyon, Erma Laughlin and Bertha Barney.

A. O. Kemp has purchased the James Babcock residence on Dyke street.

Gussie Cook has purchased the James Owen farm on the Quigg Hollow road, town of Independence.

At a meeting of the Hawthorne Circle, Monday evening, Mrs. Pease and Mrs. Clark were elected delegates to represent that society at the County Federation of Women's Clubs, in Cuba, early in October.

William Gary of Wellsville and Miss Maude D. Lewis of Andover were married at the M. E. parsonage, Wellsville, Saturday afternoon, Sept. 21st.

Benj. Conley is buying hay for shipment from the Greenwood station.

Mr. and Mrs. Frank Bloss were guests of Whitesville relatives last week.

Charles Mourhouse and Ray Snyder were Sunday guests of Hornell friends.

Mr. and Mrs. C. W. Lewis of Alfred Station were Saturday guests of Mr. and Mrs. L. G. Coleman.

J. D. Cheesman is in Boston this week attending the annual meeting of the Rexall Drug Co., and National Cigar Stand.

F. E. Martin and E. F. Stearns started on their annual fishing trip to Conesus Lake, Wednesday.

Miss Mabel Vars returned home Thursday from a summer vacation spent in Rhode Island, Connecticut and the Catskill Mountains.



THE ANDOVER NEWS

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The tricolored redwing blackbirds are so "regimented" that they all feed in one rich field even when there are many other fields nearby.

Memories

by A. B. Chapin

THE EARLY MORNING START FOR THE COUNTY FAIR

IT'S A GOOD THING WE STARTED AN HOUR BEFORE SUNUP, IT'LL TAKE US 'BOUT FOUR HOURS 'T DRIVE FOURTEEN MILES, AN' I WANT 'T GIT THERE EARLY 'NUFF 'T SEE 'N HOGS AN' CATTLE AN' HAVE OUR DINNER BEFORE WILLIUM JENNIN'S BRYAN STARTS SPEAKIN'—

I WANT TO GET THERE EARLY, TOO, SO I CAN ENTER MY QUINCE PRESERVE IN THE ART HALL EXHIBIT—

YES—AND MY LOG CABIN QUILT—

GOODY, GOODY, I'M GOIN' ON 'N' MARY GO-ROUND—

ALL CHURCHES IN CONGO SEE 'N' RACES 'N' BLOOD ASSASSIN—

SLEEP—! GAWN HOGS!!

