

THE TRI-STATES UNION.

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\$1.50 PER YEAR

ERIE LOCOMOTIVE NO. 1,317 EXPLODES

Frank Loven, of Port Jervis, Fireman on the Engine, Killed in the Catastrophe.

THREE OTHER MEN TERRIBLY INJURED

Trainman Boyle Hurlled Over 100 Feet—Track-walker Mark Carr Blown Into Delaware River. Engineer Wallace Blown Down Embankment. How the Accident Occurred.

From Tuesday's Daily Union.

By the explosion of an Erie locomotive this morning Fireman Frank Loven, of Port Jervis, was killed, and Engineer Ira Wallace, Fireman William Kellam and Track Walker Mark Carr were badly injured.

The disaster took place just west of Kellam's bridge, between Hankins and Long Eddy, at 9:10 o'clock. An extra west-bound freight train in charge of Conductor Frank Lane and Engineer Ira Wallace, both of Port Jervis, had stopped at that point because the engine No. 1,317 could not make steam.

Without any warning the engine exploded, blowing parts of the crown-sheet, boiler and fire-box into the air, and leaving the engine one mass of twisted or broken iron, steel and metal. The trucks of the engine remained on the track, however.

Frank Loven, the fireman, who was on the tender shoveling coal, was killed. Whether he was burned or scalded to death, or whether he was killed by the concussion, has not yet been ascertained.

William Kellam, of Port Jervis, an extra fireman learning the road, was assisting Fireman Loven in the tender. He was blown down the bank a great distance. Fully two-thirds of his body is scalded or cooked by the steam. The injuries extend over his chest, stomach, back, left side of his face and left leg. He is also badly bruised.

Engine 1317 had two cabs, the regulation engineer's cab and the cab for the protection of the fireman on the back of the engine. The engine was an eight-wheeler.

Engineer Ira Wallace was at his post in the first cab. He was also blown down the embankment. It was reported that he was killed. On investigation, however, it was learned that he was badly burned about the head and face. His right leg is broken below the knee, and he has a scalp wound and scalds on his back and right side.

Mark Carr, a track walker, who was walking near the engine, was blown into the Delaware river and lay there some time before assistance came to him. He suffered much from the cold and was badly chilled. His head is severely cut and parts of his face and head are burned. His left leg is bruised. Mr. Carr is 60 years of age and a resident of Long Eddy. He is a brother of Mrs. P. J. Donahue, of Port Jervis.

Frank Boyle of Port Jervis, head trainman, was riding in the first car. He was hurled in front of the engine over 100 feet and recovering quickly, did what he could to assist the other injured. Despite his thrilling experience, he suffered but slight bruises to his face and a bruise to his left knee.

CARING FOR THE INJURED. As soon as the shock and excitement of the accident lessened, the men of the train crew worked heroically in caring for their injured fellow employees. Dr. Appley, of Cobocott, was called, but over an hour elapsed before any of the injured men could receive surgical assistance.

In the clouds of smoke and steam

enveloping the wrecked engine, it was some time before any of the bodies of the injured men could be located, or it could be learned how many were killed.

Dr. Appley cared for the men temporarily. A baggage-car was converted into a hospital car, and in this the injured men were brought to Port Jervis in charge of Conductor Vandervort, whose train was not far from the scene of the accident. The car was heated and Dr. Appley accompanied the injured men to Port Jervis.

William Kellam, the extra fireman, and Mark Carr, the track-walker, were removed to the Port Jervis Hospital. Engineer Ira Wallace was removed to the Deerpark Sanitarium.

CONDITION OF THE INJURED. Engineer Wallace will, in all probability, recover. His injuries are severe, but not necessarily fatal.

Because of Fireman Kellam's extensive scalds, it is difficult to tell just how his condition may develop. The hospital authorities are hopeful of his recovery.

Track Walker Carr, besides the injuries above noted, has a collar-bone broken and because of his age it is likely that his injuries will be serious.

Trainman Boyle's injuries will not confine him to the hospital. He is able to be about.

The body of Fireman Loven is at Long Eddy. It will probably be brought to Port Jervis this afternoon.

CAUSE OF THE ACCIDENT. It is too early yet to learn the cause of the accident. It has been reported, unofficially, however, that Engineer Wallace had plenty of water in the boiler, and that the explosion was not due to any negligence on his or the other men's part.

