One Hundred Fortieth Condensed Quarterly Report

ANDOVER STATE BANK

ANDOVER, N. Y.

as rendered to

NEW YORK STATE BANKING DEPARTMENT

MARCH 22, 1929

RESOURCES		LIABILITIES	
Loans and Discounts	$266,174.10	Capital Stock	$ 25,000.00
Bonds	86,242.95	Surplus Fund and Undivided Profits	80,604.26
Real Estate Mortgages	42,776.98	Deposits	329,471.94
Real Estate	2,500.00	Unearned Discounts	1,995.00
Accrued Interest	2,689.81	Reserved for Taxes and Interest	7,742.07
Overdrafts	547.19		
Cash and Due from Banks	43,882.24		
	$444,813.27		$444,813.27

A. D. FULLER, President FRANK S. CLARK, Vice President R. O. SNYDER, Cashier

DIRECTORS

C. E. Brown, F. S. Clark, A. D. Fuller, Henry Horan, W. F. O'Connell, B. S. Brundage, J. L. Williams

PERSONALS

—J. C. Lever and family were in Hornell, Tuesday.

—Miss Bell Rice is visiting relatives in Rochester this week.

—Richard Wilcox of Hornell called at Elmer Kaple's, Tuesday.

—Mr. and Mrs. Donald Wilcox were Tuesday evening callers at Henry Bennett's.

—Mr. and Mrs. Alexander of Allegany were visiting her father Le-Roy Jordan, Tuesday.

—Mr. and Mrs. Harris of Buffalo were week-end guests at her uncle's, James Dunnigan and family.

—Mr. and Mrs. Clarence Mead visited her parents, Mr. and Mrs. Bernard Hawks of Shongo, Sunday.

—Mr. and Mrs. G. A. Wereley, Mervin Snyder and Miss Lillian Bliven were West Almond and Canisteo visitors, Sunday.

—Mr. White and brother of Buffalo were Sunday guests at the Barrett home, Mrs. White and little son returning with them.

—Mr. and Mrs. Leon Teribury of Elmira, Mrs. Stella Bong and son, Richard, of Hornell passed Monday, guests of Mr. and Mrs. Elmer Kaple.

—District Deputy Grand Patriarch Claire C. Backus and staff were in Olean, Friday evening and installed the officers of Orient Encampment No. 53.

—Mr. and Mrs. E. R. Crandall and children of Alfred were Saturday night guests of their parents, Mr. and Mrs. M. A. Crandall of Church street.

—Miss Ruth Robinson of Englewood, N. Y., is home from her school duties for a vacation visit with her parents, Mr. and Mrs. Emmett Robinson.

—Mr. and Mrs. R. M. Taylor of Hornell passed Sunday afternoon with Mrs. Taylor's mother, Mrs. Keona Davis, and Mrs. Emma Robbins at the latter's home.

—Attorney C. L. Earley is confined to his house by illness.

—John Dean of Buffalo was visiting relatives in town this week.

—Kenneth Fitch and Lloyd Andrews were week-end visitors in Whitesville.

—Mr. and Mrs. W. F. O'Connell attended the K. of C. card party in Wellsville this week.

—Mr. and Mrs. Earl Heimburg of Buffalo passed Sunday guests of Mrs. Elnora Matthews.

—Mr. and Mrs. Leo Snyder, Miss Helen Fehing and Fay Boyd were in Hornell, Tuesday evening.

—Mr. and Mrs. D. C. White of Whitesville were Sunday guests of Mr. and Mrs. Harold Fitch on Elm street.

—James Murray and daughter, Frances, of Hornell, were guests of his sister, Mrs. Edward McAndrew, Tuesday evening.

—Miss Mary McPetridge came from Wellsville to pass Sunday with her parents, Mr. and Mrs. A. C. McPetridge on Dyke street.

—Miss Mildred Seely and a friend, Miss Helen Hamilton of Alfred University, visited the latter's parents, at Jamestown, last week-end.

—Mrs. E. J. Pierce is spending the week in the city, buying goods for the new hat and dress shop, which opens May 1st, in the Jordan basement.

—Mr. and Mrs. Lentz and son of Wellsville called on Mrs. Charles Stebbins, Tuesday afternoon. Mr. Lentz is pastor of the Temple church in Wellsville.

