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PORT JERVIS, N. Y., THURSDAY, AUGUST 24, 1911.

\$1.50 PER YEAR.

LARGEST AND FINEST PARADE IN HISTORY OF PORT JERVIS

Fine Weather, and Thousands Here From Outside Towns.

IT TOOK 25 MINUTES TO SEE PARADE FROM ANY POINT

King Carnival Reigned in Joyous Fashion--Few Accidents, Little Disorder, But a Good Time For All.

(From Daily Union of Aug. 18).

More people were interested in seeing the sun rise clear and bright Thursday morning in this city and vicinity than in any previous day. They were not disappointed and "Old Sol" at his first glimpse over the edge of the horizon must have been satisfied with the clean streets and the decorated buildings, for he stayed out all day and looked down on the gayest time that Port Jervis has ever seen in the way of a firemen's parade. If he had stayed out at night he'd have seen gayety continued, but that is neither here nor there.

From the early hours men in uniform were moving about the streets, and the crowd grew and grew as trains arrived from this place and that, bearing the visiting firemen, their musicians and the sisters and the cousins and the aunts. The Erie depot platform was the busiest little section of earth this side of Park Row until noon, when the visitors had been for the most part distributed to their various sections for the day.

For the crowd the day was perfect, as heretofore mentioned, but the men who had to do the walking were reasonably satisfied that it was warm, before they covered the eight miles of the line of march.

As the parade formed at Ball street and Pike the crowd thickened in that immediate vicinity like a cornstarch pudding on the last stir of the spoon. Pot lid cymbals, frying pan tom-toms, horns and other flashy implements of noise greeted the firemen here and there and out in the crowd confetti, talcum powder, feather and tissue paper "ticklers" in the hands of young men and girls who wore hat bands with such startling announcements as "I'm All Alone," "You Can't Get My Goat," etc., etc.

At no point on the line of parade were the participants lonesome. From Germantown to Tri-States it was one grand ovation for all who took part. Water was provided at short intervals by good hearted residents, and in fact, everything that could be done to make things pleasant for the visitors and give all a good time was provided.

It was, beyond a doubt, the largest and finest firemen's parade in the history of this city. Never before have there been so many men in line, never have they appeared as they appeared yesterday.

The music of the bands and the fire and drum corps was loudly applauded everywhere on the line of march, and, in fact, after all was over, it was with a feeling of having seen something worth while and attended a celebration worth coming to, that everyone who saw the parade gave themselves up to their own amusements or went to their homes.

If there were accidents, they were few; if there was disorder, it was the exception. King Carnival reigned, but he reigned for the most part sensibly and decently, and the police had little trouble.

The Port Jervis Firemen's Parade of 1911 will be long remembered by all who participated. Read how the several companies spent the day.

Every one of the 30 companies was in lines and including the guests' carriages it took 25 minutes for the parade to pass a given point. It was more than a mile in length.

Below are given the firemen and musicians who participated and the line of march. The latter was carried out to a dot, with the exception of a little error at Germantown, which turned off the third division at Ferry street instead of Buckley street.

The Erie Band and Mahogomock Hook and Ladder Co. No. 1, of Port Jervis, N. Y.
Goshen Fire and Drum Corps
Dikeman Hose Co., No. 2, of Goshen, N. Y.

Citizens' Band, Otisville, N. Y.
Neversink Steamer Hose Co. No. 1 of Port Jervis, N. Y.
The Deposit Band and The Ward Hose Company No. 1, of Deposit, N. Y.
Higham Fire and Drum Corps, of Middletown, N. Y.
Delaware Hose Co., No. 2, of Port Jervis, N. Y.

The Second Division.
Wm. Higgins, Asst. Chief Engineer.
Marine Band and Columbia Hose Co. No. 5, of Carbondale, Pa.
Delaware Fire and Drum Corps and Puffer Hose Co., No. 3, of Port Jervis, N. Y.
Walden Fire and Drum Corps, of Walden, N. Y.
Bradley Hose Co., No. 2, of Walden, N. Y.

Munnich Fire and Drum Corps and Port Jervis Hose Co. No. 4.
Third Division.
John Seales, 2nd Asst. Chief.
Collins Band and Washington Heights Chemical Hose Co., No. 3, of Newburgh, N. Y.

