

# THE ANDOVER NEWS

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

VOL. XXXVII. NO. 46.

THE ANDOVER NEWS, FRIDAY, NOV. 17, 1922.

Subscription Price \$2.00 the Year

## SOFT COAL IS MORE ECONOMICAL

### Fuel Administrator Holmes Tells How to Burn Soft Coal in Hard Coal Furnaces and Save Money.

E. B. Holmes, fuel administrator for the Eighth Judicial District, today made a statement regarding the use of soft coal in furnaces in which anthracite is customarily used as fuel. Mr. Holmes told how soft coal may be used to greatest advantage and to get the most satisfactory results. He made his statement in connection with an announcement that Western New York consumers must expect to get along with not more than half the amount of anthracite which they received last winter.

Mr. Holmes statement and instructions regarding the use of soft coal follows:

"With furnaces specially adapted for soft coal no instructions may be needed. But for anthracite furnaces these two methods may be helpful.

"Soft coal is rich in burnable gas, the same gas made for gas-stoves. If burned this gas gives much heat and no smoke. If unburned it passes out in smoke and waste. The trick is to burn and not waste it. Soft coal should be fired first on the right side of the furnace, leaving a hot fire exposed on the left side to consume the volatile matter as it rises; then when the coal on the right side is at red heat fire fresh coal on the left side. Repeat this method as needed.

"A more careful and efficient method is as follows: Always leave some ash on the grate, in mild weather a great deal and in the winter two inches. In building a new fire put a lot of fresh semi-bituminous coal in the back of the fire-pot, leaving one-third of the grate free. This open space fill with paper and kindling and light, having the draft on at the ash pit the check draft closed and smoke pipe damper open wide.

"Since coal gives out its gas at a lower temperature than it cokes it cannot be fully ash till after it cokes. Do not try to set the whole mass of coal on fire at once. It wastes coal and is unnecessary.

"As the kindling burns it starts the coal along the front face of the fresh pile. The coal first gives up its gas, which is burned; then it cokes and takes fire, and while it is coking the top of the pile begins to give off gas, and that burns. As the process continues fire eats into the whole pile gradually. Leave it awhile. After some time the coal is all on fire and the kindlings consumed. With the poker now draw the redhot fire to the front part of the fire-pot and fill up the back with fresh coal the same as before.

"By leaving on some draft at the ash pit blue flames will start at the junction point between the fresh coal and the fire. If these flames do not start promptly throw in a newspaper, which will start them. If not, make more draft at the ash pit. It is not necessary that fire should be under the fresh coal; preferably very little fire or only ash.

"When the blue flames start at the junction point open the draft at the fire door half or less, shut off the draft at the ash pit and leave the fire. When the fire becomes normal adjust the check draft. The same gradual combustion takes place and the fire can be left for four, eight or more hours, according to size of the firepot, thickness of coal and the draft. Replenish the fire in the same manner, hot fire in front, fresh coal back.

"In banking the fire for the night repeat the above process but when the blue flames are burning over the fresh coal put more coal on the hot fire in front, close the ash pit draft, admit air thru the fire door slots and open the check draft, but leave the damper in the smoke pipe open, and leave it for the night. The smoke pipe damper is closed only when all gas is burned off with both hard and soft coal. To close this damper with fresh coal on the fire may send the gas out the fire door, or by confining it, invites explosion.

"The system will work in any fire-pot, square, round, oblong, shallow or deep, whether for a warm air furnace, a hot water boiler or a steam boiler.

"If it takes to heat a ten-room house ten tons of anthracite at \$15 a ton, or \$150, it would take less than ten tons of semi-bituminous, containing from 10 per cent. to 20 per cent. more heat, costing \$10 a ton, or \$100 saving at least \$50. The extra economy due to greater heat in the coal should save an additional \$15, a total of 43 per cent. or \$65.

"And soft coal makes about half the usual ash of anthracite. No change of grades is desirable."

