

PARENTS: Do YOU KNOW Where Your Son Was Last Night?

An Editorial

Do You know where your Son was last night? The night before that? Or even Monday night?

We feel sure that most parents would answer yes to this question. A few might be doubtful — but would not admit it; and then maybe a very few would even admit it.

For the parents that are sure they know where their son was — we might pose another question: — "What was he doing last night?" Was he home watching TV with the family all evening? Or was he downtown roaming the streets with a few pals — or even a pack of youths, trying to find what devilry they could get into?

Did he come home and go to bed at a fairly early hour? Perhaps, even more important, did he stay in bed all night — or did he get up during the wee hours of the morning to meet a few of his cronies to carry out some scheme that they had cooked up earlier in the evening?

Or even more to the point — as proved to be the case three years ago, and again the first part of this week — "Was he camping out with a few friends — and if so, was any parental care exercised over them? Did any adult check during the night to see that they were O.K. — or" in the sack" where they were supposed to be? What easier way could they find, where they could get up and go out anytime that they wanted to — and still get back in — undetected?

Who were the three large boys seen running up East Center St., around midnight Monday night? And where did they disappear to when they left the sidewalk at a dead run and cut into an empty lot between two houses? What were they running so fast for — or from? Had they been up to some kind of devilry and were trying to avoid being caught?

Who were the boys that composed a "pack" of 17 lads that were roaming the side streets Tuesday night between eleven-thirty and midnight? One grown-up witness counted 13 boys, while another adult told us that they counted 15 boys altogether — ranging in ages estimated from their sizes as between 9 years old to full grown adults as tall as we are! (At least 6 foot tall).

Some people and adults close their eyes to everything that their off-spring or relatives do, and express the trite feelings "That my little "Johnny" wouldn't do anything wrong."

The old expression that "one bad apple can spoil the whole barrel" is equally applicable to a bunch of boys. Your son might be the "paragon of virtue" when he is alone — but — if he is with a gang of boys that get into trouble, he is classed right in along with them! All it needs is one bright (?) troublemaker full of ideas — and a whole bunch of boys can be in a peck of trouble.

The saying that: "you are known by the company you keep" — is sad but true. If your children are running — or even seen with someone with a bad reputation, they are immediately "tarred by the same brush" although they may never have been in any trouble. And, the unhappy part of it is, that this stigma will stick with them a long, long time!

Sure as Hell — someone's kids are roaming around the Streets late at night and are to blame for the Vandalism that is going on around — not only in Andover — but all around us.

In visiting with the District Attorney last night about this situation, it all boils down to the fact that **Parents** are the ones that are responsible for what their children do — whether good or bad!

They are the ones that are as much to blame as the youths that get into trouble — and it is up to them to take steps to correct them — before the Police and Courts have to step in to protect society from their depredations.

Let's hope that a word of warning will be sufficient to put an end to the local Vandalism — before it mushrooms into real trouble!

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50 YEARS AGO

June 16, 1916

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T. B. Tittsworth of Plainfield, N. J., is visiting the Crandall Brothers of Independence.

Lightning struck O. A. Potter's residence in Independence Thursday. Not a great deal of damage was done.

Miss Myrtle and Floyd Costello of Independence are spending a week with their brother, Fred at Cryder Creek.

B. S. Totten of Kinsman, Ohio was visiting George Barrett Monday and Tuesday.

Victor Stearns of Port Jervis is a guest of his parents, Mr. and Mrs. E. F. Stearns.

Misses Mabel and Edith Cassidy of New York City are spending a few weeks with their aunt, Mrs. E. Gallagher.

Comrades C. Frank Davis and D. D. Remington were in attendance at the reunion of the ex-Prisoners of War Association at Friendship, Wednesday.

A. R. Baker of the local hardware firm, Baker Brothers, is attending the Retail Hardware Dealer's National Convention in Boston, Mass., this week.

Mrs. W. I. Langworthy of Alfred is spending a few days with her daughter, Mrs. M. A. Bassett of Independence.

Mrs. Byron Clair and children of Alfred Station are visiting her brother, Victor Chaffee of Independence for a few days.

40 YEARS AGO

June 11, 1926

J. H. Backus & Son, Publishers

Doroleski R. Stratton, 80, died at her home on Main St., Sunway, June 6th. A grandson, Leon Wanl of Elm Valley survives. Burial was in Hillside Cemetery.

Mrs. Hattie Baker Livermore, 67 died Friday, June 4th at the home of her daughter, Mrs. Leland Baker of Burns. Her husband, four children, three sisters and a brother survive.

Miss Mae Cocoman and Miss Ellen Driscoll were among the graduates from the Buffalo General Hospital Training School for Nurses, Thursday, June 10th. Miss Cocoman sang the "Farewell Song" at the graduation exercises.