O. & W. Band of Middletown, N. Y.
Excelsior Hose Co., No. 5, of Port Jervis, N. Y.
Hamburg Band, (Hamburg, N. J.) and Walkhill Hose Co., No. 1, of Sussex, N. J.
Walden Fire and Drum Corps and Tri-State Hose Co., No. 6, of Port Jervis, N. Y.
Donohue Fire and Drum Corps and Juvenile Hose Co., of Port Jervis, N. Y.
Mayor C. N. Knapp and

Board of Aldermen and Guests in Carriages.

The Line of March.

The big parade formed at 1.30 on Ball street, and crossed over Ball street to Fowler, Fowler to Jersey avenue, Jersey avenue to Front street, Front to Pike, Pike to West Main, West Main to Garis & Blackman's store, counter-march to Ferry street, Ferry to River road, river road to Water, Water to Pike, Pike to Front, Front to Fowler, Fowler to Ball, Ball to Owen, Owen to Jersey avenue, Jersey avenue to East Main street, over Tri-States bridge to Hose Six's house and then counter-march up East Main street to Pike, counter-march down East Main street to Elizabeth, Elizabeth to Broome, Broome to Orange Square and disband.

GLORIOUS DAY FOR THE HOOKS.

Fearless H. & L. Co., of Walden, Were Their Guests.

August the 17th was a day long to be remembered by the Mahogomock Hook and Ladder Company. The members to a man were in fine trim and opened the day's enjoyments by marching from their headquarters on Orange street to the Erie depot accompanied by the Erie Band. The special train from Walden, which was one hour late, arrived at

9.45 with the Mahogomock visiting companies, the Fearless Hook and Ladder Company No. 2, of Walden, with 69 members and 27 guests, and the Montgomery Fire and Drum Corps with 22 members. That the Walden firemen are popular in their home village is putting it mild, as they were accompanied by 470 friends, and enthusiastic citizens of that village. The hosts and their guests, to the music of the Montgomery Fire and Drum Corps, returned to the company's parlors on Orange street, when Mr. Horace Van Auker, foreman of the Mahogomocks, mounted a chair and in a few brief remarks welcomed the visiting companies and their guests to our city, and presenting the Fearless Hooks with a large bronze lock, the key of which was presented to the Mahogomocks, while guests in their village on a similar occasion, consequently locking the friendship of the two companies. The token of friendship was accepted by Mr. M. J. Hanna, foreman of the Fearless firemen, followed by a further acceptance by Mr. Robert Hume, an honorary member and guest of the visiting company.

At 11 o'clock all marched to the First Baptist Church, where a substantial luncheon was served. After returning to their parlors a recess was taken until 1 o'clock. In the meantime souvenir badges were distributed to all members and guests by Foreman Van Auker and his assistants, followed by Foreman Hanna, who presented our home company and their guests with a beautiful badge of the Fearless Hooks.

The Mahogomocks, with 60 men, and their visitors, 65 strong, dressed in their handsome suits of drab; the Montgomery Fire and Drum Corps, 22 members; our own Erie Band of 22 pieces, made a pleasing appearance in the line of march. The excellent music by the old reliable Erie Band, was up to the standard and always heard with delight by our citizens and visitors.

After the parade, at the Baptist church, under the supervision of the Mrs. Daniel De Vere, served a chicken dinner to 180 firemen, musicians and guests. That their efforts were appreciated was shown by many remarks of praise and gratitude from those who partook of the beautiful collation.

At the conclusion of the feast, Mr. Robert Hume, an eloquent young attorney and honorary member and guest of the Fearless company was introduced. His remarks were in line with the good cheer and fellowship existing among volunteer fire companies represented. Remarks were also made by Mr. Jacob Evans, of Walden.

"Sarah," the effigy of the Mahogomocks, was captured early in the game by William Munson and Dan Van Auker, of the visiting company, and was accompanied home by them.