## THE VEST COMES BACK

The days when I am feeling best are those on which I need a vest. In summer months I pant like Shep, I have no gumption and no pep. The African or colored gink, he feels the best much less I think, but I am white, of leastwise pink. I lie around to rest my bones and feed my face with ice-cream cones, I live on salads, fruits and slaw and suck up soft drinks thru a straw. I cut no grass and saw no wood, in short I am no gosh darn good. But when fall comes and summer slumps I lumber up and Main Street west, the shop wherein I pawned my vest, and wrap the garment round my chest. Behold the man both fat and awayback who cannot make his stummy stay back. The thinner clothes in seasons torrid show up his plumpness something horrid. In autumn still he runs to waist, but all is decently incased. Even I, the fairly slim, look best when in a sober waistcoat dressed. My wife's a frugal dame you know, so now in old worn shirts I go, because the darns no longer show. But I have pockets now, by jings, that hold a lot of useful things, and when I travel near or far upon the Lehigh choo-choo car, with carefree heart I buy my ticket and have a good safe place to stick it.

—BOB ADAMS.

## EARTHQUAKE AT SALT CREEK, WY.

### Harland Robinson Sends News Account of Recent Disturbance With Remark "Don't Worry, We Don't."

Like a thunderbolt from a clear sky and as unexpected as perfect peace in the League of Nations, homes were rocked, large gas plants shaken and buildings, large and small, jarred by an earthquake that visited Salt Creek early last evening, Oct. 20th, and threw terror into the hearts of residents of the "World's Wonder Oil Pool." This trembling of the earth's surface, in a section considered miles and miles outside the "doped" quake belt, came with as great a surprise as zero weather in Wyoming's mid-summer period, and the people of Salt Creek received a scare of lingering grasp.

It was exactly at 6:29 o'clock that according to statements of many, the ground under foot seemingly swayed and immediately thereafter a vibration of three seconds duration was felt in Salt Creek, Mosher camp, and T. Williams camp. The shock was more severe in the latter camp where, at the office of the Williams company an ink bottle was overturned and a small envelope opener thrown from a desk.

In Salt Creek proper the vibrations were not so pronounced as those in the southern end of the field, yet the main portion of the town received quite a rocking where dishes were rattled in several of the homes and a picture was reported jarred from the wall of one of the Midwest buildings.

At the Midwest gas plant the shock was felt with a sort of swaying effect and a gradual setting but carrying no degree of a jar.

According to numerous descriptions of the quake all of which tallied, the vibration was of about three seconds duration with the sway regular and without recurrence of the shock.

When the disturbance came, frightened people rushed from their homes but cooler heads brought about a calming influence by advancing the probability of a gas explosion. An investigation, however, by Midwest representatives showed no break in gas mains and at no spot in either camp, could any evidence of an explosion be located.

The cause of the disturbance cannot be exactly determined, and with Wyoming geologists now attending the convention in Denver, it is impossible to get a scientific view on the quake.

An opinion, however, is expressed by high-up Midwest officials that fault conditions in or near the Salt Creek field may have resulted in slipping earth causing the surface vibrations. It is also a possibility that the earth displacements may have occurred at some point thousands of miles from Salt Creek.

The shock is also reported to have been felt in certain southern sections of Casper.

## CARD OF THANKS

The undersigned wish to express their deep feeling of gratitude to all our neighbors and friends, for their kindness during the illness and death of our father, also the Andover Silk Company for the beautiful flowers.

A. E. Howland,  
Mrs. Wm. Lauterborn.

## Ninety Days With a Passport

### Descriptive Writers of Central New York Reporting Trip Through Europe for The News.

By M. A. and T. H. CHAPPEL

### The Coast of Holland

In going from Arnhem to Amsterdam we rode in the cleanest railroad coach we saw in Europe. It takes only two hours to make this trip, but the change in environment is as though one were going into a different country. One passes thru large sand wastes sprinkled with shrubbery through the thatched roofs of houses which are made, then one comes again to green pastures in which many black and white cattle are grazing. No fences are seen anywhere, but in their stead are found ditches filled with water. Wherever it is necessary for the cattle to pass over the ditches or moats, there is a fitted-in place, and on each side is a gate. At milking time the cattle may be seen standing before the gates, waiting to go home. It really makes one wonder why they don't cross.

