

**IS THAT TRIP REALLY NECESSARY? An Editorial**

Are you planning on taking a motor trip this winter? Is it necessary or is it for a Vacation? If the latter happens to be true—do you have plenty of time, in case you run into bad weather or have car trouble.

These are some of the things that should be well thought out and discussed before making definite plans and commitments for a winter motor trip.

If you are planning a Vacation Trip—allow yourself several days leeway for both laps of the journey in case you should encounter a bad storm or car trouble.

Does this sound like old-fashioned and out-dated advice? Perhaps you believe everything the weather man says in his forecasts (because you really want to go somewhere), and have implicit faith in your dependable family auto—(after all, the old buggy has never let us down yet). So-o-o, when the whistle blows and you get your work completed—away you go—down a nice bare highway—good clear weather—everything just finer than “frog-hair”.

You arrive at your destination safe and sound. Your Hosts entertain you royally—you have a wonderful time—the weather is bright and sunny. You go to bed feeling confident that the weather man has really “hit-it-right-on-the-nose” with his predictions.

You are awakened in the morning by the sound of a snow shovel scraping on the sidewalk—suddenly, the weather man has changed his tune! An unexpected storm, changed directions, and came up out of the “Sunny South” catching everyone flat-footed—but don't worry, it will fall off by midnight.

Thus you change your plans and decide to get a real early start in the morning so that you will be able to do your “turnpike driving” during the daytime.

The only trouble is—during the night the wind started blowing and is now howling outside—and with 8 to 10 inches of snow on the ground and still snowing—you guessed it, you have to drive over 300 miles home in a blizzard.

The local drivers aren't used to driving in snow—traffic crawls along—the windshield wipers get loaded up with ice—you can't see out—visibility is practically zero any way.

At last you reach the turnpike. The first few miles is very heavy and slow moving, with people trying to get to work—then you finally get to moving right along—until you catch up with a truck going slowly up an incline in the road. The snow is blowing so hard around it that you can't see to pass—so you follow along. Your windshield wipers get loaded up with ice again and you have to stop and clean them off.

Finally the storm lets up a little and you manage to pass the truck—and heave a sigh of relief—only to have to repeat the process again and again for 80 miles.

By that time your nerves are almost shot—your wife's are! You are only a few miles from the exit when you catch up to a line of traffic following a snow plow moving almost 0 miles per hour. Traffic comes to a halt at an overhead bridge—they move on—YOU DON'T! Your car has stalled and won't start!

You are stuck! You are in the passing lane of the highway—you have a white car—it is still snowing hard—and the wind is howling—visibility at times is zero! Each time a car or truck approaches you expect to get rammed in the rear. You stop a truck and ask to have a tow-truck sent back. You wait an hour—it keeps getting colder and colder—with no heat in the car. Finally you set off on foot, walk a half a mile in snow over a foot deep and reach a gas station, only to find that they are too busy to help you out.

Eventually, a kind hearted “Cop” comes along—radios for a wrecker, drives up and rescues your wife from the stalled car and then tells the garage man to see that you are taken care of.

Now—we ask you—was that trip worth it? If you doubt that this is a true story—ask the little woman. She will probably tell you that She isn't going anywhere until next July!

**STATE OF NEW YORK  
DEPT. OF MOTOR VEHICLES  
OFFICE OF COMMISSIONER**

To:—Deputy Commissioners, Division Heads, District Motor Vehicle Supervisors, County Clerks, and Police Agencies.

Subject:—Use of Advertising or “Booster” Plates in One Plate year

Question has been raised as to the legality of displaying advertising, promotional, or other legends or devices in the space which will be blank in 1964 and which in two years would ordinarily be occupied by a front license plate.

Section 402-2 of the Vehicle and Traffic Law provides in part: “nor shall any plate be used

other than those issued by the commissioner.”

Section 402-1 provides in part:

“provided, however, that in any registration year for which only one number plate is issued, such number plate shall constitute a set of number plates for the time in which such use is authorized, shall be displayed on the rear of the vehicle and none shall be displayed on its front, except in case of a tractor when such number plate shall be displayed on the front of the vehicle and none shall be displayed on its rear.

The word “plate” refers to number plates which serve for identification purposes and also to indicate the vehicle has been registered. No plate or insignia should be used on a motor vehicle when the form or design thereof could be mistaken for a number plate issued by the Commissioner. Accordingly, any plate which contains only numbers or letter or a combination thereof would be improper. Also, no plate would be proper which would in any way tend to indicate by the use of the words New York or the initials “N. Y.” or a year in connection

therewith, or the use of orange and black color scheme that it has been issued by the State of New York.

Whether or not a particular “booster” plate violates the statute is a question of fact to be determined by the courts. Convictions have been had in Buffalo City Court (People vs. Rubin, September, 1939) for the use of souvenir foreign plates and in Queens Magistrates Court (People vs. Gregorius, July 19, 1939) for displaying two sets of plates.

