

ERIE R. R. EVIDENTLY HIT THE JINKS SUNDAY

Old Reliable on a Two-Day Rampage, Has Three Wrecks.

The Erie Railroad, usually known as "Old Reliable," ran into a whole mess of bad luck over the week-end. They had three wrecks and one near wreck, within that time. As a result, two men were killed, a few injured, but all passengers escaped serious harm.

The most serious of the accidents was that at Great Bend, Pa., Monday morning. A freight train in charge of Engineer M. H. King, and Fireman E. L. Miller of Elmira and Conductor T. J. Mitchell of Hornell was going east and as it approached the village of Great Bend, piled up hurling the wreckage over on to the westbound track.

The local passenger train, No. 453, in charge of Engineer W. H. McGill of Elmira, Fireman John Looch of Hornell and Conductor Frank Green of Hornell, was coming west at that time and before McGill could bring his train to a stop, it plowed into the wreckage. The locomotive on the passenger train jumped the track and drove into the bank at the right of the track, tipping over on its side.

The passenger train was completely surrounded by the wreckage of the freight, some of the freight cars having followed along the siding between the tracks before piling up in the rear of the passenger train.

At the point where the accident happened, the east and west bound tracks spread out for a siding between the two. Either a broken truck or a fallen beam under the wreckage of the freight engine caused the wreck, for apparently the switch was torn open after the locomotive passed for the engine continued on down the main line while the cars shot into the siding.

The freight engine was thrown from the track and also tipped over on its side in the ditch to the right of the track. Engineer M. H. King and Fireman E. L. Miller were on this engine but they escaped unhurt except for numerous cuts and bruises.

The freight cars that shot into the siding apparently had so much momentum that they jumped the track directly in the path of the oncoming passenger train. None of the men had a chance to jump for the accident happened so suddenly it was impossible to do anything. For at least an hour after the accident, it was not definitely known what had happened to Mr. Looch for he could not be found but later his body was discovered underneath the overturned locomotive. How Engineer McGill, on the passenger train ever escaped alive is a mystery, but apparently he was thrown clear of the wreckage.

The passengers escaped uninjured except for a slight shaking up. Baggage man Woodward and Express Messenger Goff were both thrown by the force of the impact but their injuries are not of a serious character.

Wrecking crews were summoned from Hornell, Elmira and Susquehanna and thru passenger trains were routed over the Lackawanna from Binghamton and Hoboken.

Early Monday, two freights collided near Goshen, and a trainman was killed. Sunday afternoon three cars in the eastbound milk train were derailed at Elmira and shortly after noon Sunday, the Southern Tier express had a narrow escape just west of Endicott.

The express was going along at its usual clip when suddenly the safety clock went to danger and the engineer brought his train to a stop as quickly as he could. However, he did not stop before the engine and several cars had passed over a broken rail. An inspection showed that a piece of rail about a foot and a half long had been broken out but despite this gap, the train remained on the track and no serious delay resulted.

The milk train was going east, near Elmira Heights, when suddenly three cars were derailed. Both tracks were blocked for about two hours but no serious damage was done and there was no one hurt.

Alexander Sherman, 30 years old, of Jersey City Heights, N. J., a trainman, was killed early Monday when two westbound freight trains collided a mile west of Goshen. Sherman was riding in the caboose of an extra freight train in charge of Conductor Bernard P. Leavy, of Port Jervis. It had just returned to the main line tracks after being sidetracked to allow an express to pass. The other train, driven by Engineer John Harwood, and Sherman were crushed to death. No others were injured.

WILL HOLD FIVE HEALTH CLINICS

Dates and Places to be Announced Later by Health Nurse.

Miss Teresa C. Bumpster, Allegheny County Public Health nurse, has scheduled five consultation clinics for diseases of the lungs. These clinics will be held at convenient places in the Southern Tier of the county.

The State Department of Health has expressed a willingness to cooperate to the extent of furnishing the services of two expert examiners and x-ray outfit with operator.

