

TAX COMMENTS

An Editorial

ONLY HAPPY HEADLINES

Over a two-year period, there have been cuts in federal income taxes.

Recently, Congress passed and the President signed a long overdue bill repealing the federal excise, or sales taxes, on a number of commodities in general use and reduced the levies on others. But just how much benefit will this be to the average person or measured by an increase in his spending power?

The answer seems to be: Very little at best.

Here's why: State and local tax increases are offsetting the federal reductions. During this legislative year, state after state has increased sales taxes, income taxes, gasoline taxes, cigarette taxes, and so on down the list. Local tax unit spending has followed a similar trend, and the property tax has reached a crisis point in many areas.

On top of that, a major increase in the federal social security tax, which is automatically deducted from the pay of all workers, is coming.

In other words, we have been putting more money into one pocket — and at the same time we are taking it out of another. Continued creeping inflation, which is largely the result of deficit spending by government, cuts further into spending and saving power. The tax cuts may make happy headlines — but that's about as far as they go.

BLEAK OUTLOOK

Washington Report, a publication of the Chamber of Commerce of the United States, points out that a 10 per cent combined social security tax rate, half paid by the employee and half by the employer, long has been regarded as a ceiling. This belief is based on the assumption — that a higher tax would generate resistance on the part of the workers paying it, with eventual jeopardy to the whole social security system!

Under present law, the rate is scheduled to reach a minimum of 9.25 per cent in 1968 — just under that 10 per cent ceiling. However, things will turn out very differently if a pending bill becomes law. Under it, the combined tax rate would rise to 11 per cent by 1973 and to 11.50 per cent by 1987. On top of that, maximum earnings subject to this tax now fixed at \$4800 a year, would be increased to the \$6600 level in 1966.

How much resistance this will create on the part of workers is a matter of conjecture. But there can be no question that the much-publicized, much-applauded income and excise tax cuts will be made meaningless to millions of people. The increase in the social security tax made necessary by increased benefits will cancel them out or more.

Moreover, there is no guarantee that even the heavy increases in the pending bill would be all. It is common experience that forecasts of future spending are almost invariably too low, and that more and more revenues must be obtained.

If current philosophies dominant in government are perpetuated, the outlook for the taxpayers is a bleak one.

The fact seems forgotten, but this country was founded as a protest against taxation.

THE FREEDOM OF THE PRESS IS BASIC TO ALL YOUR AMERICAN FREEDOMS! Only as your Newspaper is free to print the facts, can you be free to know them. Only as you know the facts, can you act wisely in the best interests of your Community, as you see them. In America, there is plenty of room for opinions. **THERE IS NO ROOM FOR RESTRICTIONS ON THE PEOPLE'S RIGHT TO KNOW THE TRUTH!**

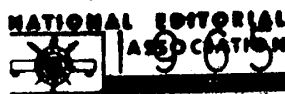
THE ANDOVER NEWS

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50 YEARS AGO

August 13, 1915

J. H. Backus, Publisher

Mrs. Julia Clair, 47, died August 7th. Her husband, a son, Everett, her mother and a brother survive.

C. W. Williams is building an addition on the north side of his property, corner of Main and Center Sts., to accommodate the Calhoun Clothing Company.

The Village Board has built a fine stone road on Second St., from the Slocum bridge to Chestnut St. The work was completed this week.

Miss Ellen Young of Greenwood was a guest of Andover friends the last of the week.

Mrs. George Broderick of Hornell is a guest at the home of her sister, Mrs. John Common.

Miss Anna O'Leary of Dunkirk came to Andover yesterday for a short visit with relatives and friends.

Mr. and Mrs. George Tucker started Monday for Denver, Colo., where they expect to make their future home.

Mrs. George Beebe and daughter, Gertrude, returned Tuesday from seven weeks' visit at her former home in Michigan.

Mr. and Mrs. S. C. Greene of Springfield, N. J., have been the guests of his brother, J. C. Greene and Mr. and Mrs. Jesse Swink for a few days this week.

Mr. and Mrs. Charles Mourhes and family of Washington, D. C., were visiting his mother, Mrs. S. C. Mourhes for a few days last week.

40 YEARS AGO

August 14, 1925

J. H. Backus & Son, Publishers

Frances LeGeorge Potter Saunders, 87, died at Independence August 9th.

Announcement has been received at Andover of the marriage of Raymond F. Guinn to Irene Eck of Port Jervis on August 14th.

Calvin Slocum has been absent this week from his duties as Mail Carrier on account of illness. C. E. Baker has been carrying the mail for him.

