

**BY-PASSING "BY THE PEOPLE" An Editorial**

Any government—be it empire, monarchy, dictatorship or democracy — is government of the people. After all, government can't govern anything else but people. Every form of government that ever existed has claimed to be governing for the people. Only in America, however, has government by the people been an established principle.

The provision for vote by the people on school budgets is one example of that principle in practice. Another example is the requirement for vote by the people on proposals to commit the State to contract for obligations which the people must pay in the future.

A state law enacted this year puts into effect a proposal that the people of the State rejected overwhelmingly by their direct vote in a referendum in 1962.

In that referendum, the people said that they did not want their state officials to obligate them to annual payment to subsidize rents in middle-income housing for years in the future. State officials have been given the power to commit them to that obligation under a 1964 law, the Citizens Public Expenditure Survey, Inc., reports.

In a school district (West Seneca Central School in Erie County) the people at a school budget meeting this year turned down a proposed budget by a vote of 500 to 400. Then a school board member proposed another vote.

As the Buffalo Courier-Express reported, "Strangely enough, almost all of those who opposed the budget originally left the meeting after the first vote was taken but nearly half of those supporting it stayed. On the 2nd ballot the budget was approved 196 to 17.

The school district budget apparently is now legally adopted. The middle-income housing subsidy program is now law. Both were voted down by a majority of the people but the people will have to pay for both.

This is government of the people. There are those, no doubt, who will claim it to be government for the people.

But can anyone honestly claim that such tricks are government by the people?

Now we have a battle on our hands in the State Legislature because organized labor is making more demands for fuller benefits under the unemployment insurance law.

The Empire State Chamber of Commerce last week charged that "increasing the taxable wage base in unemployment insurance from \$2,000 to \$3,600 per year would cost New York State employers \$70 million in additional taxes in its first year of operation." This figure is based on a 14% increase in rates resulting from the increased tax base as related to 1963 employer taxes of one-half billion dollars.

"The Empire State Chamber of Commerce is unalterably opposed to increasing the tax base at a time when the N. Y. State Unemployment Fund has reserves in excess of \$1 billion, is among the most solvent in the country, and is twice the size of California's reserve fund", according to a statement made by Mr. Paul P. Henkel, Chairman of the State Chamber's Social Legislation Committee.

The State Chamber's contention is that a result of increasing reserves at this time would be to open the door to organized labor's continued drive to raid the fund by legislative proposals for dependency benefits, waiver of the 1-week waiting period, unwarranted increases in benefits and extending duration unreasonably. If these and other proposals by organized labor had been passed at the last Legislative Session, the Chamber contends it would have cost the Unemployment Insurance Fund a conservatively-estimated additional \$300 million each year.

It is up to all of you taxpayers to raise your voices and make them heard loud enough so that your duly elected representatives vote the way you want them to vote—not let a handful of pressure groups dictate the way they want things to be changed as well as run!

**Turning Back The Pages of Andover History**

(Taken from the Files of The Andover News)

**50 YEARS AGO**

July 24, 1914

J. H. Backus, Publisher

Mrs. Annis Z. Langworthy, one of the oldest residents in this vicinity, died Friday at her home in Railroad Valley. Three children survive.

Gasoline selling at 12c per gallon is the lowest price at which it has been sold in years.

Mr. and Mrs. Floyd C. Brundage of Salt Lake City, Utah, are visiting his parents, Mr. and Mrs. J. M. Brundage.

Miss Leona Hunt left Wednesday for Binghamton, where she has accepted a position as stenographer.

Mrs. Edwin Carpenter of Georgetown, S. C., is visiting her mother, Mrs. Elizabeth Bassett.

T. T. Cummings of Tampa, Fla. returned home this week after spending some time with his sister, Mrs. Harriet Mead.

Misses Blanche Redmond, Elizabeth Bassett, Hazel Strickland and Nellie Lynch, have been passing the week at Cuba Lake.

F. E. Hinchey came home Sunday from Windsor, Canada, for a visit.

E. F. Stearns and Frank Martin are enjoying a fishing trip to Cuba Lake.

**40 YEARS AGO**

July 11, 1924

J. H. Backus & Son, Publishers

H. S. Rogers was installed as Noble Grand of Andover IOOF Lodge Tuesday evening. Roy Nichols is Vice Grand.

Miss Anna Courtney of Andover and Robert E. Curtis of Matamoras were united in marriage last week.