It is also reported that no less than three engineers on the New York Division had refused to go out with the engine on their runs because of it having been badly burned.

The Port Jervis wreckers were called to clear the track. Only one track was blocked, and train No. One was run around the wreck on the east-bound track, which was badly burned.

WHAT WAS THE CAUSE? Diverse Theories as to the Reason Why Engine 1317 Blew Up From Wednesday's Daily Union.

There is much speculation and theorizing as to the causes of the explosion of the boiler of locomotive 1317 at Hankins, Tuesday forenoon. Many railroaders claim that the engine was not in condition for service, that engineers had refused to go out on her, and that she had been condemned and was really on her way to Susquehanna to be repaired, but was compelled to haul a train in the interest of "economy" instead of being sent there light or being hauled there by another engine.

On the other hand there are employees and shop men who claim that the engine was all right; that she had not been condemned, that no one had refused to go out on her, and that she had only recently been overhauled in the Port Jervis shops and put in serviceable condition; that an examination of the boiler, fire-box, bolts, etc., after the explosion, shows that there is every evidence that she had been superheated, as seen in the blue color of the iron and steel; that the staybolts had been pulled through the sheeting but none had been broken, and that there is some other cause for the explosion besides that alleged of a "rotten boiler."

Perhaps an official investigation will reveal the facts as to the cause. The remains of the locomotive have been taken to Callicoon. The engine will be taken to Susquehanna to be rebuilt.

THE DEAD FIREMAN.

The remains of Frank Loven, the dead fireman, have been brought to Port Jervis and are in charge of Undertakers C. I. Terwilliger & Son. Arrangements have not yet been completed for the funeral.

He is survived by his mother, Mrs. Charles Moulgan, his step-father, and two brothers, John and Matthew, and three sisters, Mary, Anna and Norma, all at home.

The deceased resided with his mother on Fossard street in German town.

CONDITION OF INJURED TODAY. It is hard yet to tell what Fireman William Kellam's condition may develop, as it is impossible to tell how deep his extensive burns are. He is still at the Port Jervis Hospital.

Track-walker Mark Carr appears to have rallied some from the shock, burns and cuts, at the Port Jervis Hospital, but, as already stated, his age seems to be a hindrance to an early recovery.

Dr. Emerson B. Lambert, who is treating Engineer Ira Wallace at the Deerpark Sanitarium, says that he is desiring as comfortably as can be expected with the serious injuries he has received. Dr. Lambert has hopes of his ultimate recovery.

SUSPECTS ARRESTED

Two Young Men Captured by a Detective at Middletown.

ONE FORMERLY LIVED IN PORT JERVIS

Son of a Former Chief of Police—Prisoners Believed to Have Been the Ones Who Robbed Northrup's store at Otseville, Last Week.

Erie Detective William Kane, Sunday night, arrested two men at the S. & W. engine house, and it is believed that they were implicated in the robbery of Joseph Northrup's store at Otseville on Wednesday night, Dec. 23. The men gave their names as Louis Keeler, aged 40 years, of New Windsor, and William Yaple, aged 18 years, of Jersey City.

Among the articles taken from Mr. Northrup's store were several pairs of shoes, two \$1 watches, several pocket knives, and a new red sweater. Keeler wears a new red sweater, and in the possession of the men were two watches and two knives, which answer the description of those stolen from Mr. Northrup's place. Keeler and Yaple also had on new shoes.

On the night Mr. Northrup's place was robbed two strangers spent some time at the store crusher, and when they left they took Mr. Seybolt's gloves, which were found in Mr. Northrup's store the morning after the robbery. Mr. Seybolt at the jail recognized the prisoners as the men who were at the crusher and stole his gloves.

Yaple is a son of S. S. Yaple, who was Chief-of-Police of Port Jervis at the time the negro, Bob Lewis, was lynched. Mr. Yaple after having conducted a blacksmith shop in Middletown and removed from Middletown to Jersey City. Some time ago the Middletown police were asked to look out for young Yaple, who was wanted at Jersey City for the alleged theft of a gold watch and \$11.

The prisoners claimed to have purchased the watches in Newburgh. Reformer Barnes sentenced the men to four months each in Goshen jail. Their cases will be brought to the attention of the next Grand Jury.

The prisoners admitted being in Middletown on the night of the robbery—Ottidown Times

THOMAS C. ROGERS NAMED.

Appointed Assistant District Attorney of Orange County by Mr. Seeger.