A company of eighty-six relatives and friends gave Mr. and Mrs. Elton Green of Angola, Ohio, a surprise visit Monday evening at the home of his parents, Mr. and Mrs. Clayton Green of Baker St.

George H. Parker and son, George, Jr., of Oconto, Wis., are guests of his son, R. A. Parker and family this week.

Mr. and Mrs. J. N. Wentworth and family and Mr. and Mrs. Archie Youmans and family attended the Purdy reunion, held at the home of Emory Dibble in Harrison Valley, Pa., Wednesday.

Mr. and Mrs. U. V. Davis and son of Rochester are passing the week with his parents, Mr. and Mrs. L. E. Davis. Mr. and Mrs. Davis expect to leave for Miami, Fla., shortly on a business trip.

Miss Kathryn Folsing has signed a contract to teach in the schools of Florence, Colorado, this coming year.

30 YEARS AGO

August 16, 1935

J. H. Backus & Son, Publishers

Mrs. Ida Lewis Parks, 73, died at her home on Beach Hill, August 10th.

Bryon Clair and Miss Minnie Clair entertained the Robinson reunion at the Clair home Wednesday, August 14th.

Mr. and Mrs. Earl Hyland are the parents of a daughter, born Friday, August 9th.

Mr. and Mrs. Richard Johnson are the parents of a son, born Tuesday, August 13th.

Miss Esther Tassell of Independence visited her grandparents, Dr. and Mrs. Tassell of Conderport, Pa., the past week.

Miss Louise Snyder of Kansas City, Kan., arrived in Andover Friday and is visiting at the home of Miss Mary Snyder.

Mr. and Mrs. George Stephens of Leonia, N. J., and Mr. and

"Red's" Racetrack Rambles

BILL LAYFIELD WINS BOTH FEATURES AT BRADFORD

Bill Layfield sure made up for a few of those "bad nights" and put joy in the hearts of the owners of the cars that he drove Thursday night at the Bradford Speedway by winning both the Modern and Sportsman Features as well as a heat in the latter class.

Bill has been driving that classy looking No. 54 in the Sportsman Class and winning pretty regularly with it, but hasn't piloted some of the real hot "Moderns" at Bradford so has had to take advantage of all the breaks when winning in this class. With "Bob" Bigley on vacation, the owner of No. 7 asked Bill to take over the controls which he really did with a vengeance. We were told that he won the first feature he drove it in which was at Hummingbird Speedway on Sunday night. Then he added his second notch by taking the Bradford Feature, and continued his winning ways by placing 1st in the 1st 50-laps of the 100 Lap Dean Layfield Memorial Trophy Race at the Sportsman's Raceway Saturday night.

We don't know what competition he was up against at the Hummingbird Speedway, but we do know that he was up against some really hot cars at Bradford with the Schimp Boys, Ed Stayer, Willis Dietz, Bud Perkins, and several of the others really pouring it on to make it one of the most spectacular features of the season.

In the Sportsman Class, Larry Swander continued with his long streak of bad luck at this track by breaking down during the feature which kept him out of commission for the week-end racing schedule. We didn't get a chance to talk to Larry after the races to find out what the trouble was but we do know that he cracked the bell housing on his car the previous week and just did manage to get it fixed up for the races at Hylsies Saturday night.

In the "Powder Puff Derby" there were more drivers than there were cars available with some of the gals "sweet-talking" their way behind the wheel of some of the fastest cars in each class. This is the first time that we have seen this type of race end up without one of the cars getting pretty well banged up and still be interesting to watch, with Dee Stayer, driving No. 61, and Betty Elder driving No. 54, leaving the outcome of the race in doubt right up to the finish line.

For a brief re-cap of the evening's racing results: In the Sportsman Class—Glenn Teribury, No. 69, won the 1st heat; Bill Layfield, No. 54, the 2nd heat; and Bob Grove, No. 79, the "Consy". In the Feature—Bill Layfield, No. 54, placed 1st; Jim Hakes in No. 38, 2nd; Cricky Benjamin, No. 39, 3rd; Bob Grove, No. 79, 4th; and Dutch Strang, No. 14, 5th.

In the Moderns—Frank Raymond, No. 76, took the 1st heat; Gerry Schimp, No. 93, the 2nd; and Ed Stayer, No. 61, the "Consy". In the Feature, Bill Layfield driving No. 7, placed 1st; Willis Dietz, No. 92, 2nd; Ed Stayer, No. 61, 3rd; Bud Perkins, No. 67, 4th; and Gerry Schimp, No. 93, 5th.

In the Powder Puff Derby—Dee Stayer, driving No. 61, was 1st; and Betty Elder, driving, No. 54, was a close 2nd.