Before one realizes it, one is in Utrecht, and not long after in Amsterdam. The latter is a large, bustling city. Many boats from all parts of the world can be seen in the harbor. Our kindly old cab-driver explained where the principal banks were, where the sailors' home was, where the Queen went to church, where the largest store was. Soon we were comfortably located in a hotel used to catering to American tourists.

When in Amsterdam, tourists should attend a service at the old English Reformed Church. This is the church where our Pilgrim fathers worshipped. It is a simple, dignified, old structure, and in the refectory one may see the names of the church fathers as far back as 1607.

A Sunday afternoon in Amsterdam is interesting. Everyone communes with nature, be it in a boat on a city canal or in a larger boat on the Amsterdam River. We enjoyed taking the half-hour ride to Kalfje and then de-iced to walk on to Oudekerk. The brick-paved road was very narrow and we continually found ourselves in the sand on the side while the dozens of cyclists passed, or while the suburban motor bus rumbled by.

The distance to Oudekerk really became a little long after over an hour's walk thru so much traffic. Everywhere on the river alongside, we saw launches and boats occupied by whole families. The motorboat is surely the Amsterdam family's Ford.

The most popular excursion from Amsterdam is the trip to the Island of Marken. Unfortunately, on the day that we went, it was foggy and rainy in the forenoon. Everyone was amiable, however, and we saw as far as we could and as much as we could. Our first stop was at Brock in Vatterland. Vendors with wonderfully large peaches at 10 cents apiece met us at the dock. In the stores, blue Delft ware and old bronze things were temptingly displayed, but our guide hurried us on to a cheese factory.

This factory was entirely different from what we expected. It was really a house. There were wooden shoes standing at the door. We cleaned our shoes as carefully as possible on the doormat and then entered the spotless hallway. On one side was the door to the family living-room, and on the other the dining room. Ahead, the hall became the kitchen, and when the table became the fish were drying. We saw more wall-beds; the parents occupying an upper shelf and the children sleep on the shelf below. All is scrupulously clean. The women all wore the strange costumes we had seen in Volendam. However, these clothes are worn only in these isolated regions and never in the cities.

On the way back to Amsterdam we noticed particularly the great work that had been done in draining the land and building the dikes. Amsterdam is a great city because its old inhabitants courageously drove the piles into the marshes and drained the water into the canals. The canals are wider than those of Venice, and quite large boats can enter most parts of the city. There are 300 bridges. Amsterdam has an excellent street car service and several fine parks. Rembrandt's famous "Night Watch" is in one of the museums there. Good music can be heard in the large out-of-door restaurants. Charlie Chaplin films were shown in the movies.

From Amsterdam we went to the old town of Leiden. It was from the port of Leiden that the Pilgrims sailed for American. We saw the spot where John Robinson, the Pilgrim Preacher, lived and taught for 16 years; saw the St. Peter's Church where he is buried. We visited the old university (one of four important ones in Holland) from which came the lawmaker Grotius, the theologian Arminius, and other notables.

A 20-minute ride from Leiden brought us to The Hague. It is a beautiful modern city. We visited the only museum where we did not have to pay a fee and saw Rembrandt's famous "Atiomy Lesson" and many other famous pictures. The attendants were most courteous, but also most watchful.

The Peace Palace interested us more than any other building. Carnegie started the building fund with a gift of over a million dollars, and several millions were added by others. The palace is magnificent. It has a tower 40 meters high and the length and breadth of the building is about 78 meters. The whole is set in a 16-

pulsion of the Spaniards from that part of Holland) are known as the "Dead Cities." They have hardly changed for centuries and even we tourists felt that the small interior street car lumbering thru the clean, quiet street, was an intruder. In order to reach Volendam our boat had to go out into the Zuyder Zee. The sea was choppy and we kept our seats with difficulty. Here and there, not far away, we could see the brown, black, orange and white sails of the fisher boats, hobbling about at anchor. As we thot of the fishermen's exposure to winter's cold fog and rain, we appreciated their bravery and hardihood. Approaching Volendam, we saw the steeples of three churches, then orderly rows of brightly painted one-story cottages along the shore. At the dock, four hobbling, old men lined up to have their picture taken and receive their tips to buy tobacco. They were picturesque, to be sure, in their black bloomed trousers, their blue shirts, red and brown and green vests, blue caps on their heads, wooden shoes on their feet, a pipe in their mouths. The women washing clothes in the Zee were no less picturesque. They wore blue cotton skirts, blue basques and aprons, the lower half of which was of blue cotton and the upper part of gray plaids. Each wore a should attend a service at the old English Reformed Church. This is the church where our Pilgrim fathers worshipped. It is a simple, dignified, old structure, and in the refectory one may see the names of the church fathers as far back as 1607.

