PROGRESS OF STAGNATION!

An Editorial

Several weeks ago we made some comments in the Column "News That's Print To-Fit" about improving Kenyon Road by putting a "Black-Top" or some type of permanent type of surface on this much used shortcut to Alfred.

We asked if there were any of the users of this road that were interested in seeing a hard surface on this short section; and if they would drop a letter to the Editor in the mail so we could pursue this subject a little further.

So far, we have had several comments on this subject — but nothing in writing. Thus we will briefly review the advantages of such a program Editorially, and if there are no comments after this, will figure that there isn't any use of pursuing it any further and place the whole idea in file 13 (The waste paper basket, of

To begin with, Kenyon Road is in the Town of Alfred, and from our understanding on the history of the road, at the present time it is an Erwin Road that is on its second 10-year period of the program. When this ten-year period of State Aid is over with, there is no telling at the present time what could happen to it.

Most of the entire stretch of road is either a grade or sharp grade, which makes it difficult to keep from washing badly during a heavy rainfall as long as it is of dirt or gravel construction. Besides this, during dry periods it is very dusty which not only makes it dangerous for the traffic using it, but extremely disagreeable for the farmers living along it. Keeping the stretches in front of these homes oiled would also seem a rather costly expense. Thus to us it would seem that the Town of Alfred would be progressive enough to consider "Black-Topping" a section of it at a time, or the whole thing, in the interest of "keeping a-breast of the times" as well as saving money over a period of

according to our information, the Sunervisor and Town Board of Alfred is against spending any money to "Black-Top-" this section of road. Re nortedly they have made comments that if Andover people use this road-let them pay for this type of improvement — or else go around the other, longer

To us, this seems like a rather stupid and asinine approach to the problem, especially since it appears as if the Village and Town of Alfred profits more from the traffic over this road than the residents of And

It is more than likely true, that quite a few people from Andover use this short cut on their way to and from work at Alfred University and Ag-Tech, which means earning their livelihood there and living here. Thus they would profit from an improved surface on this road.

However, both of these institutions also profit by these people working there since there is a manpower shortage in Alfred and they need working people to help-operate their facilities. Besides, this, there is also a housing shortage there which makes it necessary for some of their instructors to seek homes elsewhere and thus use Andover "for their bedroom."

In addition to this, students going to school at both of these institutes of higher learning also use this road, which directly contributes to the welfare of Alfred.

With all of the expansion programs going on at these schools, the need for more and more outside help is bound to grow by leaps and bounds, so what was a cowpath or sleepy rural road of yesteryear could easily become a busy highway of tomorrow:

Thus it would appear to us that the Village and Town of Alfred would have a lot to gain by modernizing this stretch instead of behaving like the proverbial ostrich "that sticks his nead in the sand lets the rest of the world go buy".

THE ANDOVER NEWS

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Rambles

Hello again, racing fans! Well the weather over the week-end sure tried to make a fool of us as far as Saturday night's races were

concerned anyway.
It started raining around our

It started raining around our home stamping grounds early in the evening so we figured more than likely it was widespread since the weatherman in Wellsville had predicted showers. However, on just a sort or hunch, we finally decided to take a drive to Olean to at least "sit up with a few sick friends at the track" and maybe try to console them a fittle.

The further we drove towards Olean, the harder infained so that by the time we hit Ceres it was really coming down—and was still raining when we hit westons Mills. However by the time we reached the Olean General, it had stopped and by the time that we arrived at the track we found that we had already missed two of the amateur heats. Seems it rained there a little earlier, and since the Officials had been to Perry the preceding Sunday and saw how effective their music was over there, must have born a leaf from their book—and it worked.

A shower halted one of the "B" heats, but soon passed over, and

A shower halted one of the "B" heats, but soon passed over, and with the cars driving around the track, soon had it in shape so that it could be restarted and the rest the races were able to be com-

pleted.
With 68 cars on hand altogether, Olean Speedway had it's largest field of cars to date and the evenings races were highlighted by the awarding of trophies Jack Kemp and Bud Phearsdorf, owner and driver respectively of the winning No. 47 in the Super "B" Modified feature.
The amateurs put on a thrilling

The amateurs put on a thrilling chilling and spilling series of races with Howie Slocum coming home with both trophies as owner and

Amsteur Feature.