—Mr. and Mrs. F. L. Scott of Cuba motored to Hornell Sunday and brought their son, Edwin, from the hospital, stopping in Andover on their return home.

—Dr. C. W. O'Donnell and daughter, Susan, were week-end guests of his daughter, Kathryn and Miss Ruth Whiston, at the W. H. Hines home in Buffalo.

—Mrs. Ila Clarke was called to Canisteo the last of the week by the unfavorable condition of her son-in-law, Letts Thompson, who has been critically ill for several weeks.

—Mr. and Mrs. A. O. Kemp, Mr. and Mrs. W. N. Rice, Mrs. Lee Trowbridge, Mrs. Dan Witter, Mrs. George Vickers, Mrs. Charles Church and Mrs. Earl Howland attended a meeting of Rebekah Past Noble Grands and luncheon at Friendship, Thursday, April 18th.

—Mr. and Mrs. L. C. Allen of Belmont were callers at the home of Mr. and Mrs. J. Harvey Backus, Wednesday afternoon. Mr. Allen is recovering from a delicate operation performed last week by Dr. George Carroll of Rochester, who removed a small growth from Mr. Allen's right vocal chord.

—Those from out-of-town attending the funeral services of Lewis Kenyon Friday, were: Mr. and Mrs. Melvin Kenyon, daughter and son, of Coylerville, N. Y.; William Kenyon of Dansville, N. Y.; Clayton Kenyon of Hornell; Mr. and Mrs. Walter Rennells, Mort. Halsey of Sweden Valley, Pa.; Mr. and Mrs. Joseph Hazzard of Knights Creek; Mr. and Mrs. Frank Maulby, Robert Chandler of Petrolia and Mr. and Mrs. George Elster of Friendship.

—Mr. and Mrs. Wm. Lanphear of Hornell were Tuesday guests at Hotel Joyce.

—Mrs. Frank Gilder was a guest of friends in Delevan last week.

—Emmett Dawson of Depew spent the week-end with his mother and family.

—Messrs. W. S. Calhoun and R. A. Shaff were business visitors in Canisteo, Thursday.

—Mr. and Mrs. David Slocum visited their daughter, Mrs. Wm. Bohyne in Wellsville, Sunday.

—Mr. and Mrs. J. P. Smith and family of Bradford, Pa., were guests of Andover relatives over Sunday.

—Mr. and Mrs. Arling R. Baker and Sara Bettinger accompanied Miss Helen Clark to Newark, N. Y., Saturday p. m., where they spent the week-end with Miss Clark's parents, Mr. and Mrs. Charles Clark.

—Patrick Cassy of Hornell visited his mother, last Friday.

—Iva Milspaugh was a Whitesville visitor, Saturday afternoon.

—Miss Doris Stimpson of Webster was a week-end guest at the Folsing home.

—Mrs. John Nobles and Mrs. Harold Moland attended the O. E. S. at Alfred, Wednesday evening.

—Ella McLoughlen was in Buffalo last week in the interests of the McLoughlin Millinery Parlors.

—Clifford Howland motored home from Garrison, to pass the week-end with his parents, Mr. and Mrs. Charles Howland.

—Mrs. Wm. Perkins of Bolivar and Mrs. R. A. Starr of Campbell visited their sister, Mrs. A. L. Bloss, Wednesday.

—Miss Gertrude Beebe and friend from Bradford, N. Y., passed the week-end with her parents, Mr. and Mrs. George Beebe.

—Mr. and Mrs. Donald Wilcox of Hornell and Mr. and Mrs. Gus Mckey of Arkport were Sunday guests of Mr. and Mrs. Henry Bennett.

—Mr. and Mrs. Charles Magee of Dunkirk passed from Friday until Tuesday, guests of Mrs. LaRue Crandall and Mrs. Jennie Hammond.

Annual Convention County Bible School

The 55th annual convention of the Allegany County Bible School Association will be held in the First Baptist church of Wellsville, Friday, May 10. Rev. F. J. W. Chubb, of Friendship is president and Rev. W. L. Greene of Andover is general secretary of the association. It is expected that large delegations from every town in the county will attend the convention.