Thomas C. Rogers, Esq., of Middletown, has been appointed Assistant District Attorney by District Attorney elect A. H. F. Seeger, of Newburgh.

The Press says Mr. Rogers is a son of William H. Rogers, of the drug firm of McMonagle & Rogers, of Middletown, and president of the Business Men's Association. He graduated from the Walkhill Academy in the class of 1890, and from the law department of Cornell University in 1895. He is a member of the Sigma Chi Fraternity. He read law in New York City with Hector M. Hetchings, the late Judge E. L. Fancher and Clark & Culver.

Mr. Rogers was admitted to the New York State Bar in January, 1896, and began practice for himself in Middletown July 1, 1899, in which he has been very successful. He was corporation counsel for the city of Middletown in 1901 and 1902. He is second assistant foreman of Excelsior Hook and Ladder Company and a member of the Middletown Club, the University Club and the Orange County Golf Club.

He is a young man of fine, pleasing personality, of upright character and sterling worth and his many friends in Middletown and elsewhere will learn of his appointment with sincere pleasure.

NEW YEARS AT THE Y. M. C. A.

How the Day is to be Observed by the Association—Glam Chouder, Etc.

New Year's Day will be observed by the Y. M. C. A. All day clam chowder will be served to all men in the association rooms. In the evening a musical entertainment will be given and all railroad men, their families and friends are invited to be present.

—Broome is said to be the banner county in the state for good roads.

HALF A CENTURY OF WEDDED LIFE

Remarkable History and Romance of the Many Years of Marital Happiness of Mr. and Mrs. Peter L. Gumaer.

NOW CELEBRATE THEIR GOLDEN ANNIVERSARY AT GUYMARD

Mr. Gumaer Retires as Erie Station Agent, but Remains as Postmaster—Prominent in Making the History of the Nevorsink Valley—Mrs. Gumaer's Distinguished Ancestry—How Nature Helped Them Celebrate Their Crystal Anniversary.

Mr. and Mrs. Peter Low Gumaer, whose names are prominently identified with the history of the Nevorsink Valley, celebrated, in a quiet way, the golden anniversary of their marriage at their cozy home at Guymard on December 29th.

The half century of the wedded life of Mr. and Mrs. Gumaer has been one continuous love affair. Each possesses all the attributes essential to the welfare of the other, and the fires of friendship and affection kindled during their courtship have been kept burning during all these years, resulting in the sublime conjugal happiness of both.

SKETCH OF MR. GUMAER.

Peter Low Gumaer was born on January 29, 1827, in the old stone house now owned by A. E. Godfrey and located not far distant from his residence at Godfrey's. The locality was then known as Port Clinton. The remarkable old stone building antedates the Revolutionary period, and for years was known as the Gumaer homestead. The father of the subject of our sketch was Peter E. Gumaer, who wrote a history of the town of Deerpark, and was one of the early settlers of the Nevorsink valley. He died at the age of 98 years and six months.

Peter L. began his early education at the Hugenot district school, and continued his studies there until 14 years of age, when he commenced a course in the Goshen Institute. At the age of 15 years he went into business as clerk in a general merchandise store opened by him and his brothers, Ezekiel P., Jacob C., and Andrew J. Gumaer at Look No. 56, on the Delaware and Hudson Canal. Later he became one of the partners, and continued in business at this point for 20 years.

On January 7, 1858, the

BUILDING OF THE GUYMARD HIGHWAY was commenced by the Gumaer brothers. The road was to extend from the Port Clinton locks to where Guymard is now located. The object in constructing the highway was to have a nearer route to the Erie Railroad than by way of Port Jervis. The road runs from the locks to Guymard was thus shortened eight miles. Aside from assisting his brothers in the building of the road, Peter L. Gumaer did the surveying.

Reaching the Nevorsink river a suspension bridge was built over the stream. The bridge is still standing and in use. The building of the road was commenced and continued during the panic prior to the civil war, when it was almost impossible for laborers to get work. They were hired by the Gumaer brothers for 70 cents a day and paid in trade at the store at the locks. Men considered themselves fortunate, at that time, to get work even at such wages.

When near the Erie with the road it was found necessary to either build a bridge or a dam at the large ravine which intervened. It was decided to build a dam. This resulted in the popular and pretty Guymard Lake. The lake covers 35 acres of territory, is well stocked with fish, and in the winter furnishes a fine resort for skating.

