

MEMORIAL DAY — 1965

An Editorial

They did not pass in selfishness; they died for all mankind;
They died to build a better world, for all who stay behind;
And we who hold their memory dear, and bring them flowers today,
Should consecrate ourselves once more, to live and die as they.

To symbolize our love with flowers, is not enough to do;
We must be brave as they were brave, and true as they were true,
They died to build a better world, and we who mourn today,
Should consecrate ourselves once more, to live and die as they.

In May, 1868, that classic patriotic literature, issued by the Commander-in-Chief of the Grand Army of the Republic, General John A. Logan, as General Orders No. 11, established the observance of Memorial Day.

On Monday, May 31, the nation will pause to honor by word and deed those who have given their lives in America's defense.

Memorial Day signifies, perhaps more deeply than any other patriotic observance, the soul of America.

It was set aside as a Holiday to honor the dead and speak proudly of our National Traditions. The American Flag was waved proudly not cynically; people knew what it stood for and were not ashamed to doff their hats and stand at attention when it proudly passed by, carried by an interested citizen. Most people were proud to give the "Pledge of Allegiance" to the Flag of our Country, whether it was in Church, School, Fraternal Meetings or in Public Assemblies.

The patriots to be remembered in a special way on that day represent every generation of Americans. They fell in battle widely separated by distance and time — from the colonial town of Lexington to the wilderness of Vietnam, from the Spring of 1775 to the Spring of 1965. Some came of families long established in America; many others were new to the land and its promise. They differed in color, in religion, profession, in political faith and in other ways which historically have divided the human family.

Yet, all had this in common — they loved their country and they died to make men free!

Compare this with the selfish motives of many people of today; pressure groups that refuse to salute the Flag of our Land — or Pledge Allegiance to it; in fact even refuse to serve in the Armed Forces of our Country to defend our hard earned Liberties!

Just look at the complacency of many of our Citizens today — that don't bother to get out and vote or pay any attention to what our duly elected Senators and Representatives are doing in Congress to give away our Freedoms almost every day!

We believe that Memorial Day should be a day to honor the dead, and speak proudly of our National Traditions — a day of rest and a day of peace.

It should be considered as a quiet day for sober reflection, instead of a noisy celebration. It could be spent early in the morning by decorating the graves of our War Veterans as well as the deceased of our own families. Later on, we could join the local American Legion or Veterans Program and pay homage to the departed Veterans of all Wars.

Much time, thought, planning and co-operation is put into the local Memorial Service by the different participating units. The American Legion and Auxiliary, The Woman's Relief Corps, The Andover Central School, the Churches and Clergy, Boy Scouts, Fraternal Organizations, and all others who join in the parade and take part in the services.

The success of this, or any other program, can only be measured by the number of members of the community that share in the ceremonies — and by the feeling and meaning that they put into it. The Parade and services are not just for Legion Members — but for all Veterans and local Citizens that are still proud of their Uniforms, Comrades, Flag and Country. Won't you join in too?

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50 YEARS AGO

May 21, 1915

J. H. Backus, Publisher

Lawrence W. Bess, 64, died Saturday. His wife, a daughter and two sisters survive. Funeral services were held Tuesday with Rev. V. L. Eggleston officiating. Burial was in Hillside Cemetery.

H. P. Garvin is having the old livery barn on Main Street taken down.

Mrs. Frank Dean was called to Wellsville Wednesday on account of the death of her brother, Pat Shine.

Mrs. Flora Deming is attending the Woman Foreign Missionary District Meeting at Olean this week.

T. J. Regan returned home Tuesday from a trip across the continent to the Panama Exposition.

Mrs. Mina Bloss, Mrs. Clara Martin and Mrs. Lottie Hann are in attendance at the State Rebekah Assembly at Elmira this week.

Miss Mary Raufenbarth was a week-end guest of Miss Rena Feeley of Hornell.

Mrs. A. C. Frisby was the guest of Miss Maud Lee at Dansville the first of the week.

Rev. H. B. Williams, pastor of the First Presbyterian Church went to Rochester today to attend the General Assembly of the Presbyterian Church.

Rev. F. M. Baker sang with the Genesee District Quartette at Port Allegany Wednesday evening.