Dr. W. G. Landes of the State Council of Religious Education at Albany will be one of the principal speakers. Rev. William Perry of Almond, Harry E. Titus of Angelica, Dr. W. I. Southerton of Belmont are among those taking part in the program.

The theme of the convention is "The Church and the Home," and will be considered in addresses, symposiums and conferences, thruout the day. Special music under the direction of Rev. W. F. Chauncey.

Belvidere Man Killed

Edward Brown, 72 years old, a Belvidere farmer, was instantly killed Monday morning, while enroute to Friendship, driving a horse and buggy. He was struck by an Erie train at the Garthwaite crossing one mile west of Belvidere. The body was carried into Belvidere station on the pilot of the engine. The body of the horse was hurled into the ditch, 60 feet from where the accident occurred. Mr. Brown formerly lived in Port Allegany. He leaves a widow, two sons and a daughter.

LAWN MOWERS!

Have you seen our line of Lawn Mowers?

If not—it is to your advantage to look them over before you buy.—Prices from $7.50 to $18.50.

We particularly call your attention to our "Newmower," 18-in. cut; 10½-in. wheel; 4 knives; ball-bearing—for only $10:50.

Horan Hardware

THE MAIN STREET HARDWARE

Chain RED & WHITE Stores

SPECIALS FOR FRIDAY, SATURDAY, MONDAY

(These Prices For Cash Only)

PORK LOIN ROASTS Per lb. — 29c
Chops — 35c

Bulk PEANUT Butter Per lb. 17½c

Best Western Steer BEEF Per lb. 27c

Yankee Girl SCRAP 1 doz. pkgs. — 95c

Ladies' and Men's RAIN COATS $5.98 each

PAINT? We carry a complete line of Standard Plate Exterior and Interior Paints, Varnishes, Enamels and Brushes.

NAVEL ORANGES Per doz. — 19c

BACON SQUARES Per lb. — 21c

CORN BEEF, No. 1 can Per can — 21c

Serv-us COFFEE Per lb. — 49c

Oil Cloth TABLE COVERS Large size, each — 99c

Bananas, 3 lbs. 26c
Large Iceberg Berries
Celery Cauliflower
Grape Fruit, Beets
Carrots Veg. Oysters
Cucumbers Asparagus
Spinach

MID-SUMMER SHOWING

Miss McLoughlen has just returned from the city and will have on display at the

SPRING OPENING

Friday and Saturday, April 26-27

a full line of the latest creations in mid-summer and spring Millinery, featuring the new large brimmed straws in the new popular styles and colors.

SPRING COATS

Have just received a fine line of Spring Coats from New York, and will offer them at special low prices.

Scarfs, Custom Jewelry and Hosiery

COME IN AND SEE THEM!

McLoughlin Millinery Parlors

THE pineapple offered in this special sale is grown in Hawaii, and packed there in Libby's canneries. It is sealed while still fully ripe, fresh, and sweet, thus retaining the best fragrance and flavor. There are many ways to prepare this delicious fruit, and you should take advantage of this opportunity to save by buying a supply for use in making your salads and desserts.

Libby's Sliced 2 No. 2½ Cans 49c
Rosedale Sliced 2 No. 2½ Cans 45c
Rosedale Sliced 2 No. 1¼ Cans 25c
Libby's Crushed 2 No. 2 Cans 33c
P&G The White Naptha Soap 7 Bars 25c
Pillsbury's Flour 24½ Lb. Bag 98c
Larkin Flour 24½ Lb. Bag 89c
Cake Flour UP & UP Self Rising Large Pkg. 28c
Mayonnaise LARKIN Pint Jar 33c
Macaroni and Spaghetti 3 Lbs. 25c
Peas Fancy Larkin Telephone 2 No. 2 Cans 33c
Pickles BREAD AND BUTTER Jar 19c
Matches Ohio Blue Tip Package 19c
Butter LAND O'LAKES ROLL Lb. 51c
Caramels RAINBOW ASST'D Lb. 29c
Palmolive Soap 3 Bars 22c
Malt PURITAN Hop Flavored Extract Lg. Can 59c
Mother's Oats, plain or quick. Small, 10c; large 23c
Cocoa Hershey's ½-lb. Tin 13c
Post Bran Flakes, 2 Pkgs. 23c
Tomatoes, Fancy Larkin, No. 2 Cans 2 29c
No. 3 Can 19c
Tomato Soup, Campbell's, 3 Cans 25c
Sardines, Crown Brand, 2 Cans 25c

LARKIN FLAT PAINTS

Easily applied on the largest surfaces and dries to a beautiful velvet finish.