A Sunday afternoon in Amsterdam is interesting. Everyone communes with nature, be it in a boat on a city canal or in a larger boat on the Amsterdam River. We enjoyed taking the half-hour ride to Kalfje and then de-iced to walk on to Oudekerk. The brick-paved road was very narrow and we continually found ourselves in the sand on the side while the dozens of cyclists passed, or while the suburban motor bus rumbled by.

The distance to Oudekerk really became a little long after over an hour's walk thru so much traffic. Everywhere on the river alongside, we saw launches and boats occupied by whole families. The motorboat is surely the Amsterdam family's Ford.

The most popular excursion from Amsterdam is the trip to the Island of Marken. Unfortunately, on the day that we went, it was foggy and rainy in the forenoon. Everyone was amiable, however, and we saw as far as we could and as much as we could. Our first stop was at Brock in Vatterland. Vendors with wonderfully large peaches at 10 cents apiece met us at the dock. In the stores, blue Delft ware and old bronze things were temptingly displayed, but our guide hurried us on to a cheese factory.

This factory was entirely different from what we expected. It was really a house. There were wooden shoes standing at the door. We cleaned our shoes as carefully as possible on the doormat and then entered the spotless hallway. On one side was the door to the family living-room, and on the other the dining room. Ahead, the hall became the kitchen, and when the table became the fish were drying. We saw more wall-beds; the parents occupying an upper shelf and the children sleep on the shelf below. All is scrupulously clean. The women all wore the strange costumes we had seen in Volendam. However, these clothes are worn only in these isolated regions and never in the cities.

On the way back to Amsterdam we noticed particularly the great work that had been done in draining the land and building the dikes. Amsterdam is a great city because its old inhabitants courageously drove the piles into the marshes and drained the water into the canals. The canals are wider than those of Venice, and quite large boats can enter most parts of the city. There are 300 bridges. Amsterdam has an excellent street car service and several fine parks. Rembrandt's famous "Night Watch" is in one of the museums there. Good music can be heard in the large out-of-door restaurants. Charlie Chaplin films were shown in the movies.

From Amsterdam we went to the old town of Leiden. It was from the port of Leiden that the Pilgrims sailed for American. We saw the spot where John Robinson, the Pilgrim Preacher, lived and taught for 16 years; saw the St. Peter's Church where he is buried. We visited the old university (one of four important ones in Holland) from which came the lawmaker Grotius, the theologian Arminius, and other notables.

A 20-minute ride from Leiden brought us to The Hague. It is a beautiful modern city. We visited the only museum where we did not have to pay a fee and saw Rembrandt's famous "Atiomy Lesson" and many other famous pictures. The attendants were most courteous, but also most watchful.

The Peace Palace interested us more than any other building. Carnegie started the building fund with a gift of over a million dollars, and several millions were added by others. The palace is magnificent. It has a tower 40 meters high and the length and breadth of the building is about 78 meters. The whole is set in a 16-

## MRS. JAMES GOIT

Samantha Logue Goit was born Dec. 4th, 1844, at Costello, Pa. and died at the home of her daughter, Mrs. Byron Wilbur of this village, Nov. 12th, 1922.

In early life deceased was married to Cornelius Fenton, of Stannards Corners. To them was born a daughter, Mrs. James Cope, of Ellsworth, Wis.

In 1869 she married Asa Green, three children survive from this union, Mrs. Byron Wilbur, Andover; Melvin Green, Alfred Station, and Mrs. Selah Stillman, of Almond.

She was married to James Goit of Nile, Oct. 30th, 1913, who survives. She was brought to the home of her daughter some weeks ago for care during an illness of intense suffering. Brief services were held at the home on Center Street, Tuesday afternoon and the body taken to the S. D. Baptist Church at Alfred Station, where the funeral service was held.