The evening's program was marred when Fran Pezzimenti of Allegany and Bill Felton of Hamburg tangled on the second curn. tons' car went high in the air on its nose and then flipped over on top of the Hale Special, driving the transmission back so that it pinned Pezzimenti's foot in the pinned Pezzimenti's foot in the wreck which resulted in sending him to the hospital. Latest reports on his condition are that he was released from the hospital with a badly injured foot—but we doubt if it will keep him out of the racing game very long.

Bud Phearsdorf of Allegany drove a superb race—sometimes

drove a superb race—sometimes wheel-to-wheel but finally edged out Frank Chapman of Waverly, N. Y., so that when the checkered flag was dropped on the 35th lap—it was the end of the race—officially.

However, for Phearsdorf's crew, it was actually only the beginning as Frank Chapman, second place winner, lodged an official protest which made it necessary to tear which made it necessary to tear down both engines. Anytime an official protest is made, in this case, Chapman protested Phearsdorf, the protester has to post \$40 and have his engine torn down.

If the protested car is legal—the owner collects the money; if it is illegal—he loses the race as well as his winning purse. The driver that lodges the protest is also subject to the same treatment if his car is found illegal when it is torn down.

if his car is found illegal when it is torn down.

Hundreds of people gathered around the cars and waited until the wee hours of the morning to find out the results and after careful "miking" much discussionetc, it was found that both engines were legal, so "Bud" annexed another \$40 on top of the \$360 purse he won.

nexed another \$40 of the \$360 purse he won.

Complete results are: For the Amateurs—Heat No. 1 went to Howie Slocum in his 4X; No. 2 went to 2X, Art Johnson; with Houghtaling in No. 96 taking the "Consy" and Slocum winning the feature.

In the Super "B" Modifieds. Heat No. 1 was won by Bill Light in No. 172; No. 2 was taken by Norm DaBolt in No. 31; No. 3 was won by Bill Terrisi in No. 3; and Cliff Norton, who has had hard luck twisting off axles this season, won the "Consy". In the feature, "B'ud" Phearsdorf took the

"Red's" Racetrack | No. 1 slot; Frank Chapman in his No. 111 took second; Pepper Martin in No. 1X took 3rd and Cliff Pierce in No. 16 took 4th.

In other racing action—Sunday turned out to be a beautiful day so that there was an overflowing crowd at the Perry Raceway with

plenty of action and thrills.
Yours truly managed to capture
one of the amateurs as he rolled

Yours truly managed to capture one of the strategies as he rolled over between the 3rd and 4th turns, but at the time the picture was strapped wasn't over just what position the car was in when it was shown the car was in when it was shown the fact the car was in the lift of the car was in the fact of the roll-over; so milit be that new "Rolley" is worked to R. The Amateurs really outdid themselves putting on a good show and during the feature it looked more like a demonstrate it looked more like a demonstrate it looked more like a demonstrate to og cars filed up around the track. In fact, standing out in the infield of the track, we couldn't help but think back to our Army days when they used to have Obstacle Courses—and that's what we would have called this race by the fime that it was over as it was truly an "Obstacle Race" with smashed or stalled cars in many locations around the track.

In the Super "B" class, Art Clark really at them up with that bomb-shell of his powered by that roaring Dodge "Slant-

In the Super "B" class, Art Clark really ate them up with that bomb-shell of his powered by that roaring Dodge "Slantby that roaring Dodge "SlantSix" and after winning the feature, we asked him what he
thought of Chrysler products now.
Art smiled and said that he was
a GM fan himself, but that when
he couldn't beat them—he just
had to join them!

In the Modern Class—"Pete"
Tingue really give it the old
"College Try" pushing his "Olds"
a little too much in an effort to
pass "Art" and spun out several
times on the turns but still managed to stay in the race and finish in the money.

aged to stay in the race and inish in the money.

Winning results were: Amateurs
—1st Heat, Kem Heywood No.
10X; 2nd Heat Don Jetter, No. 17;
3rd Lucky 13 (driver unknown);
"Consy", 6-pack (ditto); Feature,
Don Jetter No. 17.
Super "B": 1st Heat, Herm

Super 1 18. Heat, Heat, Fitznatrick No. 5: 2nd, Art Clark, No. 7; Feature, ditto.