ON SALE AT ALL LARKIN STORES

"EVERY SALE MUST SATISFY"

SAVE WITH SAFETY AT COOK'S The Rexall Store

TO MOTHER— A TOKEN OF YOUR LOVE

Mother's Day Candy

$1.50, $3, $4.50

On Mother's Day, give Mother this beautiful package of ARTSTYLE CANDY

The metal package is magnificently decorated with a motif of butterflies hovering around Mother's Castle of Dreams. The candy inside is as good as the outside appearance indicates. By all means give Mother this package of candy—a true symbol of your love and appreciation. We can mail these to any part of the country.

Sold only at

J. D. CHEESMAN & CO.

The Rexall Store

GAS 12c

PUMP STATION Andover, N. Y.

MAY HATH XXXI. DAYS

The word "May" means figuratively, "the springtime of life." They Emerald is the birthstone.

ANDOVER NEWS

MAY 3, 1929
Sun rises 5:56 a. m. Sets 7 p. m.
Day's length 14 hrs., 6 min.
Moon rises 3:32 a. m.

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

VOL. XLIV., NO. 18. ANDOVER, N. Y., FOR THE WEEK ENDING FRIDAY, MAY 3, 1929. Five Cents a Copy $2.00 a Year

THE WORKING OF THE NEW GAS TAX

Two Cents on Each Gallon Is Motorists' Tax For Good Roads. Effective May 1st.

Applications for registration as distributors under the new state gasoline tax, effective Wednesday, are now ready and any distributor may obtain these from the department of taxation and finance at Albany upon request. The organization for the collection of the tax is practically complete and will begin to function Wednesday, according to Thomas M. Lynch, commissioner of taxation and finance.

As is now generally known the gas tax imposes a tax of two cents a gallon on motor fuel sold within the state by a distributor, except when sold under circumstances which preclude the collection of such tax by the U. S. Constitution and of the laws of the U. S., enacted pursuant thereto, and these provide exemptions to pay the tax to the state.

For the guidance of the many persons affected, the department of taxation and finance points out that if any person or firm has on hand Wednesday morning a quantity of motor fuel not imported or which they did not cause to be imported from without the state or which they did not produce, refine, manufacture or compound within this state they are not distributors because of this possession and may sell this fuel tax free.

However, if any person, firm, association or corporation has on hand Wednesday morning a quantity of motor fuel which they imported or caused to be imported without the state or which they produced, manufactured, refined or compounded within the state the tax is to be paid and they are considered distributors. Likewise, after that date if they import or cause to be imported from without the state or produce, refine, manufacture or compound within the state, or if they receive the fuel under such circumstances as preclude the collection of the tax by reason of the constitution or laws of the U. S. from the person from whom they bought, they are considered distributors and must pay the tax.

Retailers are considered distributors if they import or cause to be imported from without the state any motor fuel for use, distribution or sale, and even tho one is a consumer as distinguished from a retailer, nevertheless they are considered distributors if they imported or caused to be imported motor fuel from without the state. This latter applies principally to large bus and trucking corporations buying in tank car lots from refineries in other states.

Dealers just outside the state who sometimes enter this state to sell or deliver to filling stations in this state quantities of motor fuel from tank vehicles or steel drums or other containers are considered distributors under the New York law and must pay the tax if they bring or cause to be brought motor fuel for sale in this state. The reverse also occurs, so that New York distributors going into other states to sell are not to pay the tax, but they must report this to the state department of taxation and finance.

The state is without authority to tax the U. S. government therefore dealers can sell fuel tax free to the government or its agencies, and on the returns the distributors deduct this amount for their gallonage taxable. Sales to these having contracts with the government are not exempt, however, and the tax must be paid.

