

DANGER! STUDENTS Back To Work' An Editorial

September brings around a big change in the lives of millions of Americans—both young and old. This is the month when School begins again. For several months the School Doors have been closed—now they are open again so its back to books and blackboards.

Cartoonists will be having a field day portraying the so-called typical boy (or girl) slowly plodding towards school, dragging their books behind them with perhaps a dog frisking along at their heels or beside them. This may make an interesting picture but we think it is far from the truth outside of the exception. Most young people that we have talked with are looking forward to the challenges in store for them.

Modern education, whatever its faults may be, is a great deal different than it used to be. New worlds have been opened, or are being explored! The frontiers of knowledge are being moved forward at an almost unbelievable speed with the youth of today being offered opportunities that would have been unimaginable even just a few short years ago. The opportunity is there—it is up to each individual student whether it shall be used to the fullest extent or not.

However, we as adults, can do our share in helping "the younger set" beat their way to a happy success story—or push them into the discard pile. Whether we are motorists, parents, or teachers—we all play an important part in their education!

If we are motorists, we should be reminded that with the school term here—most traffic accidents involving children occur shortly after school. This fall, be especially alert between the hours of three and five p. m. the most dangerous hours of the day for children.

Sound driving calls for lower speeds on residential streets, particularly near parked cars, since most child traffic accidents occur when a youngster darts into the street from behind a parked car.

Parents—your children should be taught that they have the same responsibilities on their bicycles as motorists have in their cars. Bicycle riders must give hand signals, obey stop signs and keep to the right, just as motorists do. They should also be taught to be careful pedestrians—looking both ways before crossing a street or railroad tracks, etc.

They should also be encouraged in their school work, and in some cases, made to do their homework so they will be able to keep up with the rest of their class for if they should fall behind in the first five or six weeks of school they are apt to become discouraged and join the ranks of the "Drop-Outs."

Records show that nearly one-third of those who drop-out of high school will do so in the first six weeks of the term and thereby doom themselves to the bleak-est employment-earnings prospect.

Teachers also have a huge responsibility! Many times you will be faced with the nerve wracking problem of curbing animal spirits which too often were unchecked by parents through vacation. You will also be faced with students who may not be able to grasp your instruction, or who may show no apparent interest.

At the end of the first five week test period you should be able to determine what per cent of the class is "digging your jazz", and if there are very many of them failing, it might be wise to take a good long look at your methods of instruction. After all, its much more important to your reputation as an instructor, to correct a few minor deficiencies than to waste a whole year of your time as well as the students and then have to look at them another year when they are repeating the same subject over again.

Yes, education is a joint effort, and if everyone concerned takes the correct attitude, we are sure that Andover Central School will turn out a well educated group of graduates!



50 YEARS AGO

Sept. 11, 1914

J. H. Backus, Publisher

Mr. and Mrs. Leck Baker are the parents of a daughter.

Mr. and Mrs. Henry Stephens returned Wednesday from a month's vacation as guests at the home of their daughter, Mr. and Mrs. Roy Parker of Leeds, North Dakota.

Miss Nellie Diffin left Monday for Middletown, N. Y., where she will teach the coming school year.

Mrs. James O'Leary is in attendance at the Catholic Relief and Benefit Association at Scanton, Pa., this week.

Miss Grace Randall and Miss Lura Parks have returned to Ithaca to begin work in the Conservatory.

Mr. and Mrs. O. E. Vars and Dr. and Mrs. W. J. Grenolds left Thursday for a visit with relatives in Rhode Island.

Frank Gilzer is attending Court at Belmont as jurymen this week.

40 YEARS AGO

Aug. 29, 1924

J. H. Backus & Son, Publishers

Stephen Chapman, 43, of this village, was killed in an auto accident on the Almond-Angelica Road early Sunday morning.

Jennie B. O'Dell, 66, of Independence, died August 31st. Two sons and a step-daughter survive.

J. C. McDonough of New York is visiting his parents, Mr. and Mrs. Wm. McDonough.

Mr. and Mrs. Howard Inskip and three children are passing the week with Mr. and Mrs. H. S. Thorne.

Miss Ruby Hunt left for her home in Washington, D. C. Monday after a visit with her mother, Mrs. Delia Hunt.

Mr. and Mrs. F. W. Burrows, son John of New York and Mrs. Gertrude Burrows and daughter, Virginia of Albany are guests at the Burrows home here.

P. M. Swink, George H. Beebe and Thomas O'Conner attended a Highway Department Picnic at Canaseraga Thursday.

Mrs. Mary Driscoll returned Tuesday from a visit with relatives in Buffalo and Corning.

30 YEARS AGO

Aug. 24, 1934

J. H. Backus & Son, Publishers

Miss Gertrude Dwyer of Wells-ville and Augustine D. Padden of Andover were united in marriage in Wellsville by Rev. P. C. Tracy Thursday, August 16th.

Mr. and Mrs. Leo Joyce are the parents of a son born Thursday.

Mrs. Mary Crandall, 84, was awarded the prize for the oldest woman in attendance at the Allegany County Farmers Picnic at Cuba Lake last Friday.

A white frost visited Andover and vicinity Tuesday morning.

Mr. and Mrs. R. Paul Dean and daughter, Roberta of Casey, Ill., are visiting relatives in this vicinity.

Mr. and Mrs. R. O. Snyder left Sunday to take in the Century of Progress Exposition at Chicago.

Mrs. J. A. Barrett and daughter, Helen of Dewey, Okla., are visiting Andover relatives and friends.

Mrs. Frank Dean, George and Teresa Dean have returned after a few days with relatives in Washington, D. C.

Mr. and Mrs. LaVern Langworthy of Westery, R. I., are visiting his mother and brother, Mrs. Agnes and Edson Langworthy.