When arrangements are completed newspaper notices giving the dates, places and hours of the clinics will be printed, and physicians in the localities covered will be given admission cards for patients they may wish to refer. They will also be provided with additional information which will be of help in advising their patients about attending the clinics.

OLD COUNTY MAP COMES TO LIGHT

Made in 1829 and Thought to be First Map of County Made.

Bert Bosworth of Black Creek, who lives on an old farm where charcoal was made by the early settlers that cleared that region, recently found in the attic of his house an old wall map which is remarkably interesting and presumably of some value. It is a map of Allegheny county, dated 1829, and bears a table of statistics from the last census prior to that time.

The county then included on its northern border the townships of Eagle, Pike, Portage, Nunda and Ossian. New Hudson was then known as Haight. Cuba township extended to the Pennsylvania state line, and Friendship included Wirt, and Scio included Amity, Alma, Ward, Wellsville and Willing.

Out of 69,000 acres, Cuba township had 1,694 improved. Its real property was valued at \$60,160 and personal at \$310. Its population was 670, of which there were 60 more males than females; 153 persons were entitled to vote at elections and 109 subject to military duty. School was kept on an average of five months in the five school districts, 175 children being taught. There were 68 horses in the county, 887 sheep and 887 head of cattle. Housewives had manufactured in one year 695 yards of flannel cloth, 1,229 yards not flannel and 2,633 of cotton and linen. There was one grist mill and two saw mills in the township, also five asheries. Altogether there were 90 sawmills in the county, the town having 20 and Friendship 7. The latter town also boasted a fulling mill, a carding machine, two distilleries and 10 asheries. Alfred had two distilleries and 18 asheries.

This map was made long before the first oil well was drilled, but our oil spring was then famous, as appears from the following paragraph: "On the line dividing this county from the county of Cattaraugus, is the oil Spring Reservation, one mile square, embracing the celebrated oil spring. It is owned by the Seneca Indians and yields large quantities of the Seneca Oil."

Peter Pan Coming

At greatly increased cost, manager Karacane has been fortunate in booking the great screen event of the season, "Peter Pan," for the Auditorium on April 24 and 25. This is one of the big things recently produced in the movie world, featuring an all-star cast with the most popular Ernest Torrence, playing the part of "Captain Hook." Torrence is the same boy who so successfully carried the leads in "The Covered Wagon" and "North of 36."

Card of Thanks

Friends wish to thank Rev. W. L. Greene and those who furnished music, also those who sent the beautiful flowers and furnished cars, or in any way assisted at the funeral service and burial of Comrade D. D. Remington.

D. D. REMINGTON AT LIFE'S END

Much Respected Comrade Answers Last Roll Call.

In the death of Delos D. Remington, April 2nd, another of the stalwart old landmarks has passed. He was as much a part of Andover as are her buildings, her streets and her trees. Andover can never be again quite what it was before his passing. His pleasant and quaint humor and his bright intelligence will be missed on our streets.

Delos D. Remington was born in the town of Andover, N. Y., near the town line between Andover and Independence, on what was then known as the Dea. Daniel Remington farm, January 10, 1835 and died in Andover April 2, 1925, having lived in this township over ninety years.

His early years were passed on the farm where he was born. About 35 years ago he sold the property and came to Andover to live. He had affiliated with Andover's fraternal life while yet on the farm. After coming to Andover he engaged in the mercantile business here for a number of years and then retired from active work.

March 10, 1861, Mr. Remington was united in marriage to Miss Philena Crandall, whose death occurred Oct. 26, 1919. But a short time after his marriage he enlisted for service in the Civil War in the 130th New York Volunteer infantry, later known as the New York Dragoons. At the end of his enlistment he re-enlisted and served his country faithfully until the end of the war. He was one of the charter members of Edward Seaman Post, G. A. R. and always was active in G. A. R. circles.