Interment was in Alfred Rural Cemetery.

## DEATH CLAIMS WELLSVILLE EDITOR

### Veteran Editor and Proprietor of Allegany County Democrat Passed to His Reward, Sunday Morning

Sunday morning, November 12th, at 8:10 o'clock, A. E. Cowles, a life-long resident of Wellsville, and editor and proprietor of the Allegany County Democrat of Wellsville, passed from this life, after an illness of several months. He has been confined to his home since March last, gradually declining until death summoned him, last Sunday morning.

Deceased was born in Wellsville, January 6th, 1852, and was the son of Wm. P. Cowles and Roxey Bronson. His early career was as a nurseryman, until 1872, when he became identified with the printing profession, assisting James B. Bray in establishing the Sherman Record, in Chautauque County, and later taking up the profession in Wellsville, working in the office of the Wellsville Times and Reporter. In 1875 he became the foreman of the Allegany County Democrat, and with the exception of two years in the job printing business he was identified with this paper, as a partner with W. W. Nichols from 1883 to 1887, when at the death of Mr. Nichols he became the sole owner of the paper, which he conducted until his death. He being the dean of the newspaper fraternity in Allegany County.

The deceased in his prime of life was an influential factor in this county, and his energetic spirit made him a power in local politics, and a success in business life. He was a versatile writer in the newspaper profession, whose editorials were eagerly looked forward to. He was identified with the business life of Wellsville until his health began to fail, death finally closing an eventful and useful career.

Mr. Cowles was married in March, 1877, to Ida E. McKune, who with one daughter, Mrs. S. H. Ostrander, and two sisters, Miss Mary Cowles and Mrs. Eliza Griffin, of Belmont, survive him. He was a member of Wellsville Lodge No. 230, F. & A. M.; DeMolay Commandery, No. 22, of Hornell; Ismailia Shrine of Buffalo.

The funeral services were conducted from his late home on Madison Street, Tuesday afternoon, at 2 o'clock, Rev. E. A. Matthews officiating. Interment was in Woodlawn.

## LAYING OUT ROUTE JASPER TO ANDOVER

### Will Save Half the Milage of Present Road. To Be Completed as Soon as Possible.

(From Canistota Times)

The state highway department has had 3rd deputy commissioner of highways W. B. Read of Albany in this section for several days, going over the proposed routes of the state highway from Jasper thru Greenwood to Andover. He was accompanied over the routes by Charles Chamberlain of Elmira, district supervisor of highways and by W. G. Kellogg of Greenwood, Steuben County superintendent of highways.

The route will be built as soon as possible, as it is being demanded by heavy thru traffic, as well as by the rich farming section thru which it passes. In fact several miles have already been constructed about 5-in. all, in various spots.

The purpose of the inspection was to secure information regarding which would be the better of two routes in two different places. The road leaves the state highway, route 4, this side of Jasper village. Until it reaches Woodward creek, there are two possible routes; one by the Gully church and the other by Hayes hill. There is said to be no great difference between the desirability of them as to grades and distance. Both converge into the Woodward creek road which is followed into Greenwood.

Route to Andover... At Greenwood the road goes up the creek to the right of the residence of W. G. Kellogg until in the West Greenwood territory where again there are two routes open for consideration both of which have strong advocates. They both pass thru West Greenwood. It is stated that the state refuses to follow either route in one section, but will lay out a new route for a short distance in order to avoid a hill.

Will Shorten Distance... The distance from Jasper to Greenwood is 9 miles, and from Greenwood to Andover 9 miles, 18 in all. The distance between Andover and Jasper around by the state road thru Alfred, Almond, Hornell and Canistota, which the traffic is obliged to follow unless cutting across on country roads is 36 miles, just double the distance of the new route.

Every effort will be made to construct the state road between Jasper, Greenwood and Andover as soon as possible and it will be completed in about 5 years according to present plans.

Only brilliant people can afford to look bored.



**LOOK! LOOK! LOOK!**

We Have Just Received a Shipment of  
**High Grade Shoes**  
100% Leather Real Bargains  
Don't Miss Them While They Last

**MRS. C. W. WILLIAMS**  
The Parlor Grocery

(Continued on Page Two)