"Red's" Racetrack Rambles

Hello again all you racing fans—and drivers! Well, the weather-man was a little kinder over the week-end holidays so that we all enjoyed nice clear weather—although it did get a little chilly Saturday night.

Tingue Brothers and Herb Layfield Take Honors at Angelica Raceway

The Racing Tingue Brothers of Delevan put on an outstanding racing show at Angelica Raceway Friday night as they won 3 out of 4 trophies up for grabs on Season Championship night. Herb Layfield participated in the spoils as he won the high point trophy for the claimer cars.

Bill Tingue started on the inside of the second row in the 35-lap claimer car feature and watched high point man Herb Layfield jump into an early lead. On the fifth lap Layfield's car started to develop troubles and he was forced to slow down. Tingue then jumped into the lead and held it for the rest of the 35-lap grind. Bob Williams, John Weaver and Dutch Strang fought it out in a close packed group for the second spot while the next battle was between Bob Laird and Don Jetter. Strang moved to the outside while Williams and Weaver battled, and moved into the second spot and set his sights on Tingue.

Tingue had some anxious moments as lap traffic slowed him down in the final stages but he was able to break into the clear to capture the checkered flag and the claimer car Championship.

Pete Tingue started in the pole and romped home to victory in a flag to flag run, over the fifty lap route. Eddie Anchor dogged his every step only inches off the rear bumper but was unable to lead any laps. Several times lap traffic caused the group to move out of their grooves and once Anchor was able to lead down the back stretch only to see Tingue go by him in the third and fourth turns. Moe Kessler was running third until forced out with a flat tire, while third place Irv Hall went over the bank on the 4th turn.

With only 6 laps to go the grueling battle for the lead was brought to a halt as Anchor lost his rear wheel and was forced to pull out of the race. This gave the undisputed victory to Tingue as he wrapped up both the Season Championship and the High Point trophy. Dick Flaig came on for 2nd spot with Zon Davison 3rd, Morey Smith, 4th, while Anchor was able to salvage the fifth spot.

The final race of the season is slated for Sept. 11 when the modern stocks will run a 100-lap feature for a trophy given in honor of deceased local driver, Dean Layfield. This event will be open to cars up through 1964 vintage as they run for a huge trophy donated by Burts Funeral Home and Burt's Memorials. The claimer cars will be in action with qualifying events and a 25-lap feature. Dick Neary, proprietor of Angelica's American Hotel has offered a trophy for the claimer winner.

The raceway has agreed to set aside \$100 of their proceeds to establish an auto technology scholarship for a deserving boy, in honor of Dean Layfield.

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Dear Sir:

I feel we take things for granted. Our season we run is over due. Please accept our apology. My check is enclosed.

If it has any news value I might say that we are planning to start next Tuesday for Lockport, N. Y., where we will stay until the next day as we have a son and a daughter living there. From Lockport we go on to Creemore, Ontario, Canada to make our annual visit with Mrs. Beck's brother and wife.

We appreciate the "News" as it keeps us in touch with the fields we served during the closing years of our active ministry.

God Bless you all at Andover.

Sincerely
James H. Beck

winning circle. Ed Baldwin of Olean, driving his high-powered Ford led the field for more than 18 laps of the race until he became tangled with a lapped car, welding their cars together thereby taking both cars out of the race.

In Saturday night's Modern Feature, the first 12 cars won their starting positions in the Labor Day race which was a 100-lapper and drew Modern cars from all over this area.

In the Sportsmen Division, Jim Hakes, a popular Modern Driver, switched roles and drove No. 27 to an unforeseen victory. Close on his heels was John Williams, another Olean driver in No. 42, with Chuck McKiernan of Bradford, Pa., No. 3, piloting his Hudson to a close third. Of the 36 cars that started in the Sportsmen feature, the competition was so keen that only a third of the original cars were able to cross the finish line.

In the Labor Day Race, the 100-Lap Modern Feature saw 27 entries competing for the top prize money with several drivers abandoning their usual circuit to compete for this prize money.

In the very first lap several of the top flight contenders, including Moe Kessler, No. 41, a '61 Chevy, Ray Jordan, No. 3, '57 Chevy, with many other cars piled up on the No. 2 turn which lost several of these entries and took Moe Kessler 5 laps before he was able to get his car back into the running.

Little Joe Tomes earning the pole position by winning Saturday night's race held the lead for more than 50-laps, with Don Wood, No. 203, striving valiantly to pass him. Don finally succeeded on around the 60th lap when Joe was held up in a traffic snarl, but Don subsequently blew his transmission on the 89th lap, leaving Little Joe out in front once again. "Little Joe's" lead was short-lived as he also succumbed to transmission trouble, forcing him from the running.

North Collins Champion, Merv Treichler, No. 58, in his '61 Studebaker, had been running a close third in this spectacular endurance race and took the lead which he held for the remainder of the race. This was his first win at Olean Speedway this season.

Despite the fact that Moe Kessler was disqualified since his car was literally disintegrating before the fans eyes from the terrific grind and pace he set for himself, he still completed the race and in so doing, whittled two laps from the four laps he had lost as a result of the first lap accident when his car was being repaired.

Of the 27 cars that started this marathon race, only 8 were still in the running at the end of the 100-lap race.

Doug Gable, No. 37, copped the checker in a thrilling Demolition Derby Type Race which saw the 32 entries taking the green flag whittled down to a mere 11 still in there fighting for the checker in the Sportsmen Division.

Although only one restart was necessary, almost every lap had the fans pulled to their feet with a spectacular crash or multi-car pile-up showing metal rending metal not only in the 1st and (Continued on Page Three)

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