40 YEARS AGO

May 22, 1925

J. H. Backus & Son, Publishers

The Board of Education of Andover School has completed the work of engaging teachers for the coming year. Following is the new faculty: Olin H. Simpson, principal; Miss Leola Baker, English & Spanish; Miss Grace Cross, History & French; Miss Eleanor Fish, Physical Training; Mrs. Edith Thorne, 8th Grade; Miss Annette Taylor, 6th & 7th Grades; Miss Nora McAndrew, 4th & 5th Grades; Miss Auth Taylor, 3rd Grade; Miss Mary Snyder, 3rd Grade and Miss Doris Stimson, 1st Grade.

Mrs. Jennie Howard, 67, died at her farm home on West Greenwood Hill Monday, May 18th. A daughter and a son survive.

Ira B. Crandall of Westerly, R. I., was a week-end guest at the home of his sister, Mrs. M. A. Crandall of Church Street.

Mrs. Henry Carr is at Utica this week, in attendance at the Rebekah State Assembly as a delegate from Andover Lodge No. 303.

Mrs. Lloyd Safford of Buffalo is a guest at the home of Mr. and Mrs. Raymond Snyder this week.

Mr. and Mrs. Edward Walsh and Mr. and Mrs. Robert Church were in attendance at the County Convention of Postmasters and Rural Carriers held at Whitesville Thursday evening.

30 YEARS AGO

May 24, 1935

J. H. Backus & Son, Publishers

Mrs. Hattie Baker, 55, died Monday, May 20th. Her husband, three daughters, a son, three brothers and two sisters survive.

The winners in the Poppy Poster Contests put on in the Seventh and Eighth Grades by the American Legion Auxiliary are as follows: Eighth Grade: 1st, Donald Oakes; 2nd, Marion Burgett; 3rd, Edna Honegger. Seventh Grade: 1st, Vivian Connor; 2nd, Bernadine Briggs; 3rd, Jean Northrup.

The Board of Education of Andover High School has awarded the common scholarship of Alfred University for the next school year jointly between Miss Elizabeth Snyder and Miss Leah Oakes.

Miss Emily Barney, Postmistress of the West Union Post Office received word this week from the Department of Washington, D. C., that the office would be continued and that she would also be continued as Postmistress.

"Red's" Racetrack Rambles

Well racing fans, it sure looks as if the auto racing season is in full swing, judging from our picture taking activities over the past week-end.

Thursday evening, we made a mad dash over to the Bradford Raceway after putting the "News" to bed, and, due to taking the long way around, missed the first heat.

We were pleasantly surprised to see that the boys over there had the dust problem licked—at least for the first race anyway—and only time will tell if all the liquid calcium they paid to have put on the track will continue to be as effective.

The Sportsman Class was a little thin as far as cars go, with Larry Swander, No. 99, winning all 3 races in this class with his sweet running Hudson Hornet.

In the Modern Class, there were plenty of cars for a good show with the drivers apparently not afraid to bend up a little of their "tin" in an all out effort to win. Several of the boys swung wide on the No. 4 turn and went up on the bank along the home stretch, while others spun out and got clobbered between the No. 1 and No. 2 turns. As we recall, only 7 of the 12 cars starting the feature, crossed the finish line with the others getting banged up enough to force them out of the race.

The feature was a thriller with Jim Hakes, No. 37, and Ed Stayer, No. 26, working their way up thru the pack from their starting place at the rear, and then dueling it out for 1st place, although once Hakes got out in the lead he had it practically "all sewed up", as his No. 37 seemed to handle better than any of the others on the track.

For a brief re-cap of the racing results: In the Sportsman Class—Larry Swander, No. 99, from Olean, Pa., took the 1st heat; the "Consy"; and the feature, with Al Teabery, No. 88, and Tim Mealy, No. 6, both from Bradford, Pa., coming in 2nd and 3rd respectively.

In the Moderns: Jim Hakes, No. 37, from Olean, won the 1st heat; Bill Bigley, No. 5, Smethport, Pa., took the 2nd heat; and Ed Stayer, No. 26, Allegany, N.Y., won the "Consy". In the Feature—Jim Hakes, No. 37, placed 1st; Ed Stayer, No. 26, 2nd; Jerry Shimp, No. 92, Bradford, Pa. took the No. 3 slot; and Bob Grove, No. 79, from Allegany, finished 4th.

