

WHERE ARE YOUR TAX DOLLARS GOING?

An Editorial

Have you ever paused to reflect on the question as to where all of your hard earned money that is being taken away from you in taxes, is actually being spent for?

With the Conventions almost over for the 2 leading parties, from now through November the public will be saturated with all kinds of political propaganda, news reports and news releases from all sources including the candidates themselves.

Thus, now is the time for all Taxpayers to raise their voices to their candidates to see what can be done about the halting of Public Expenditures and the lowering of Taxes.

The cost for public welfare programs and their administration alone, in Allegany County was \$943,753 in 1963, according to a recent report by the Citizens Public Expenditure Survey, Inc., a statewide tax research organization. (And we strongly suspicion that if our memory is correct that it will run over the Million Dollar mark this year according to this year's budget.) This is an increase of 2.3 per cent compared with the 1962 total of \$923,045.

The monthly average number of recipients was 1,233 for the County during 1963 or 28.1 for every 1,000 county residents. This was an increase of .6 per 1,000 county residents from the 1962 figure of 27.5 per 1,000 county residents.

Despite the fact that Allegany County lost 100 persons over the past year, 24 more people are receiving public welfare!

On a statewide basis, the total cost for public welfare programs increased as did the number of recipients!

The total state sum for welfare programs and their administration during 1963 was \$678.9 million, an increase of \$89.1 million from the 1962 total of \$589.8 million, a 15.1 per cent rise.

Who, "Dear Citizens", is going to have to pay for this increase in aid, as well as the more than probable annual increases unless—"We the people" put a stop to it?

There are those that will tell you that the Government will take care of this. But what they neglect to tell you is that "We the people" are the only source of income that the Government has — either directly or indirectly!

If we are not willing to sit back and passively accept more tax increases, whether they will be in the form of a "Sales Tax" — "Property Tax" — or what have you, NOW is the time to start screaming about higher expenditures in Government — at all levels!

As the candidates for public office come out to meet and talk to the "people", here is the golden opportunity to let them know that we want expenditures kept within available revenues, and are not looking forward to any tax increase in the next few years.

You'll be told, "We just have to have more money in order to provide the services people are demanding."

When you hear this statement, just ask yourself how many new services you have asked for in the last ten years, or how many your friends and neighbors have asked for.

Since State, County, and local expenditures have risen faster than population in the state-wide economy, income from existing taxes is certain to be insufficient.

The only alternative to new or increased taxes is to achieve a balance between expenditures and the yield of existing taxes. This is the real key to tax control, for it is only by controlling expenditures that taxes can be controlled.

Thus it is up to every citizen to raise their voice to all public officials whenever they see taxpayers money being wasted and to keep the "Press" informed as well as support it when it takes up the battle!

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50 YEARS AGO

Aug. 14, 1914

J. H. Backus, Publisher.

B. M. Austin of McFall, Mo., is visiting friends in this vicinity. John Angood returned Monday from a visit with Pennsylvania relatives and friends.

Miss Mary O' Donnell of Pittsburgh, is visiting her sister, Mrs. E. Doran.

Robert Stout is home from New York City for a visit with his parents, Mr. and Mrs. Murviel Stout.

Mrs. Jesse Baker and children are visiting her sister, Mrs. Correll Livermore at Arkport for a few days.

John Wilcox accompanied his daughters, Mrs. Proper and Mrs. Carr to their home in Moscow, Monday.

Miss Helen Corey went to Syracuse Wednesday for a few weeks visit at the home of her Aunt, Mrs. Mae VanZant.

Rutherford Deming with his Aunt, Mrs. Wisner Cook, are visiting friends in Warren, Owego and Binghamton for a few days.

Frank McGuire and John Stanton of Chicago are visiting their Aunt and Uncle, Mr. and Mrs. Daniel McGinty.

Rev. E. J. Rengle of Olean was a pleasant visitor in town Tuesday.

Misses Mary and Julia Raufenbarth returned Wednesday after a few days visit with Wayland friends.

40 YEARS AGO

Aug. 1, 1924

J. H. Backus & Son, Publishers

Dr. H. G. Storer, M.D., is opening offices in Andover today.

John Eisant, father of the late John Eisant, Jr., will come to Andover about August 10th as superintendent of the Albert Godde Bedin Silk Mills here.