When the highway was completed as far as the railroad at Guymard it was decided to extend the road across the mountain to connect with the Finchville-Carpenters' Point turnpike. Here was the first real obstacle encountered.

The owners of the land were disinclined to sell the right of way. The Gumaer brothers were not to be daunted by this difficulty, so they purchased the entire tract of 200 acres. This proved a valuable investment and led to the

DISCOVERY OF THE LEAD MINES.

When the highway had been completed about one-fourth of a mile east of the railroad tracks, large bodies of lead and zinc were unearthed in the grading. This is known to miners as "float," and considerable difficulty was experienced in locating the vein.

Two years after the discovery the mines were leased to Stephen Hill, Jr., for a term of 50 years. A company was formed, and eventually the lease came into the possession of the Osgood Brothers, one of whom married in the Vanderbilt family. By the terms of the contract, the Gumaer brothers accepted one-fourth of the full-paid stock in lieu of the lease. Captain William Bluet, an English mining expert, was sent to develop the mines. When the mining enthusiasm was at its height, Bluet sold his stock for the snug sum of \$100,000 and withdrew.

Pressure was brought on the Erie to build a siding for the switching of cars in which the product of the mine was to be shipped, but the company stoutly refused. Ezekiel Gumaer finally built the siding and was paid by the company operating the mine.

Owing to the expense of getting rid of



Mr. and Mrs. Peter Low Gumaer, Who Have Been Married Half a Century.

the water and to the change of the lead-zinc ore to an iron sulphide, the mine was closed after eight years of operation and many stockholders were heavy losers.

The property on which the mine is located is owned by A. J. Gumaer. The 50-year lease held by the heirs of the Osgood Brothers expires in about nine years. Both the Osgoods are deceased. The road the Gumaer brothers had undertaken to construct had been completed in the meantime to the Finchville-Carpenters' Point turnpike.

In 1863 Mr. Gumaer and his brother Jacob withdrew from the firm of Gumaer Brothers, conducting the general merchandise store at the canal locks, and started a similar store at the lead mines, which were then in operation.

Two years later on September 24, 1864, the building of the BIG HOTEL WAS STARTED by the two brothers at a point near the railroad. When the frame-work was up a heavy wind storm followed it. Jacob Gumaer went west afterwards, but in June, 1865, the rebuilding of the hotel was started by Peter L. Gumaer, and it was completed in 1867. There were between 30 and 40 rooms in the building and a store in one end. The store had been removed from the lead mines.

HELPED THE ERIE FOR YEARS. When it was deemed necessary to have a ticket and passenger room for the boarders, Mr. Gumaer had one placed in the end of his hotel, occupying the place where the store had been. Boarders soon objected to this because they had been general care to this single with the general public. Mr. Gumaer requested the Erie to build a station for the accommodation of its freight and passenger business, which he, unaided and unsupported, had created for it. The company, however, declined on the pretext that it would not pay.

Later the company gave Mr. Gumaer "permission" to build a station which he did at his own expense, assuming all the responsibilities and risks of station agent without pay. He was also ticket agent and took care of the station. For two years Mr. Gumaer fulfilled these important functions for the Erie without remuneration.

After Mr. Gumaer had the hotel about 15 years, it came into the possession of J. V. Jordan and four years later, in 1892, it burned down. The roof caught fire from a spark from an engine. Mr. Gumaer lost about \$30,000 in the hotel business. His was due, however, to no lack of business sagacity on his part, but rather to too much confidence placed in his fellow-men.

He remained in the employ of the Erie and for years conducted an up-hill fight for the company, often taxing his energy to the utmost in the struggle. Despite strenuous opposition from many sources, he built up a lucrative milk business for the Erie. Many of the old residents are familiar with Mr. Gumaer's loyal devotion to the interests of the company and the many grand campaigns conducted by him for its welfare.

It was upon Mr. Gumaer's suggestion that the Erie's low rate of one cent a mile fare was adopted for employees and which was afterward reduced to half a cent a mile and sold by means of the 500-mile mileage books. The interesting correspondence bearing on this subject between Mr. Gumaer and John N. Abbott, then the general passenger agent, may be published in THE UNION later.

After 37 years of booming the company's interest as station agent and in other capacities, he retired on September 1, 1903, with an honorable record that can not be excelled and not easily equalled.

ESTABLISHED THE POST OFFICE.