The officers of the Fearless Hook and Ladder Company are:

President—John E. Cunningham.
Foreman—M. J. Hanna.
1st Asst. Foreman—Hendy L. Wiley.
2nd Asst. Foreman—Otis Root.
Secretary—William Wilder.
Financial Secretary—Hendy L. Wiley.
Treasurer—M. J. Hanna.
Fire Police—Chas. Dawson, Edward Stickie, Geo. Dotzert, Geo. Van Keuren.

The following were among the guests of the visiting company: W. G. Decker, President of the village of Walden; William Stiekles, David Crawford, William Scott, Sanford Abrams, J. T. Dolson and Geo. S. It. Trustees of the village of Walden, ex-Chief Engineer James Crawford, William Durkee, Thomas Verity, Chief of Police Geo. Romk, Robert Hume, and ex-Commissioner of Highways Geo. Van Keuren, Carl Lustig, Dillistin Romk, Jacob Evans, Warren Jones, V. S. Burns, Charles Mills-paugh, J. D. Morris.

Among the guests of the Mahogomocks were Henry Gunderman, John H. Winfield, S. D. Taylor, John Guenther, ex-Chief Anthony Lump, Oran Carpenter, Gilbert Roby, Roy Roly, Geo. N. Cosner and James Skelenger.

The officers of Mahogomock Hook and Ladder Company No. 1 are:

President—J. E. Case.
Vice-President—J. Smith.
Secretary—E. J. Holt.
Financial Secretary—Treasurer—C. W. Vollmer.
Foreman—Horace Van Auker.
1st Assistant Foreman—L. R. Zook.
2nd Assistant Foreman—C. E. Holley.

(CONTINUED ON PAGE TWO).

SETTLING UP KNAPP ESTATE

Several Matters in Connection With It Discussed.

REFEREE BAKER HOLDS HEARING

D. H. Grandin Claims \$1,600 From the Assets of Deposited Bankers—Motion to Dismiss Indictments Will be Heard in September.

Referee in Bankruptcy Baker, of Binghamton, held a hearing Monday in that city in the matter of D. H. Grandin, of Jamestown, for an order constraining more than \$1,600, held by William M. Gregory, trustee of Knapp Brothers' estate, which sum is among the assets of the estate as being a trust fund, and directing the payment of the full amount to Mr. Grandin.

The Deposit Bank failed early in April, and shortly before the failure Mr. Grandin sent three drafts, one for \$575.20, another for \$545, and the third for \$504.60, to Knapp Brothers for collection from the Deposit Milling firm of Hinman Brothers, to whom he simultaneously sent three cars of grain. The collections, it is claimed, were made, and were among the assets of Knapp Brothers when the bank failed.

Mr. Gregory was present Monday with his attorney, E. D. Cumming, of Deposit, and Theodore R. Tuthill appeared for the claimant. Mr. Cumming filed an answer to the petition, and preliminary objections to the entire claim. It developed that the outcome in the entire matter hinges upon the question of whether, or not the claim is an ordinary claim, and as such shall undergo the ordinary sequences under the Bankruptcy Act, or whether it is a trust fund. If the former, then it is filed to one year after the failure, and if the latter it must be paid. Much depends upon the exact meaning of the word "claim" in the Bankruptcy Act. Adjourment was taken until September 2, when the only witness, from Deposit, will be sworn.

Charles J. Knapp's Chance of Release

Justice Albert F. Gladding of the Supreme Court, speaking from his office in Norwich, over the telephone Monday said that so far he has done nothing toward deciding the two motions made by Mangan & Mangan, attorneys for Charles J. Knapp, of Binghamton, for the dismissal of all the indictments against Mr. Knapp in connection with his alleged malfeasance of office in the affairs of Knapp Brothers and of the Binghamton Trust Company.

The Justice said he may not take up the matters, owing to pressure of business, until after the trial and special term of the Supreme Court he will convene in Owego on September 5, or until about the middle of September.

In the meantime the defense will be in the position further to consolidate its efforts for Mr. Knapp's release by making such motions before him, if they felt so disposed, as might be desired after the session of the grand jury, which meets in connection with the Broome trial and special term of the Supreme Court in Binghamton, opening September 11. District Attorney Meagher, too, will probably argue the appeal he takes from a decision by Justice Lyon, of Binghamton, sustaining a demurrer raised by Mangan & Mangan to the eighth indictment against Knapp, in the Appellate Division. A decision may thus be reached in the upper courts, making the law more clear upon the disputed points at issue in this case.