Friday night at the Olean Speedway an electrified crowd saw the best show of the season so far, with 14 Late Models in the line-up and 25 in the Modified Sportsman Class.

Ron Blackmer was again busy as the "proverbial beaver" dashing back and forth between his '65 Chevelle and Modified Sportsman with fairly effective results, winning 4 out of the 5 races he entered. In fact, he came close to having a perfect night as he was leading the New Car Feature by almost half a lap in the latter part of the race when he blew his radiator and had to drop out.

Both features were action packed with cars being clobbered and spinning out commencing with the 1st lap on thru. This made restarts necessary in each class, but once the cars got thru that 1st lap, the races continued unabated until the checkered flag was dropped.

In the New Car Feature, Ray Jordan, No. 32, was clipped in the rear on the No. 4 turn by Squirt Johns, No. 511, which sent him flying into the infield in the first lap. However, neither car was damaged so they were able to continue on the re-start, although only 7 cars crossed the finish line as a result of spin-outs and mechanical difficulty.

The lead changed hands several times as "Little Joe" Tomes, No. 13, with his '65 Mercury grabbed it at the beginning and held it for several laps till his engine started skipping; then Bob Schnars, No. M-1, piloted his '65 Chevelle out into the front only to be passed several laps later by Ron Blackmer No. 4, with his '65 Chevelle. Ron then held the lead until his radiator blew up on him which enabled Eddie Kisko, No. 6, driving his '62 Chevy to pass him and go

LETTERS TO THE EDITOR

Laramie, Wyo.
May 17, 1965

Dear Red,

Since writing you last week we have been in five states. We left Port Orford, Oregon and came North to Portland, then East along the Columbia River for about 150 miles. Saw several dams in the river, each generating electricity.

After crossing into Washington we came to the wheat country. Wheat everywhere as far as you could see.

Came into Idaho where there was more lumbering and mountains. After crossing the Continental Divide, came down into Montana. Stayed one night in Butte which is on a side hill. They advertise it as being the ridiest hill in the world. They have open mines in the side of the mountains as well as some that are over one mile deep. They run the ore through a resinator, then draw all the ore in liquid form in tank trucks to a processing plant 15 miles south of the city to Anconeda. That eliminates the smoke and smog from the city.

On leaving there we came south east to Virginia City, Montana and onto the Yellowstone on the west side. Saw over 50 elk on entering the park and a few wild geese.

After driving about 30 miles in the park we came to dozens of geysers all steaming and erupting water. Further south we came to Old Faithful and saw it erupt. It lasted only about 30 or 40 seconds.

After leaving there we drove over 60 miles south to get out of the park. The roads were lined with snow on each side from 3 to 12-ft., deep. Saw two bear, one sitting on a snow bank beside the road and the other sitting in the road. We stopped just long enough to snap a picture, but not for any formal introduction.

After leaving the park we saw one cow moose.

Down through Wyoming we saw large flocks of young antelope feeding, also lots of cattle. We came upon several large herds (cows and calves) being driven along the road, to the mountain pasture for the summer. Four or five cowboys sure handle a large herd easy.

All through Idaho, Montana and Wyoming there are rock slopes everywhere along the roads. We bought a few rocks, also picked up some, but not knowing anything about stone, guess they are not too valuable.

On leaving here tomorrow we are going to Denver, Colo, then north to Mt. Rushmore and Bad Lands of South Dakota. Then head east for New York State.

We picked up our mail Saturday at Sinclair, Wyoming.

Where we are located we can see the mountains, both north and south of us, and they are covered with snow.

The 3 Burdicks

on to take the Checkered Flag at the finish. Despite the fact that Squirt Johns, No. 511, spun out and ended up on the bank in the No. 1 turn thereby losing almost a lap before he managed to get back in the race, he still was able to make up this lost ground and was closing in fast on the 2 lead cars at the finish of the race.

Zon Davison, No. 89, from Cuba, who blew the engine in his '65 Plymouth last week, was back again after taking the engine out of his own personal convertible and sticking it in his racing car but again, the fortunes were against him, and he had to drop out of the race with mechanical difficulty.

Despite all the races this writer has observed from the infield, the sight of these '65 cars roaring around the turns in broadside power-skids, is awe-inspiring and some what nerve-chilling especially when standing along the edge of the track.

For a brief re-cap of the races: In the Modified Sportsman Class

Continued on Page Four