Andover friends have received word that Fay E. Boyd has been transferred to the territory of North Wisconsin in his work.

Estes Stevens of Batavia is moving his family to Andover. Mr. Stevens has accepted a position with the telephone company at Wellsville.

Mrs. Grant Stevens of Shinglehouse, Pa., and daughter, of Mr. and Mrs. Wallace Gleason of Andover, is delegate to the Pennsylvania State Rebekah Lodge held in Harrisburg, Pa., from the Shinglehouse Rebekah Lodge.

Mr. and Mrs. John Swarts of West Greenwood are the parents of a daughter, born Wednesday, June 2nd.

Mr. and Mrs. Clarence Brotsman of West Greenwood are the parents of a son, Robert, born Thursday, June 3rd.

Mrs. Vincent Axford of New Orleans, La., and Mrs. A. W. Whitford of Watertown are visiting their mother, Mrs. Maude Clarke of Independence.

30 YEARS AGO

June 12, 1936

J. H. Backus & Son, Publishers

Mrs. B. S. Brundage, 65, died Saturday, June 6th at her home on Center St. Her husband and mother survive. Burial was in Valley Brook Cemetery.

Wayne Nelson Crandall, son of Mr. and Mrs. C. M. Crandall will graduate from Cornell University with a degree of Bachelor of Science in Agricultural, June 15.

Francis McAndrew, son of Mr. and Mrs. George McAndrew, was a member of the 1936 Graduating Class at Alfred University.

Dr. and Mrs. Benj. Crandall of Wasco, Calif., called on their mother, Mrs. Lenora Crandall and Mr. and Mrs. C. M. Crandall and family of Independence Saturday.

Red's Racetrack Rambles

Hello again, all you racing fans. No, we haven't forgotten you — it's just that we had so many ads last week that there just wasn't room for these rambles.

Well, we had another good week-end for racing — even if it did get a little cool Friday and Saturday nights. At least it didn't rain!

Friday night at the McKean County Raceway, racing fans were really thrilled in the Modern Feature when "Squirt" Johns, No. 511, starting near the end of the pack, worked his way up through and took over the lead to pick up the checkered flag for the 25 lap feature.

Several of the previous winning favorites encountered bad luck starting with the 1st lap when Ray Jordan, No. 32, lost the linkage in the transmission of his '66 "Chevy".

Then Chet Smith, No. 202, lost his right front wheel in the No. 1 turn and had to finally drop out with his newly built-up Ford. This started a chain reaction which took out several more of the previous winners and favorites.

"Jim" Hakes, driving No. '04, winner of the Feature 2 weeks ago, was out in the lead and was the first driver to hit the lost wheel which sent his newly painted "Chevy" high in the air and put him out of the race.

Then, "Bill" Layfield, last week's winner driving No. 1X. Hackett's '66 Chevy Special, came into the No. 1 turn and hit the same wheel which sent his car into a skid and up into the infield where he hit a light pole, disabling his car.

A bitter battle for the lead then followed with Bob Bibley, No. 7, taking over and desperately trying to stave off "Squirt" Johns' efforts to pass him. Finally, Bob swung a little wide coming out of the No. 2 turn, and Squirt roared up alongside and managed to pass him on the back-stretch just before going into the No. 3 turn — although he almost got clobbered for his efforts as both boys made a terrific effort to keep their cars under control into the turn, and Bob's car slide into the rear-end of No. 511. Once "Squirt" had taken the lead, all of Bob's efforts to pass were futile, and after partially spinning out on one of the turns, Ed Kisko, No. 6, managed to pass him — with the boys crossing the finish line in that order.

Floyd Green, No. 7, (changed to No. 17 at Smethport), also ran into bad luck in the No. 1 turn and went over the bank forcing his car from the race.

Bud Perkins, No. 57, from Belmont was over there for the first time with his new '66, 426 cu. in. "Hemmi-powered" Plymouth and although he seemed to be having trouble in cornering, still was able to come in 5th in the Feature.

The Sportsman Feature was also a thriller with Jim Hakes, No. 88, leading for almost the entire race and then Bob Roos, No. 197, with his car which seems to be more of a Class "B", finally caught up and passed him with just a lap or two to go.

Larry Swander, No. 99, with "Hornet-powered" Hudson really put up a great battle — but his heavy car is no match in pick-up down the long straights against those little high-powered light "bugs". Actually, Larry and Herby Layfield, No. 48, put up the greatest duel as their cars are about evenly matched and they battled almost neck and neck through-out the entire race, with

They are visiting their brother, Berton in Alfred.

Clarence Greene of Spring Valley, N. Y., and Ernest Greene of Cleveland, Ohio, spent Saturday with their sister, Mrs. Milford Crandall of Independence.