About 1866 Mr. Gumaer established the post office and named the place Guymard. This was the original name of the Gumaer family, who are descendants of the French Huguenots. He was the first and only postmaster, and still discharges the duties of the office with credit to himself

and to the eminent satisfaction of Uncle Sam.

Though Mr. Gumaer is now 77 years of age he has the best of health. His intellect is as keen as ever and he shows but few, if any, of the effects of the self-sacrificing for the benefit of others that has marked his whole career through life.

Mr. Gumaer was a musician of merit during his younger days. At the funeral of Benjamin Eaton, a body-guard of General Washington, he played a fife in a life and drum corps that was in charge of Captain Peter P. Swartwout, father of Dr. Henry B. Swartwout, of Port Jervis. Eaton was buried with military honors. He died at his home west of Otseville on the Otseville-Cuddebackville turnpike, and the march was from there to Cuddebackville, where the interment took place. The Minisink Valley Historical Society has since erected a monument to Mr. Eaton's memory at Cuddebackville.

MARRIED A DISTINGUISHED WOMAN. On December 29, 1833, just 50 years ago of this month, Mr. Gumaer was joined in the bonds of wedlock with Sarah Jane Mulock, the youngest daughter of Joshua M. Mulock and Sally Greenleaf. The ceremony was performed by the Rev. John L. Woodhead at the home of the bride's parents in the town of Minisink, now the town of Greenville.

Mr. Gumaer is a woman of marked intelligence, beauty and refinement. She is a direct descendant of John G. Whittrick, Noah Webster and the Hon. William H. Greenleaf.

With that fidelity which has characterized her amiable disposition through life she has seen an inscription to her worthy and esteemed husband, sharing his misfortunes with the kind sympathy and consolation that only a woman in an give, and I judge in all appointing his success in a manner that added encouragement to his efforts.

A CRYSTAL WEDDING.

Fifteen years after their marriage Mr. and Mrs. Gumaer celebrated their crystal wedding anniversary. Five hundred guests partook of a sumptuous repast at the Gumaer Hotel at Guymard and participated in the joyous festivities that were never to be forgotten by those in attendance. One immense ring cake was cut into 964 pieces. Daniel DeWitt getting the ring which was a plain gold one.

Nature seemed to have put on her most beautiful garb the night of the celebration. There was no snow on the ground, but the night before the anniversary there had been what might be termed an ice storm. The mountains, hills and valleys surrounding the hotel, and even the shrubbery and blades of grass were covered with ice. The moon shone so brightly that an ordinary newspaper could be read on the porch of the hotel, and its rays were reflected in the glories of the crystallized earth. It is said by those in attendance that the night was the most beautiful and impressive they had ever seen.

A BIT OF GENEALOGY.

Mr. and Mrs. Gumaer were blessed with six children, all of whom inherited the sturdy honesty, enterprise and talent of their parents. One of the children, Georgiana Isabella, born February 4, 1855, died at the age of 17 years on May 10th, 1872, just one month before she would have completed her studies at the Seward Institute in Florida, N. Y. The other children are Lawrence Webster, who has been for the past 15 years with the Commercial Cable Company in New York City; Chauncey Irving and Franklin Peter interested in gold mining at Alma in Colorado; Marie Louise at home; and George Seward with the Colorado Fuel and Iron Company in Denver Col. The latter's wife was Miss Bertha M. Dolph, daughter of Prof. John M. Dolph, Superintendent of the Port Jervis Public Schools.

Mr. and Mrs. Gumaer are enjoying life in their pleasant and hospitable home at Guymard, and share with each other the joys and happiness that mark the declining years of their ideal home life. THE UNION joins their many friends in wishing them abundant pleasures during their remaining years.

A THREE-HOUR RACE

At Stafford's Casino, in Monticello, on Christmas Night.

SIX ENTRIES, AND THREE TO FINISH

Prizes of \$15, \$10 and \$5—The Winners—Monticello Club and the Smithfelders Bowl—A Coming Leap Year Party—Personals, Etc.

Monticello, Dec. 30.—James S. Whipple, a contractor and builder of Jersey City, N. J., spent the holidays with friends in this village.

Miss Mary Maynard, of Oneonta, formerly of this village, is spending the week with Miss Jessie Thompson, at her pleasant home on West Main street.

George Loderhose, formerly of Monticello, now employed in Lyon's pharmacy, in Schoenectady, spent Christmas with his parents in town.