Mr. Remington was the last survivor of his own immediate family, a sister and two brothers having passed away previously.

Funeral services were conducted Sunday afternoon at the Andover Seventh-Day Baptist church of which he had been a member since coming to this village. Pastor W. L. Greene officiating. The services at the cemetery were conducted by the Andover Masonic Lodge of which the deceased was one of its oldest members.

Interment was made in Hillside cemetery.

NEW LAWS WILL HELP FISHING

Law Does Not Take Effect Until January 1, 1926.

Many bills were passed this year that will be an aid to conservation, helping to improve the fishing and hunting and shows that there is considerable more interest shown at Albany for these worthy causes than in former years.

The new fishing law which was signed by the governor last week will add a considerable fund to the Conservation Commission, enabling them to increase the output of state hatcheries and give us many more fish for supplying the streams and lakes of New York state. The law does not take effect until January 1, 1926, and the fee will be the same as the old hunting license fee, \$1.25, and will cover hunting, trapping and fishing.

Another law which will be added to the conservation laws this year is the change in the black bass season, opening date will be July 1st this year, instead of June 15th.

Another amendment prohibits the cutting of trees by coon and racoon hunters. This provision of the law will be appreciated by farmers and owners of timber land.

Healthographs

Don't wait until "cleanup" week to inventory your useless stock of rubbish.

A detailed definition of rubbish includes mention of leaves, papers, cans, useless old buildings, unsightly weeds, debris of all descriptions—in short anything filthy or uncomely and useless.

A tin, partly filled with rain-water, is an excellent breeding place for mosquitoes.

Waste, thrown out at random, breeds flies.

Flies carry disease. Filth produces unsavory odors. These are nauseating.

Your premises will doubtless be inspected before and in or just after cleanup week.

Every week should be a potential "cleanup" week where a community is quite mindful of its own beautification as well as welfare.

CITIZENS MILITARY TRAINING CAMPS

It is the Child of the National Defense Act.

In 1917 we found that forty-six and eight-tenths per cent. of our young men were unfit for military duty, or FOR THE DEFENSE OF AMERICA. The Citizen's Military Training Camps were established under the National Defense Act, to build up the youth of America for their own sakes and to defend America in case of need.

Congress, in its wisdom, established a system of training camps for the youth of America. Every young man between the ages of 17 and 24 is eligible. All expenses to and from and while at the camp are paid by the government. It is the privilege and duty of every American boy to go to one of these camps. It is the duty of every father and mother to send that boy to these camps, to build up the boy and help prepare to defend our constitution and our country.

These camps are held for 30 days yearly—either the month of July or August. In this area, beginners' camp at Plattsburg, N. Y. The full course is 30 days in each for four years—120 days in all. The first course is called the Basic course, the second the Red, the third the White and the fourth the Blue. He who takes the full course of 30 days for four years and can pass a proper examination may receive a commission in the United States Reserve Corps, at once a duty, a privilege and a very great honor to any American. All athletics are taught and enjoyed at these camps.

There is no obligation on the part of the boy who goes to one of these camps for the first three years. He may go and forget it. He assumes no liability to join any military organization of any kind. If he goes the fourth year, however, he must then agree to join the Organized Reserves, as an officer if he can qualify and if not, as an enlisted man.

It is best to know, however, that every young American doing his full duty as an American goes thru with the entire course of four years and joins the Reserves as a finished young American, ready physically, mentally and morally to defend America and its institutions—ready to go his entire duty as an American and a man.

For blank application or further information, write to the Chief of Staff, 98th Division, Federal Building, Syracuse, N. Y. Go to Plattsburg and build up your body and your mind. DO IT FOR AMERICA!

Joseph Hammell

Joseph Hammell passed away at the home of his brother, William Hammell, in this village, Thursday, April 2, 1925, after an illness of a week's duration, suffering from a stroke of paralysis which came upon him while working near Troupsburg. Mr. Hammell was born in Andover, March 24, 1853, son of Patrick and Mary Ann, Mitchell Hammell, and lived practically his entire life in this village. He is survived by one brother, William Hammell of Andover.