O. R. Henderson and family of Rochester are visiting her parents, Mr. and Mrs. E. S. Baker.

F. M. Lee spent the Fourth of July in New York, Plainfield and New Brunswick, N. J.

Andrew J. Lynch died at his home in this village Saturday, July 6th.

Mr. and Mrs. P. L. Lynch have returned to their home in Patterson, N. J., after passing a few days with her mother, Mrs. Bridget Garvin.

Mr. and Mrs. Mark Sheppard of Buffalo were week-end guests of her parents, Atty. and Mrs. C. L. Earley. Mrs. Leo Snyder returned home with them for a visit.

Mr. and Mrs. J. Archie Diffin of Peoria, Ariz., arrived in Andover this week for a visit with his parents, Mr. and Mrs. John Diffin. Mr. Diffin has been principal of the Peoria High School the past year.

Mr. and Mrs. Jesse Baker of Corning were in Andover to attend the Baker Reunion on the Fourth and remained in Andover for a week's visit.

Mr. and Mrs. Fay Bloss and daughter of South Bend, Ind., are visiting his parents, Mr. and Mrs. E. L. Bloss.

Editor J. Harvey Backus is attending a meeting of the State Publishers Association at Alexandria Bay.

**30 YEARS AGO**

July 6, 1934

J. H. Backus & Son, Publishers

James P. Cannon, 63, one of Andover's most prominent merchants, died unexpectedly from a heart attack early Friday morning. He had been a merchant on Andover's Main Street for 45 years. Surviving are his wife, a son, a daughter, a sister and three brothers.

Miss Edith Paine of Waterloo and Milton Richmond of Whitesville were united in marriage at the home of George Beebe Saturday at high noon.

Mr. and Mrs. Vincent C. Connors of Utica are the parents of a daughter, born June 29th. Mrs. Connors was formerly Miss Marie Walsh of Andover.

Mr. and Mrs. Victor Hoagland and family visited his sister, Mrs.

**"Red's" Racetrack Rambles**

Hello again all you racing fans! Well its time to start "Roving with 'Red' in his Rambles" with this week being a little different.

Friday night, we thought we had to see the "Hurricane Hell Drivers" in their appearance at Olean Speedway, so took in that show instead of covering the race at Angelica.

This type of show is good entertainment for anyone wishing to see good precision driving skill and is wonderful if you haven't seen anything like it before. However, after you have seen one of them, most of them are pretty much the same and according to our memory are all a little tame to the original "Lucky Teter" and his "Hell Drivers" that we saw perform at the New York State Fair in Syracuse just before World War II. At that performance their show was climaxed by a driver hurdling his car up a ramp and then thru the air across a Greyhound Bus—LENGTHWISE. We have seen many shows since then but no one has every duplicated that stunt and according to our recollection that driver was killed a little later putting on a show somewhere in the South.

At Friday night's show we caught a picture of one stunt driver as he dove a '59 Plymouth into an old parked car from a height of about 10' which he had gained by going up an inclined ramp at high speed. We also snapped a shot and caught one of the new Dodge Dart's in mid-air directly over a Dodge Convertible that was passing underneath the other car in its ramp-to-ramp jump. This is good training—but a feller can't make any money from pictures like these!

According to a News Release from Angelica Raceway: Mighty Moe Kessler of Delevan toiled his '60 Chevrolet into the winners circle for the second straight Friday night at Angelica Raceway.

Bill Layfield marched into an early lead, which he held for the first five laps. Eddie then took over the front spot with Dick Flaig in hot pursuit. They fought it out wheel to wheel down the straightaways and bumper to bumper thru the turns with a crowd of 1400 racing fans up and screaming. On the seventeenth lap Anchor took the third turn on the outside as Flaig tried to dive underneath him. Flaig's steering sector let go and he crashed into Anchor. This brought out the red flag and the race was lined up single file with Anchor in front. Anchor led the restart into the 1st turn and then was sidelined with a broken "A" frame. Since he did not complete the first restart lap the race was again halted but Anchor was unable to report. This gave the lead to Kessler as the green flag unfurled and he held on to take the checkered flag. Don Klink, Bill Layfield and Irv Hall fought a crowd pleasing duel for second with the final results Klink, Layfield and Hall in that order, with Jim Huffman coming on for fifth.