Knapp Brothers Property Not In Demand.

E. D. Cumming, of Deposit, attorney for William J. Gregory, of Deposit, trustee of the bankrupt estate of Knapp Brothers, while in Binghamton Monday said that he has not yet disposed of any of the assets of the estate. Permission to do so was granted by Referee in Bankruptcy Benjamin Baker, of Binghamton, after a hearing about five or six weeks ago. Mr. Gregory and Mr. Cumming have received no offer for any of the property, and are simply holding it for sale. While the face value of the property aggregates a large amount, well into the hundreds of thousands, the actual value is far less. Mr. Cumming said, too, that the State Banking Department, which is endeavoring to sell a coal mine owned by the Binghamton Trust

OLDEST MAN IN SULLIVAN, CO. DIES AT LIBERTY, AGED 97

Samuel Dusinberry, the oldest man in Sullivan county if not in the state, died at the age of nearly 97 years, at his home at Liberty, Sunday afternoon, Aug. 12th, after a third stroke of paralysis.

Mr. Dusinberry was born at New Windsor, Orange county, Nov. 19th, 1814. When seventeen years old he was an apprentice to A. J. McLaughlin, a cabinet maker, at Washingtonville. After three years he became a partner in the business, but a year later, in 1835, sold out to his former partner and went to Liberty. On arriving in that village his earthly possessions, consisted of his kit of tools and thirty cents.

At this time, 1835, there were 18 buildings in Liberty, two of which were small, one-story hotels. All

furniture was made by him, and, as more settlers came in, his business prospered, as he was the first and for some years the only cabinet maker there. Later his business became that of a prosperous undertaker. He retired in 1897.

The next year, 1836, he married Adeline, daughter of County Judge Joseph Grant, who died Jan. 2nd, 1899. To them were born four children; the late Edwin R. Dusinberry; Mrs. Marietta Pitt, deceased; and the late Mrs. Amanda Shaw. Emma, the youngest, is the only surviving child, and she has been her father's housekeeper and nurse for several years past. He is also survived by four grandchildren: C. A. Shaw, Grace Shaw, Mrs. Frank Bridges, and Mrs. Isham Young. Besides these there are two great-grandchildren.

Company, stock in which is held by the Knapp Brothers' estate, has not succeeded in landing a buyer, but is working hard to that end.

TRAGIC DEATH OF DANIEL COOPER

Veteran of Erie Passenger Service Killed at Suffern.

STRUCK BY TRAIN SEVEN

He Was Conductor on the Wells-Fargo Express—Retired After Many Years Service on Reaching Age Limit.

Daniel Cooper, for many years a passenger conductor on the New York Division of the Erie railroad, was struck, instantly killed, and his body horribly mangled near the station in Suffern by west-bound train Seven, the Pacific Express, about 10.30 o'clock on Friday night.

Mr. Cooper was a veteran of the Erie service, and some time ago was retired on account of having reached the age limit of 70 years. For a long time Mr. Cooper was conductor on trains 13 and 14, the Wells-Fargo Express, between Jersey City and Binghamton.

Coroner VanOrden, of Rockland county, took charge of the body.

Mr. Cooper's home was in Suffern, and he was well and favorably known in Port Jervis.

Death of Erie Watchman.

A watchman at the North street crossing of the Erie railroad in Middletown was struck by west-bound train 133 on Thursday evening at seven o'clock. He died in Thrall Hospital from his injuries a short time afterwards.

\$92,747.65 From R. R. For Loss of Both Arms and a Leg.

Nine-thousand seven-hundred forty-seven dollars and sixty-five cents is the amount of a check issued by the Southern Pacific Company, at San Francisco, July 24, in payment of damages to W. R. Zibbel, who in a railway accident lost both arms and one leg. This we learn from the San Francisco Bulletin, which prints a facsimile of the check. This remarkable verdict has been sustained by the Supreme Court of California. It is said to be the largest sum ever paid under such circumstances, which one may well believe. According to the Bulletin the company's first offer to the injured man was \$500. He sued in the court at Fresno, and on the first trial was granted \$100,000. Fearing that this would be held excessive on appeal Mr. Zibbel agreed to accept \$70,000. The road, however, took the case to the highest court and put forth its best efforts to secure a reduction; but Mr. Zibbel now gets his \$70,000 with interest from December 31, 1906. The gross sum includes also the costs.