Funeral services were conducted Saturday afternoon from the Hammell home here, Rev. C. C. Conrad officiating and interment made in Valley Brook cemetery.

Patterson Gets Contracts

Contractor Harry W. Patterson, who built the new road between Andover and Wellsville, last summer, was a successful bidder for the construction of 2.69 miles of reconstruction of the Belvidere-Transit bridge-Angelica road recently and \$115,272.75 is the cost to the state.

The specifications for the new road calls for reinforced concrete and will be 18 feet wide. Construction work will be started immediately and it is expected that it will be completed this summer. The work is in Allegheny county.

Mr. Patterson was also the successful bidder on two other contracts. The LeRoy-Pavillion road of 4.78 miles in Genesee county is a reconstruction job calling for reinforced concrete and will be built at the cost of \$164,377.00. The Dryden-Cortland road, 3.53 miles was also awarded to Mr. Patterson whose bid was \$135,953.76.

Notice

Regular meeting of Anna W. McArthur Chapter, O. E. S., Monday evening, April 13th, at Beebe Hall. Initiation and refreshments. The grand officers will visit the Chapter at this time and all members are urged to be present.

By order of
Margaret Baker, W. M.

BIG POWER PROJECT AT LAKE LAMOKA

Fall of Water From One Lake to the Other Furnishes Energy.

Much interest is manifest in the Lake Lamoka power project for the reason it is expected that when completed, the current developed there will be available in this section. Considerable inquiry has been made during the past few months as to the status of the new and gigantic project. It seems now from the report of the Public Service Commission, that plans have been matured to go ahead with this gigantic project.

The specifications of the Lamoka Electric Water Power Corporation for the development of the Lamoka water shed, as a giant power reservoir were approved by the Public Service commission at Albany, recently. According to these plans and specifications now on file with the state engineer, the development of this gigantic project will cost between four and one-half and five million dollars and must be completed by Nov. 1, 1926.

The plans call for the diversion of the water to be stored up behind a dam erected across Mud creek a short distance up the Lamoka valley from Savona to the shore of Lake Keuka, near Keuka, where the power plant is to be erected. The water is to be carried in open ditches or canals from impound all available waters of Lake Lamoka and Lake Keuka water sheds in such a manner as to furnish natural power for generating electric current. The drop of the water in its fall from the much higher level of the smaller lakes to the level of the shore of Lake Keuka will furnish sufficient energy to develop from 25,000 to 40,000 electric horsepower.

The Lamoka Power Corporation was incorporated in 1913. Robert Haight of Corning has been one of the active promoters of the project, developing all the original engineering plans. It is now a unit of the New York Central Electric Corporation, which owns practically all the electric plants and franchises in a wide area hereabouts.

WILL ISSUE JUNIOR PERMITS

Children Under 18 May Get Auto License To Drive to School.

The Junior Operator Bill recently signed by the governor, gives permission, under certain restrictions, for persons between the ages of 16 and 18, to operate automobiles. The News has received a notice from Charles A. Hartnett, Commissioner of Motor Vehicles, that applications for such licenses must be filed at the Albany office and that forms are now being prepared and will be forwarded very shortly.

This bill was passed so as to permit students living in the country to travel to school, and also to give special permits to those under 18 who work at considerable distances from their residences. All applications will be passed on by the commissioner at Albany and special permits will no doubt be issued to those under 18 to operate machines over certain routes and at certain times. It is quite likely that the commissioner will not issue a permit to drive for pleasure only, and that an affidavit of the parent or guardian must be attached to the application showing that real necessity for driving exists in each case.

WORK SHOES

Bass Work Shoes, in Moccasin, Mock-Moccasin and Plain.

High or Low Cut. Priced from \$5 to \$10

MRS. C. W. WILLIAMS