Mr. and Mrs. Eben West of the parents of a son, born Sunday, July 27th.

Miss Mary Dean returned to Lackawanna Monday after spending two-weeks' vacation at her home here.

Misses Jane Kellogg and Jeanette Streeter of Greenwood are guests at the home of Mr. and Mrs. P. M. Swink.

Mrs. F. A. Richardson returned to her home in Hornell Friday after passing a few-days visiting her brother and family, Mr. and Mrs. George Guinn.

Mrs. Amy Travis and Miss Fannie Spaulding of Washington, D. C., are guests at the home of Mrs. Delia Hunt and other Andover relatives.

Mrs. Margaret Garvin attended the celebration of Rev. Father Shea's first solemn Mass in the Immaculate Conception Church, Wellsville, last Sunday and the reception at the family home later.

Mr. and Mrs. H. L. Woy and Mr. and Mrs. Frank Fendel of Long Island were guests of Mr. and Mrs. George Beebe the first of the week.

A. L. Rogers and B. B. Hann delegates from the Andover Hook & Ladder Co., attended a business meeting of the County Firemen's Association in Friendship last evening.

30 YEARS AGO

July 27, 1934

J. H. Backus & Son, Publisher.

N. M. Lanphear, 90, died Monday, July 23rd at his Railroad Valley home.

J. W. Jenkins, 95, a native of Andover, died July 26th at Hammondsport after a long illness. His wife, Ella Hartrum Jenkins, a son and a daughter survive.

Mr. and Mrs. John Vincent were in Genesee, Pa., Tuesday evening where Mr. Vincent gave an illustrated lecture on Japan.

W. S. Calhoun returned Monday from the New York State Clinic at Buffalo, where he underwent surgery.

Mr. and Mrs. Luther Hyde, son and daughter of Philadelphia, Pa.,

"Red's" Racetrack Rambles

Hello again all you racing fans — and drivers.

It sure seemed good to have a nice warm evening at the Angelica Raceway for the thrilling race program that saw several records shattered.

For the first time in several years the races weren't rained off although a rather fierce thunderstorm struck Angelica before 1 A. M. and undoubtedly struck anxiety and fear into some of the fair exhibitors and concessions as well as the operators of the rides, etc.

Then too, a record crowd in itself, saw "Eddy" Anchor, No. 55, set a new late model track record of 3 minutes and 27 seconds in a 10 lap heat, which tied him for the track's fastest time ever set — by "Bud" Johnson in a super modified car several years ago.

In the 35 lap late model feature Eddie Anchor jumped from his third starting position to the first spot on the 8th lap and romped home in front to win the Midseason Championship of Angelica Raceway. High point man, Pete Tingue, took the lead on the opening lap and paced the field for the first 8 circuits, with Anchor and Moe Kessler in hot pursuit. While Tingue and Kessler dueled for the lead, Anchor ducked by on the inside and took the lead. Pete and Moe traded the second spot back and forth while Dick Flaig and Irv Hall battled for fourth.

At the half way point, Kessler tried to pass Tingue on the outside of the third turn and Kessler went over the bank. This gave Tingue the second spot, while Dick Flaig moved into third. They held these positions down to the finish with Don Wood fourth and Zon Davison fifth.

Hard luck struck at two of the popular top contenders in the latter part of this race as both Irv Hall, No. 300, and Corky Hewitt driving Roger Otts' former Buick, twisted off their left front axles between the No. 1 and No. 2 turns which saw these wheels go rampaging over the bank and go crashing into cars that were parked at that end of the track.

Strang's Hudson long enough to start in the pole position and lead the 19 car field home to victory over the 25 lap route with Bill Tingue in hot pursuit and gaining fast on Layfield until he was forced into some stalled cars on the inside of the fourth turn. Bob Laird then moved up to second, with John Weaver finishing third.

At the Olean Speedway Saturday night, all of the scheduled races were run off including the 75 lap open invitational modern classic, despite the threatening skies and bad weather which kept getting sorer and sorer as the evening wore on until yours truly wished that he had donned his insulated underwear before the races.

The 75 lap "Open Invitational" Feature was started out in big time racing pagentry with the drivers lining their cars up in front of the stands with their pit crews and supplies behind them and then taking a hqw as each driver was introduced to the fans. As is the custom in track championship races, the drivers were lined up according to their point standings and were started out in these positions.