Whether or not any particular plate violates the statute is a question of fact to be determined by the courts and no advisory opinion on any particular proposed plate should be given by our personnel.

The use of special number plates of the same number as last year in the front bracket in a one plate year seems specifically prohibited by Section 402-1—and none shall be displayed on its front”.

WILLIAM S. HULTS, Commissioner

**Turning Back  
The Pages  
of Andover History**

(Taken from the Files of  
The Andover News)

**50 YEARS AGO**

January 9, 1914

J. H. Backus, Publisher

George H. Beck was installed as Master of Andover Lodge No. 558 F. & A. M., Monday night.

The body of William Brogan, 36, who died in Cincinnati, Ohio, was brought to Andover for burial Wednesday. His wife and several children survive.

Miss Anna Gallagher was a guest last week at the home of her brother, P. J. Gallagher of Salamanca.

Miss Leona Hunt has accepted a position in Buffalo and left Monday for that city.

Raymond Snyder was a business visitor in Binghamton last week.

Mrs. John J. Mullen and son of Erie, Pa., and Mr. and Mrs. John Monroe of Slate Creek were New Year's guests of their parents, Mr. and Mrs. Bansom Monroe.

Mrs. Sidney Frisbey and Mr. and Mrs. Fred Fasset of Wellsville, M. L. VanWoert of Corning, Mrs. George Grantier of Hornell and Miss Maude Lee of Dansville were New Year's guests of Mr. and Mrs. A. C. Frisbey.

**40 YEARS AGO**

January 11, 1924

J. H. Backus & Son, Publishers

Mrs. H. B. Williams, 48, died January 1st, at the home of Mr. and Mrs. J. P. Williams of Freeport, Ohio. Her husband and a son survive.

Miss Ruth Minges leave Andover Monday for New York City where she will enter Bellevue Hospital in training as a nurse.

Editor J. Harvey Backus was in Utica Tuesday in attendance at a meeting of the Legislature Committee of the New York Press Association.

Village President and Mrs. E. J. Atwood are passing the week in New York City.

John Mulcahy of Olean was called to Andover Sunday on account of the sudden illness of his father Patrick Mulcahy.

Miss Elizabeth Volke of Canisteo, who has been spending several days with her sister, Mrs. Ralph Temple, returned home Sunday.

Miss Veronica Hyland has returned to her work in New York City after spending some time with her parents, Mr. and Mrs. Edward Hyland.

**30 YEARS AGO**

January 5, 1934

J. H. Backus & Son, Publishers

Mrs. Henry Stephens, 84, died Wednesday, January 3, 1934. Two daughters survive.

Miss Doris Whitney of Andover and Lee Marvel of Alfred Station were united in marriage by Rev. Walter Dynes, Sunday, December 31st.

Mrs. G. B. Proper returned Thursday from several days passed in Buffalo at the home of her daughter, Mr. and Mrs. Lawrence King.

Mrs. Bessie Herrick of New York is visiting at the home of her sister, Mr. and Mrs. W. S. Calhoun.

Mrs. Anna McDonough is passing the holidays at the home of her daughter, Mrs. James Feeley and family of Detroit, Mich.



**The BIG ELMS  
Restaurant**

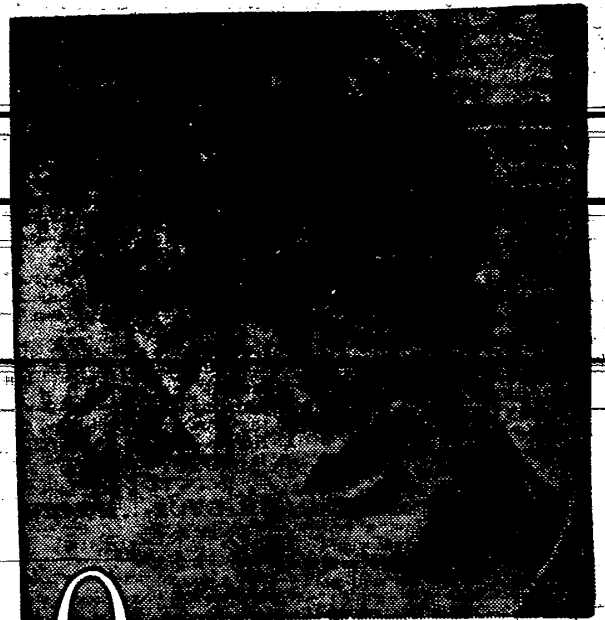
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Bring The Entire Family

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**Are there precautions to take when writing a check?**

Yes—and they are these: Use a pen; make the amount in words and the amount in figures agree; write the former at far left (filling in unused space with a heavy line), the latter next to the dollar sign; don't erase or alter the check; sign it only when completed. Heed these precautions to enjoy fully the safety of paying by check; and make full use of your checking account with us!

**THE CITIZENS**

OF WELLSVILLE, N. Y.

**THE ANDOVER NEWS**

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The News Printing House.

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