Special Train on Labor Day.

On Labor Day, Monday, September 4th, the Erie will run a special train composed of day coaches, parlor car and dining car direct from Port Jervis to New York without stops, leaving this city at 6.30 p. m., and arriving in Jersey City at 8.45 p. m. The dining car will be open at 6 p. m.

Killed on Erie Short Cut.

Joseph Lichtatz was struck and fatally injured by a light engine on the Erie railroad near Plandserville, in Bergen county, N. J., on the "Short Cut" late on Monday afternoon, while crossing the tracks.

TWO KILLED AT R. R. CROSSING

Auto of Montgomery Farmer Struck and He and His Wife Killed.

TWO CHILDREN NARROWLY ESCAPE

On the Way to Hear a Band Concert at Walden When Walkhill Valley Train Ran Them Down at Belless Crossing.

Walden, N. Y., Aug. 18.—George Wait, one of the most prominent residents of this section of Orange county, and his young wife were instantly killed; and their two children, Helen, ten, and George, Jr., three, narrowly escaped death this evening, when the automobile in which they were riding was run down by an express train at a level crossing.

The Wait farm, near Montgomery, is one of the finest in Orange county, and Mr. Wait was counted a man of large means.

Accompanied by his wife and children, he started for Walden at 7.30 last evening to attend a concert. He was driving the car and his wife was on the seat beside him. The two children were in the tonneau.

There is a bell to warn persons of the approach of trains at Elmer's crossing of the Walkhill Valley Railroad, but the storm this afternoon put the bell out of commission.

Just as Wait drove his car on the tracks an express train, bound south and running at high speed, struck the automobile. The automobile was tossed in the air. Mrs. Wait was thrown 40 feet and fell under the locomotive. Her car was horribly mangled. Wait was caught under the wrecked automobile and crushed. The two children were thrown clear of both automobile and train and escaped without a scratch.

The train stopped 300 yards down the tracks and the crew and passengers ran back.

The children were found in a field 50 feet from the scene of the accident. The girl was holding her little brother in her arms and both were crying.

HIT BY ENGINE, BORYK MAY DIE

Erie Shop Employee Struck as He Crossed Tracks Friday Afternoon.

John Boryk, an Austrian employe of the Erie car shops, while crossing the west-bound main track near the car shops at 5 o'clock on Friday afternoon, was struck by passenger engine 940 in charge of Engineer C. S. Duryea, and sustained a severe scalp wound and injuries to his spine. Both legs were paralyzed.

The engine had just been detached from Erie train 27, the west-bound Mountain Express, after making its run on the New York Division, and was on its way west to the roundhouse. Whether or not Boryk saw or heard the engine approaching is not known as his condition was critical, when he was taken to the Port Jervis Hospital, and he was unable to give any statement of how the accident occurred.

The unfortunate man resides at No. 9 King street, this city.

Erie Cuts Express Co. and Will Handle Own Foreign Shipments.

The Erie Railroad Company, it was learned Tuesday, had made arrangements to forward consignments of merchandise from England and other European countries destined for this country through its own agents, instead of by the Wells-Fargo & Co. express, as has been the custom heretofore. The Erie management finds, it is announced, that the business can be handled more economically by its own agents as they, by personal attention, get more satisfactory results than the express company, which has such a large volume of business to look after. Wells-Fargo & Co. will continue to handle all the express business of the Erie system proper.

Erie Orders 4,000 Cars.

The Erie Railroad has let contracts to various car building companies for 1,000 steel underframe box cars, 1,000 steel coal cars, 1,000 steel gondola cars and 1,000 steel hopper cars. Five hundred flat cars will be built in the Erie shops and contracts for 500 more will be let in a short time. Forty passenger cars will be built, but the contracts will not be let for a few days yet. The company has also arranged for the construction of 40 locomotives with various locomotive builders, and expects to build 20 locomotives in its own shops.