PAUL HIDEK WINS

100 LAPPER AT HORNELL

Paul Hidek ended up winning

Mrs. R. B. Rogers of Cleveland, Ohio, were guests at the home of Mr. and Mrs. T. R. Bassett over the week-end. Mrs. Rogers remained for a few days with her parents.

Mr. and Mrs. Charles Hoard and Mr. and Mrs. Charles Ruger and son, Stanley, returned home Monday after enjoying a vacation motor trip to the Thousand Islands.

Mrs. Polly Edwards of Whitesville and Mrs. Laura Qui-k and daughter, Thelma of Silver Springs were week-end guests at the home of their daughter and sister, Mr. and Mrs. Robert Church.

the gruelling 100 Lap Dean Layfield Memorial Trophy Race at the Hornell Raceway Friday night that was highlighted by Ray Kent, No. 28, going over the bank between the No. 3 and No. 4 turn, closely followed by Gabe Hanes driving No. 10.

Ray spun out and went over backwards and was able to drive his car away without much harm done, but Gabe was really traveling and rolled over about 3 times before his car landed back upright on its wheels—in almost the same spot that Ray had just left seconds before. When we raced over the bank as soon as the race was halted, we saw Gabe already out of his car—sadly surveying its battered appearance. Despite the beating it took, Gabe had it fixed up and running again for the start of the 100 Lap Trophy Race at the Sportsman's Raceway Saturday night.

In the Sportsman Class, time trials were held to determine the starting positions for the start of the first 50-laps of the 100-lap Dean Layfield Memorial Trophy Race in this class.

Bill Layfield won the pole position by turning the track in 18.3 seconds driving No. 54, with Eddie Fay turning in the next fastest time of 19.5 driving his new 15X, and most of the other cars taking 20 seconds or more for their fastest lap. When you stop to consider that Bill turned in the fastest time in the Modern Class with his No. 121—'65 Buick, and the next fastest time was 18.7 seconds—you can see that this little No. 54, which is around a '39 Plymouth with a 6 cylinder Chrysler Hurricane Engine, is really a beautifully handling and sweet running little number. In fact, to us, it would be interesting to see what it could do in a match race against one of these faster Moderns that can pour it on down the chutes—but have to slow down on the corners.

In the first 50-laps of this 100-Lap Trophy Race, the cars with the fastest qualifying time generally finished at the top of the heap with a few of them falling by the wayside due to mechanical trouble or else spin-outs or accidents.

For a re-cap of the final positions at the end of the 1st 50 laps in the Sportsman Class: Bill Layfield with No. 54 was 1st; Daryl Dennis in No. 822 was 2nd; Phil Pipe, No. 14, 3rd; Bill Deming, No. 11, 4th; Jerry Updyke, No. 81, 5th; Larry Scout, No. 71, 6th; Bryan Woodworth No. BC, 7th; and Levi Henry, No. 409, 8th. This coming week the last 50-laps will be run off with these and the other cars starting in the above order.

In the Modern Class, the final 50-laps of the 100 lapper were finished with Paul Hidek, No. 64, ending up in the 1st slot; Floyd Green, No. 7, 2nd; Leo Houghtaling, No. 42, 3rd; Len Stone, No. 333, 4th; Warren Kinney, No. 16, 5th; Bill Layfield, driving Basil Schutt's No. 13, 6th; and Bud Perkins, No. 57, 7th.

EDDIE FAY & BILL LAYFIELD SHARE HONORS AT SPORTSMAN'S RACEWAY!

Eddie Fay must have used some DDT or else FLIT to get rid of the "Bugs" in his new 15X that bothered him the night before, as he jumped out to an early lead in the Sportsman Feature and gradually added to it as Bill Layfield in No. 54, had to work his way up thru the rest of the pack and then was unable to close this entire gap before the race ended.

In the Modern Class, the first 50-laps of the 100 Lap Dean Layfield Memorial Trophy Race were completed with Bill Layfield ending up in the 1st slot driving the "Hackett Special", No. 7, under Bill's number, 121. This was rather confusing to the fans since Bill's '65 Buick, 121, was driven by Howie Slocum under the No. of 21, which was one of the Layfield Cars that was run at the track earlier in the season and was sold to another driver.

Time trials were held to determine the starting positions with Bill Layfield turning the track in the electrifying time of 17.7 seconds, closely followed by Lyle Cornelius, No. 04, in 17.8; Basil Schutt, No. 13, 17.8; Floyd Green, No. 7, 18 flat; as well as Dan Adams, No. 101, in 18 seconds.

(Continued on Page 3)