The state itself, nor any of its municipal subdivisions as cities, counties, towns, villages or other units or agencies are not exempt and the tax must be paid when fuel is purchased.

The tax on sales made on and after Wednesday must be paid by every distributor whether registered or not, and every distributor must be registered not later than June 30th, this year.

Frank J. Cocoman

The funeral of Frank J. Cocoman, who died in Buffalo, April 25th, was held in St. Teresa church, Buffalo, Monday.

The deceased who was a former Andover resident, is survived by his wife, Mary Cocoman, one daughter, Mrs. A. H. Koenig, one son, John M. Cocoman; one brother, John L. Cocoman and a sister, Mrs. Mame Birmingham.

Burial was in Holy Cross cemetery, Buffalo.

Mrs. Holmes at Hospital

Mrs. Frank Holmes, who underwent an operation at Jones Memorial hospital, last Friday, is reported as gaining nicely at this writing.

Did It Right

County Judge Hinman handed out a stiff sentence to Clarence Smith of Clarksville, who had been indicted by the April Grand Jury for maintaining a public nuisance. He was fined $500 and sentenced to a year in Monroe county penitentiary.

TELEPHONE CO. HAS FURTHER AIRING

Manager of Allegany Mutual Telephone Co. Writes the Final Chapter in the Controversy.

In reply to the article published in the Andover News April 26th, in regard to the management of the Allegany Mutual Telephone Co., I wish to make the following statement, which is a true statement and not offered in the spirit in which the article mentioned seems to have been written.

I was made manager of the Allegany Mutual Telephone Co., in the fall of 1922, after the former manager, Herman Worrel, had left in the night, and I found the company with a debt of about $2,000, with assets not to exceed $500. Now this debt has been reduced, and at the present time our total indebtedness is about $954. We had deposited in the Burrows National Bank on the date of May 1, $650, and bills receivable from tolls, rentals and switch fees to the amount of $1,650.80. So if all the indebtedness was paid at the present time and all bills collected, we would have a balance of $1,346, and I consider that $1,000 of this is collectable at the present time.

I also wish to state for the benefit of the stockholders that perhaps they do not just understand that a very small percentage of the bills due the company are paid to the manager. A large portion of the bills are paid at the Burrows National Bank, to John E. Cannon, treasurer. The balance of the bills are paid at the office to the girls employed and I have always found them honest, and I am sure the company has received all moneys due it. It is very seldom that I am paid any money for the company and then only to make it more convenient for the subscriber, and it will not exceed $200 per year that is paid to me for all moneys due the Allegany Mutual Telephone Co. All moneys are deposited in the Burrows National Bank and all bills paid by check, which accounts for all moneys received for the company.

As regards the salary of the manager, I received $500 for my first year; for the past six years I have received $600 per year. I have paid Mrs. Mary Driscoll O'Connor one-half of all salary I received for doing the office work. She has done the bookkeeping, done the collecting, and as far as I know she has always been satisfactory to the company, and I know she is honest and all moneys have been paid to the company. Only a short time ago we paid the secretary $150. For what? In regard to the lines, I have told the company for the past six years to get another manager, that I did not want the job, and at the June meeting of 1928, I was not elected manager for the year, only until they could get another manager, and I know, and have for some time, that the system is worn out. It has been in use for the past 25 years and must be repaired, and the directors know I have told them so for the past two years.

Now, if the directors have not been satisfied with the management, why would they keep me as manager as they have? The finances of the company are in good shape for the amount of the income it has had. I have never said I have had my hands tied. I have done the best I could for the company to get them out of debt, and any person who has had any experience with the telephone business, knows it is a hard job, especially when a system is in the condition that this has been since I have been manager, for the past seven years, and when you come to building new lines, it is up to the stockholders and directors and not to the manager, and the money must be provided for this purpose. I feel that the writer of the article of April 26th has done the manager an injustice in publishing such an article without the found out it was true tide.

As for the payment for right of way over property, and no poles on property. The right of way has been paid for for the past 20 years or better, not just under my management as was stated, and furthermore the party who had the money for this right of way did not understand that the poles were not on his property and all moneys paid for this right of way I have reason to believe, and am quite sure, will be returned to the company.