Don Wood, No. 203, high point man started out in the pole position with "Little Joe" Tomes, No. 13, not far behind him so that within just a few laps these 2 expert veteran drivers were engaged in one of the greatest duels that we have seen in a long time on an area dirt track.

Lap after lap "Little Joe" would close up on Don coming off the

are visiting her mother, Mrs. Louise Johnson.

Mr. and Mrs. James Feeley of Detroit, Mich., are visiting her mother, Mrs. Anna McDonough.

Emercy Hann of Norwich is visiting Andover relatives and friends.

Mr. and Mrs. Menzo Burdick of Elm Valley, Miss Cora Brunn of Plainfield, N. J., and Mr. and Mrs. Floyd Goodnoe of Greenwood Hill were Sunday guests of Mr. and Mrs. H. P. Burdick of Coldwater.

corners only to have him pull away a little going into them. Time after time it seemed to the electrified fans that Joe was going to make it only to end up practically on Don's bumper in the turns.

In the meantime the slower cars were being lapped not once but several times with the next contenders being at least half a lap behind until Ken Waltz, No. 18X, spun out in the middle of the track between the No. 3 and No. 4 turn, partially blocking the track. Ken was able to get out of his car but within a couple of laps Merv Treichler, No. 58, in his '61 Studebaker, partially lost his bite on the track and plowed into the abandoned car. The impact was so great that it tore the complete undercarriage of Ken's car out and spewed gas and oil all over the track which necessitated halting the race until the mess could be cleared up and the spilled gasoline burned off the track.

The restart which was made in Indian File, gave the runners-up a decided advantage since they were right in back of the two leaders but this still didn't help them any as Don and "Little Joe" soon walked away from them to continue their bumper to bumper duel. Finally on the 66th lap, Tomes managed to pull abreast of Wood between the No. 1 and No. 2 turn and pulled away from him on the backstretch with Don having to drop out of the race soon afterwards when his clutch burned out from the terrific pace set throughout the entire race.

Though many top flight drivers were on hand for this sensational race, this rugged test of endurance proved too much for many of the excellent, though high-tuned pieces of machinery, with only Tom crossing the wire for the "checker."

Zon Davison, No. 39, of Cuba, sheared an axle on the backstretch; Ray Jordan, No. 3, also of Cuba, last week's winner, blew his transmission; and Jim Hakes, No. 37, stripped his distributor before the race. An example of good sportsmanship was shown here when "Little Joe" Tomes took the distributor out of his own personal car and loaned it to Hakes only to have that one fail on him after the feature was well under way.

Joe Tomes, being both owner and driver of his familiar No. 13, won not only one — but both beautiful 21-inch trophies awarded by Miss Jeanne Moody, Miss Olean Speedway, to the winner of this 75-lap Open Invitational for the Modern Stock Division.

The Sportsmen Class, not to be outdone, put on a shining example of superb driving. Starting 33 cars in the feature, Darryl Roof, No. 7X from Cuba, made it his 2nd feature for the season at Olean Speedway by finally coming out on top of Tiny Timme, No. 80X, of Wellsville; Bob Bowen, No. 18, from Ellicottville; and Bob Gerspacher, No. 65, hailing from Hamburg. These four front runners volleyed back and forth in a tight, breath-taking battle for the lead during the entire 25 laps of this Sportsmen Feature, both in and out of traffic.

A multi-car pile-up on the 2nd turn during the 7th lap resulted in 12 cars unable to take the green flag for the restart.

Another one of the evening's thrills saw one of the cars get rammed on the No. 4 turn with it completely jumping the barricade and retaining wall to end up high and dry on the bank behind.

One of the most spectacular shots of this race caught a wheel flying off of one of the Sportsmen's Cars near the No. 4 turn when a front axle was sheared off with the wheel finally colliding with the newly built railroad tie barricade which stopped it dead — a threat to neither the spectators or drivers. This heavy barricade now runs from the No. 4 turn on down in front of the stands all the way to the starter's platform.

In a spine-chilling accident during the first modern heat, Ron Taylor, No. 721 of Salamanca, crossed himself up coming off the No. 2 turn, flipped high in the air and sailed far into the pits off the backstretch, landing upside down near the pit concession stand. Although it seemed to be a "close shave" for many, no one

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