Mrs. W. L. Burdick of Ashaway, R. I., is spending a week with her mother, Mrs. Lenora Crandall of Independence.

Charles Monroe is located at Long Beach Camp with the Navy. Mr. and Mrs. Vincent Cobb of Buffalo are visiting her mother, Mrs. Ellen Driscoll and sister, Mrs. Mary Casey this week.

Mr. and Mrs. Mark Sheppard and son, Mark of Spruce Pine, N. Carolina, were guests of her parents. Atty. and Mrs. C. L. Earley the forepart of the week.

Larry finishing just a whisker ahead of Herby.

*For a recap of the evening's results: In the Hooligan class — Tom Wilcox, No. 44, won the heat and George Wagoner, No. 4, took the Feature Trophy.

In the Sportsman Class — Jim Hakes, No. 88, took the 1st heat; Bob Roos, No. 197, the 2nd; Lee Gausman, No. 6, the "Consy"; and in the Feature — Bob Roos, No. 197, was 1st; Jim Hakes, No. 88, 2nd; Harry Seely, No. 111, 3rd; Larry Swander, No. 99, 4th; and Herby Layfield, No. 48, 5th.

In the Moderns — Bob Bigley, No. 7, took the 1st heat; "Squirt" Johns, No. 511, the 2nd; and Jim Hakes, No. 04, the "Consy". In the Feature — "Squirt" Johns, No. 511, took 1st; Ed Kisko, No. 6, 2nd; Bob Bigley, No. 7, 3rd; Clair Anderson, No. 67, 4th; and Bud Perkins, No. 57, 5th.

At the Sportsmen's Raceway in Mills, Pa., Saturday night, both classes seemed to be out for blood and there were so many wrecks that many of the cars didn't even get to finish the Features.

The most spectacular and spine-chilling accident happened in the 1st lap of a Modern heat when No. 44 slid broadside into George Hilliard, No. 12, between the No. 3 and No. 4 turns. George was on the outside and the impact sent his car rolling sideways and over the wall he went and down a 30 foot bank. Fortunately, George was able to walk away from the wreck — but his car had to be towed away after the race was over. However, in true racing fashion, George borrowed another car and drove it in the next heat despite his harrowing experience of a few minutes before.

In the Modern Feature, another crash caused a chain reaction that

halted the race and put several more cars out of commission. Leo Houghtaling, No. 42, was battling for the lead coming out of the No. 4 turn when another car clipped him and sent him crashing into the bank in front of the stands. Since his car was blocking almost half of the track, Starter "Whitney" Roboski threw the red flag when the drivers came around again. The lead cars came to a rather sudden stop — and the cars at the rear of the pack didn't notice the red flag until they came roaring out of the No. 4 turn — so-o-o, by the time they tried to brake down it was too late and they came crashing into the already stopped cars. This put Leo's No. 42 out with a ruptured gas tank as well as several other cars so that only around 6 or 7 cars were able to make it for the re-start.

Basil Shutt, No. 13, who blew the engine on his Ford 2 weeks ago, had a new engine in his car and was able to take over the lead and held it for the rest of the race to pick up the checkered flag.

For a recap of the evening's racing results: In the Sportsman Class — Carl Guild, No. 77, took the 1st heat; Dan Deming, No. 9, took the 2nd heat; and Phil Pipe, No. 71, took the "Consy". In the Feature — Phil Pipe, No. 71, came in 1st; Carl Guild, No. 77, was 2nd; Jim Williams, 3rd; Larry Shelton, No. 1¾, 4th; and Leroy Houghtaling, No. 44, 5th.

In the Modern Class — Gabe Hanes, No. 10, took the 1st heat; Leo Houghtaling, No. 42, the 2nd; and Gordon Smyers, No. 82, won the "Consy". In the Feature — Basil Shutt, No. 13, came in 1st; Gabe Hanes, No. 10, was 2nd; Gordon Smyers, No. 82, 3rd; and Warren Kinney, driving Ken Perry's No. 58, was 4th.

At the Woodhull Raceway Sunday afternoon, the weather was beautiful and the sun was really hot. In fact it was so hot that it just seemed to pull all the moisture out of the track so that the boys had to wet it down between every other race or so.

There were so many cars on hand in the Sportsman Class that they ran 3 heats in addition to the "Consy" and then still had 21 cars in the line-up for the Feature.

This Feature was really a "wild and woolly" affair as it needed two re-starts before the boys could get under way. On the 1st lap of the 1st re-start, several cars were all bunched together coming out of the No. 2 turn and someone bumped Clayton Kirk, No. 34, which sent his car rolling over and over coming to rest on its top. We dashed over to see if something

(Please Turn to Page Three)