As to the repair man riding to and from his work in a car. That is his business. But the use of a car to make repairs is a help to the company. We only have him Sunday and one other day every week and it has paid to have him use a car for he can get more of the trouble than he could if he was to walk.

Before my day as manager, there were tools for the use of the company to make repairs, but when I took charge the tools were about all gone, had been borrowed and never returned.

Now I am not ashamed of my record as manager. It is the first time that I have ever known the company to have money enough to pay their debts and have a balance on hand. Remember, seven years ago the company had debts of $2,000 or better, and today have enough money and collectable accounts to pay all debts and leave a balance on hand of $1,300 or better.

B. S. BRUNDAGE.

What New York's New Laws Will Mean to Us

More State Aid to Reduce Road Taxes in Allegany County

The following gives in detail just how the farm tax relief laws put on the statute books of New York State saves money for the rural sections of the state and how the laws started and were passed.

Herewith we give you part of a table, issued by the State Department of Highways showing the really tremendous savings that the new laws will make farmer taxpayers. Study this table carefully. Look up what will be saved in your own county and you will see the reason for our conservative statement that these are the most important set of laws so far as farmers are concerned ever passed by the state of New York. They are real, practical farm relief:

Allegany County's Savings	
1929 Program	$ 4,100.00
Completing Road System	892,000.00
Gasoline Tax	108,000.00
Maintenance Tax	10,883.96

All of this legislation is based on right principles, because everybody uses and receives benefit from the roads and the schools, and therefore the charges should be carried by everybody in the State and not by a few real estate taxpayers in the localities. The principle of more state aid works out especially well for farmers because their heaviest taxes are local and their state taxes are not heavy, for most of the expense of carrying the state government is borne by the rich cities and by indirect taxation.

The four columns in the table represent the savings to the counties and towns of the three different laws just passed. In the first line is shown the state aid that this county will receive by the new law, which provides that the state shall take over 35 per cent. of the cost of building new state highways, which has formerly been borne by the counties. It is estimated that the state will build about 2,800 more miles of new state highways during the next ten years. According to the old law, the counties would pay 35 per cent. of this cost of building these new state highways, approximately $54,000,000 in the next ten years, or $5,400,000 per year. All of this county cost has now been taken over by the state, and the immense savings to most counties per year is shown in the first line of the table.

A Hard Road to Every Good Farm

Now let us look at the third line of figures. One of the new laws provides for a tax of two cents a gallon on gasoline. This law will take effect on May 1st. New York State was the last state in the Union to levy a gas tax. It is collected by the state from the large distributing wholesalers of gasoline who must make regular reports and payments to the state.

An important provision in the law exempts all gasoline not used for road purposes from being taxed. Therefore, if you are using gasoline for a tractor or for any other farm purpose, you can get a rebate from the state for the tax you pay on it. Write to the New York State Tax Commission at Albany to get the proper forms on which to ask for rebates.

The gasoline tax made it possible, thru increasing revenues to the state, to give farmers the decided relief from their local road taxes.

One provision of the gasoline tax law provides that 20 per cent. of all the revenue collected by the state from the tax on gasoline must be returned to the counties to be used in building county roads. If you consult line three, you will see the great sum which the state is going to return to your county yearly under this provision to give you better local roads and at the same time to keep down your local road taxes.

There are three sets of roads to keep in mind. First, there are the state highways. The expense of building these has now all been taken over by the state. The second are the county roads, and here again the state is using a part of the gasoline tax to help you build more of these county, or, as they are sometimes called, lateral roads. The third system is the dirt roads. These did not get any extra help this year, and it is a problem that we must all go after next year. Of course, every new county road that is built does away with that much dirt road, so even some farmers living on dirt roads will get help and all will get tax savings.

It is estimated that with these large sums from the gasoline tax coming back to build county roads every year, in 25 years or less, if a careful plan is followed, there will be a hard road in front of nearly every good farm in New York State, and the best of it is that these roads will be built without a back-breaking local tax system.

Help for Towns and Villages

Another road law of considerable importance just passed is the one making a yearly appropriation from the state, for maintenance purposes for roads in towns and villages, of $550,000 a year. These towns and villages have heretofore been required to make their contribution toward maintaining state highways. They are now relieved of this extra local taxation. If you consult the fourth line of the table, you will see what the total saving is of your county under this new act.