The climax feature was a wild affair with plenty of action. Rod Cummins led the first two laps and pulled to the outside with motor trouble and Don Jetter took the lead. Bill Tingue moved up through the pack to challenge Jetter for the top spot and moved his red Ford in front when Jetter was delayed by a lap car. Herb Layfield then moved in to make his presence known as the

three cars fought for first. Lap cars again played an important part as they delayed Tingue and Jetter long enough for Layfield to take the lead. Glen Davis then rolled off the fourth turn but emerged uninjured so the race was permitted to continue. On the seventeenth lap Tingue and Layfield collided on the back stretch with Layfield ending up in the infield. Tingue then bumped Jetter in the fourth turn with Jetter rolling off the track into a light pole. The red flag was brought out and the race declared complete, since there were only three laps to go and the first and third place cars could not make the restart. This gave the win to Layfield, with Tingue second. Jetter third, Bob Laird, fourth and Milt Stiles fifth.

The second late model heat was restarted 3 times when the entire field was unable to complete the first lap. The first halt was caused when Don French, Irv Hall and Wee Willie Bennett shot over the 2nd turn. The 2nd was caused by French's unexpected exit again over the 2nd turn while the final restart was created by Dick Flaig's trip off the 4th turn.

The first semi was a crowd pleaser with Don Klink, Eddie Anchor and Wee Willie Bennett fighting it out for the entire route. Klink led all the way until Anchor blasted through on the inside to nose out Klink at the wire.

The demolition derby awards went to Tony Olejniczak for the best show, while the prize for the last car running was divided between Toad Ludden and Jim Quant whose cars stalled simultaneously after a jarring rear end crash.

At Olean Speedway Saturday night, Moe Kessler of Delevan, No. 41, driving his 1950 Chevy, put on a superb driving exhibition that was almost out of this world. Starting from the No. 28 spot, he outgunned and out-drove the entire field including high-point leader Don Wood, No. 203, of Bolivar. By skillfully maneuvering his way through the pack of 33 Modern Stock Cars, he overtook Wood on the 41st lap of the 50-lap Championship Race to claim the Mid-Season Championship Honor.

Moe Kessler, making his debut at Olean Speedway, showed the fans why he is rated as the No. 1 driver in the Eastern Racing Circuit. Moe not only appears to have the hottest cars, but has the driving skill, stamina and determination to start at the rear of the field and never take his eyes off of the winning spot — since Moe doesn't use or have a rear-view mirror on his car. He doesn't look back—only ahead—to be the winner.

The big show started when Jim Hakes grapped the early lead with Don Wood and Dick Anderson jockeying for the No. 1 spot with the lead changing several times in the early part of the race. Don Wood led for the first 12 laps, with Jim Hakes overtaking him and holding the lead until approximately the 18th lap where Dick Anderson took over and held the lead until around the 21st lap. Here, Don Wood recaptured the lead and held it for several laps until Hakes skillfully slid thru traffic to take over until the 32nd lap when he was involved in a pile-up on the home stretch with Wood again going out in front again. Don then led the field until the 41st lap when "Mighty Moe", who had been steadily pulling up through the rest of the field, caught him on the No. 2 turn and roared out into the lead which he held for the remainder of the race.

One of the highlights of the race was the terrific competition between Dick Anderson, No. 56, of Pike, piloting his 1961 Chevy, and Don Wood as they had their own private battle until Dick blew a tire on the No. 4 turn and spun out.

The Modern Stock Feature only had to be re-started once which was on the 1st lap when Phil Mott in his Circle 5 spun out on the No. 1 turn.

The highlight of the modern heat was when Les Kennison, driving No. 74, from Salamanca, flipped his car end over and into the pit area, totalling the car. Ken, luckily managed to escape. Continued on Page Four

**THE ANDOVER NEWS**

Published Weekly by THE NEWS PRINTING HOUSE  
 Jeanne Backus Allen and Ralph A. Allen, Owners  
 Entered as Second Class Mail Matter at the Post Office at Andover N. Y., under the Act of Congress, March 3, 1879.  
 Subscription Price \$3.50 a year