The members of Neptune Hose Company of this village, gave a three-hour race at the Stafford's Casino on Christmas night. The race began at 7 o'clock and was advertised to continue for three hours, but at the end of two hours and one-half the race was decided owing to the fact that had the race continued the advertised time the result would have been the same. The race started at seven o'clock sharp with six entries: William and Lee Whitaker of South Fallsburg, Willie Murray, Harry Riffe, Willie Allan and Edwin L. Martin, Jr., all of Monticello. At the end of the first hour and fifteen minutes Martin withdrew from the race, owing to a sprained ankle. At the time of his retirement he was four laps ahead of any other contestant, having made several sprints. Murray dropped out at the end of one hour and thirty minutes, completely used up, thereby leaving four contestants. The race was beginning to tell on the Whitaker brothers. Lee, who had been picked out by several as a likely winner, commenced to show signs of weariness at the ending of two hours. He was badly handicapped, owing to a severe cold. Shortly after the two hours had passed Wm. Whitaker retired leaving but three to finish. Allen was first, Allen second and Lee Whitaker third. Allen was taken from the track but once by his trainer, he could not gain on Riffe. At the finish Riffe was declared winner, Allen second and Lee Whitaker third. \$30 in gold was given as prizes, \$15 as first prize, \$10 as second prize and \$5 as third prize. A fee of \$1 was charged to enter contest.

County Treasurer J. W. Decker, George H. Goble, Wm. Fitzsimmons and David S. Avery acted as judges; George Pelton, official score-keeper; Harry B. Pelton, John E. Toohy, Bart B. Scribner, George Loderhose, Alex. Franks, Arch Niven and Arch Carey assisted score-keepers. Following the race dancing was enjoyed until a late hour. Music was furnished by the Citizens' band orchestra of this village. A good time was enjoyed by all. About \$30 were cleared.

Miss Mary L. Cogan, of Brooklyn, is the guest of Miss Rose Beeche this week.

Among the out-of-town people who spent the holidays in Monticello were: Howard M. Starr, of Middletown; Miss Lillian Thornton, of New York; Walter Decker, of Norwich, Conn.; Judson Decker, Brooklyn; Arthur Kyle and John Y. Buchanan, of New York; George Loderhose, Schoenectady; Mrs. Bloeker and Miss Clara Pendell, Albany; Mrs. E. L. Bush and Miss Marguerite Bush, of Port Jervis; Miss Lona McMeikle, of Wurtsboro; Mrs. Harriet Brown, of New Paltz; William R. Cobalan, of Pond Eddy; Kenneth R. Buchanan and Helen R. Niven, of Pawling; Louise Conch, Patterson, N. Y., and Dorothy Dutois, La Grangeville.

Burton L. Royce returned last week from a week's visit in the metropolis. The Monticello Club bowling team defeated the Smithfelders at Beecher's Alley, Monday evening, two successive, the first by 234 pins and second by 146 pins. The teams and score were as follows:

Monticello Club:
Howard Beecher.....155 171
Harry B. Pelton.....139 147
H. Blake Stratton.....138 143
Geo. D. Pelton.....138 149
Bert B. Scribner.....138 186
Total.....871 845

Smithfelders:
Stanley Smith.....112 178
Walter D. Smith.....110 127
Harry J. Landfield.....111 133
Joseph Smith.....121 96
Bert Royce.....138 172
Total.....647 620

The Misses May and Josie Wintrich, of this village, are visiting friends and relatives in New York City and Hoboken, N. J., during the holidays.

Mrs. Harry N. Pillsbury, of Philadelphia, wife of chess champion Pillsbury, and Miss Florence M. Gillespie, of Brooklyn, returned home today (Tuesday) after a two weeks' visit with Mrs. Pillsbury's people, Mr. and Mrs. Floyd Pelton, of this village.

Mr. and Mrs. Henry J. Dougherty, of Philadelphia, and Hon. Andrew J. Fallon, of New York City, were the guests of Mr. and Mrs. John E. Toohy during the past week.

Miss Nellie Mapledoram left, Tuesday, for Middletown and New York City, where she will visit friends for a month. The young ladies of Monticello have made preparations to give a leap year euchre and dance at Waller Hall, on the evening of January 1st. Invitations have been issued and a grand time is anticipated.

—The Erie runs a special excursion train to New York on New Year's Day. The train leaves Port Jervis at 7 a. m. Fare for the round trip \$1.