Still another new road statute reduces the county's share in the participation of grade crossing elimination costs from ten per cent. to one per cent. This is not shown in the table. This provision applies to crossings eliminated during the past three years. Under the old law, if very many grade crossings were eliminated in your county in any one year, it would give you an almost ruinous tax rate. This burden has been practically taken off of the shoulders of the localities and represents a total saving to all counties of $1,372,096 for the four years. This saving will increase each year as more crossings are eliminated.

All of the state aid shown in the table does not, of course, take in the great sums of new financial help which the state will give to the schools. We hope a little later to give you tables showing just what the school savings will mean to you. In the meantime, you can figure it approximately for yourself.

How Small Schools Are Helped

The new one-room school law provides that there shall be $1,300 paid yearly for running your school. Of this, your own district shall raise only a four-mill tax on your true valuation. All of the rest of the $1,300 will be paid by the state. Suppose you have an assessed valuation of $80,000 and that your true valuation is $100,000. A four-mill tax would give you $400 to be raised locally by your district. The remainder of the $1,300, or $900, will be paid by the state. Even rich districts will receive some help because the law provides that no matter what the valuation is, the state will give you $425 aid anyway.

New York will not levy the direct state tax on real estate this year, and this will constitute another saving to farmers. The direct tax last year levied by the state was half a mill, so if you multiply a half mill by your assessed valuation, you can easily find your saving by the elimination of this direct tax.

So we say again that you cannot begin to realize what all of this state aid is going to mean to you until it is actually working.

This practical farm relief is on the statute books today because everybody worked together to secure it. Governor Roosevelt proposed it as soon as he was elected. The Agricultural Advisory Commission which he appointed drew up eight fundamental principles for helping New York State farmers, chiefly with their taxes. Of these eight principles set forth by the governor's Commission, seven were finally enacted into law. Members of the New York State Legislature, particularly those from the rural districts, were also determined to give New York State agriculture a square deal. Their suggestions offered in details from those of the Governor's Commission, but not in fundamental principles. And finally there was substantial agreement which resulted in legislation.

(Adapted from an article in last Saturday's American Agriculturist.)

Auto Club Banquet

One hundred motorists enjoyed their annual banquet at I. O. O. F. Hall, served by the Rebekahs, Thursday evening, April 25th.

In the absence of President L. E. Jordan, on account of illness, Vice President W. F. O'Connell presided.

Martin Cameron of the Hornell Automobile Club was the speaker of the evening.

All the former officers and directors of Andover Automobile Club were re-elected.

CLEAN-UP DAYS FOR ANDOVER

Village Board Sets Aside Tueaday, Wednesday and Thursday, May 14, 15 and 16 to Clean Up Premises.

Mayor R. D. Mingus has proclaimed Tuesday, Wednesday and Thursday, May 14, 15 and 16 as clean-up days in Andover. At this time every resident is expected to clean up his back yards from all rubbish and put it into boxes or barrels and have it on the curb by Tuesday morning, so the village trucks may remove it.

Preparations have been made to take care of all dry rubbish and refuse.

This campaign for cleaning up our village will meet with the usual prompt approval of all Andover people and we know our people will cooperate with the village officials.

This does not mean that you can place ashes, stones or perishable foodstuff or garbage in these receptacles and the village will remove them.

BIBLE SCHOOL WORKERS TO MEET

Fifty-fifth Annual Gathering of Allegany County Bible School Asso., Meet at Wellsville.

The 55th annual county convention of the Allegany County Bible School Association will be held in the First Baptist church, Wellsville, Friday, May 10th, with Rev. F. J. W. Chubb of Friendship, the president of the association, presiding.

The program is full of worthwhile addresses, sectional conferences on important subject, interspersed with special music. The Houghton College Glee Club have a place on the evening program and the Young People's Council will take charge of the early evening program.

Dr. W. G. Landes, general secretary of the New York Council of Religious Education will speak at the morning, afternoon and evening sessions, and other speakers and conference leaders from our own county will take important parts on the program. The outline of the program follows:

Program

Morning Session:
9:30. Devotions.
10:00. Worship in song and prayer, Rev. J. G. York.
10:15. Address: "Church and Home Co-operation," Rev. W. M. Perry.
10:35. Symposium: "Essentials in Christian Education. Three short addresses.
11:15. Address: "Building for To-morrow," Dr. W. G. Landes, Albany.