Moderns: 1st Heat, Corky Hewitt, No. 2-1; 2nd Dick Flaig, No. 33; Feature Art Clark No. 7.

We understand that the Boys

over in Perry are really going to have a Big-card over the Memorial Day week-end judging from the Ad that appears in this week's is-sue of the News.

This week-end reaaly opens up This week-end resaly opens up the complete racing circuit as An-gelica opens up Friday night for Amateurs and Modems and the Sportsman's Raceway in Mills (near Ulysses) opens up Saturday night and will run both Wednes-day and Saturday nights there-

sfter.

Speaking of the Mills track reminds us that we were visiting with Gaylord Miller, owner of the track, the other night when he came over to pick up the programs that we printed for him (36 pages each—no less), and he told us that he had headed over to Olean last Saturday night and got as far as Ceres. But, since, it was raining on and off that far, and really coming down there — he turned around and went back home.

During our conversation we ask-

During our conversation we ask I him about the picnic possibil ed him about the picnic possibil-ities over at their track where they have a nice small artifical lake and he told us that if any of take and he told us that it any of the folks wanted to hold a pienic there before attending the races either Wednesday or Saturday night — to come right along. Well folks—time to knock it off —press time! See you at the races of

Turning Back The Pages \circ of Andover History

(Taken from the Files of The Andover News)

40 YLARS AGO

Mey 16, 1924 H. Backur & Son, Pathiaters

J. H. Backur & Son, Patrimers
William Bean, 73, died at his
farm home off South 1979) May
10th. His wife, four sons and two
daughters survive.
Plans are being made by the
Chamber of Commerce to eelebrate the one hundredth anxiversary of the founding of the Town
of Andover.
J. L. Williams will serve as
Trial Juror at the May Term of
Commerce Court County
Court.
P. E. Caple of Elm Valley has
purchased the O. E. Allen Store
in Hornell and will conduct the
business in the future.
W. N. Rice, George Carr, Ames
Rogers, J. Harvey Backus, Walter
Perry, Floyd Shosum and C. C.
Backus attended a meeting of Unone Encampment at Wellsville
Monday evening.

monday evening a meeting of on-ion Encampment at Wellsville Monday evening. E. D. Baker has been appointed delegate to the National Hardware Dealers Association Convention in Dealers Association Convention in San Francisco from the New York-State Association with all expenses paid. He leaves June 3rd.

Mr. and Mrs. Frank Holmes and daughters and Mrs. Grant Sherwood motored to Perry Sunday visiting relatives in that area.

Mr. and Mrs. Raymond McGill were week-end guests of relatives in Eldred, Pa. His mother returning home with them for a visit.

30 YEARS AGO

May 11, 1934 J. H. Backus & Son. Publishers

A May Day Party held Saturday night in the Baptist Church was in celebration of the arrival of the sixth hundredth baby in which Hattie Eggleston eston as she is (Mother Mrs. Eggleston has dance, Mrs. Eggleston has wel-comed babies to this world in the states of New York, New Jersey, Pennsvivania. Ohio, California, North Dakota and in the Canal Zone without the Joss of a mother's life.

a mother's life.

A white frost Tuesday night.
Mr. and Mrs. Howard Inskip
and family of Kenmere were
week-end guests of Mr. and Mrs.

week-end guests of Mr. and Mrs.

K. S. Thorne.

Mr. and Mrs. Hildred Hann and children were week-end guests of Mr. and Mrs. E. F. Stearns.

Mrs. Arling Baker and Mrs.

John Common were dinner guests of Miss Carolyn Hincher at Elmirs Friday.

of Miss Assuration of Miss Assuration of Miss Assuration of Mayor E. A. Mullen was a business visitor in North Umberland, Pa. Wednesday and Thursday.

Departhy Oakes of the

ness visitor in North Umberland, Pa., Wednesday and Thursday.
Miss Dorothy Oakes of the Bethesda Hospital, Hornell, passed Saturday with her parents, Mr. and Mrs. John J. Oakes.
Mrs. Arling Baker, Miss Minnie Clair, Mrs. J. L. Williams and B. A. Clair motored to Angelica Tuesday where the ladies attended a meeting of the Past and Present Matron's and Patron's Association.





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