Afternoon Session:
1:30. Devotions.
1:45. What Has Been Done, by county officers.
2:05. What Needs to be Done, four brief addresses.
3:00. Address: "Reaching Adults," Dr. Landes.
3:30. Four Simultaneous Divisional Conferences.
4:30. Convention Business.
5:00. Adjournment for supper.

Evening Session:
7:30. Worship and Program, conducted by the Youth Council.
8:00. Music, by the Houghton College Glee Club.
8:15. Address: "The Need of the Hour," Dr. W. G. Landes, Albany.

Fined $50

In police court, Friday morning, Paul Blank pled guilty of keeping a disorderly place and Judge E. A. Mullen sentenced him to three months imprisonment and a fine of $50. The jail sentence was suspended upon his promise to be good.

Library Institute

The Library Institute of this district is to be held in Almond, Wednesday, May 8.

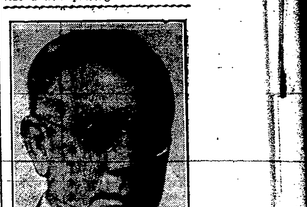
Dates Claimed

King's Daughters supper, May 15.

NEW ERIE LIMITED STARTS JUNE 2ND

Up-to-the-Second Service, With Luxury and Comfort, Promised Erie Patrons in the Future.

President J. J. Bernet of the Erie railroad has announced the inauguration of a new 25-hour passenger train between New York and Chicago to begin service on June 2. The new train which will be known as the Erie Limited, Mr. Bernet said, will be made up of the newest types of equipment, specially prepard for it and will provide a new passenger service with



J. J. BERNET
President Erie Railroad

modern luxuries and comforts at the lowest fare prevailing for 25-hour service between America's two greatest cities.

The inauguration of the new train which has been expected for some time, comes as the fulfillmen. of Mr. Bernet's plan to equip the Erie for high-grade passenger service, on which he began work when he assumed the presidency of the road two years ago.

In announcing the new train, President Bernet said:

"We realized at once that the communities along the Erie Railroad ought to have a fast and modern passenger service commensurate with their importance. We were not able to put it on at once because we had to do a great many things to arrange the railroad for a high speed passenger standard. With the end of 1929 the Erie railroad will have spent during the last three years, more than $50,000,000, re-equipping itself. We have largely rebuilt the roadway and structures and equipped the Erie with the best types of cars and fast, powerful locomotives, and now we are ready to put on a passenger service that will meet the demand of anybody for speed, comfort and even luxury.

"We have spent a lot of time in preparation and a lot of money to put on the Erie Limited. I know that the Erie railroad communities are going to be as proud of it as we are. There are some innovations on it which I am sure will be found only on this railroad.

"This will be the first time that the luxurious comforts of fast modern travel will be available at the moderate fares prevailing on the Erie. The fare will be the lowest existing for any 25-hour service between Chicago and New York. There is a small excess fare for passage strictly between New York, Paterson and Chicago. But there will be no increase in the fares for points located between Paterson and Chicago. That means that all the principal Erie cities and towns are going to enjoy fast, modern travel with the luxuries thrown in, between themselves and Chicago and New York, or just between themselves with no excess fare whatever, and with a train that is giving a real excess fare service.

"The Erie railroad has secured the most up-to-date equipment from the Pullman Company for this train, and we have provided equipment to give real comfort and real convenience for the passengers who do not ride in the Pullmans.

"We are putting on Club Lounge cars, in which smoking will be permitted, for the exclusive use of passengers who do not buy Pullman tickets. For business men making short trips, or for those making longer ones and who want to stretch out and lounge about, we think this new type of car will be appreciated. It has a rubber tiled floor, running hot and cold water, electric fans, brilliant lighting, and the upholstery is genuine Spanish leather. Some of the seats are arranged to be occupied in twos or fours—for small parties traveling together—and the remainder are oversize club car chairs, also upholstered in Spanish

(Please Turn to Page Four:)