

NINTH ANNUAL GATHERING HELD OF AMITY'S THIRTY-YEAR CLUB

By R. A. HARRIS.

Long before Volstead ever thought of interfering with personal liberty John Briedwell, now 62 and president of the Bank of Amity, and Tom Rogers, pioneer druggist of McMinnville, soaked corn in whiskey and got one otherwise respectable gander gloriously drunk. Such was the testimony of John Umphlett, now of Portland, whose natural born powers of oratory and forensic attainment have long been so obvious to his hosts of boyhood friends in Amity as to give him a perennial place on the program at the annual homecoming, now an established institution of that thrifty village.

John, who was also honored with the first presidency of this unique organization known as the Amity Thirty-Year club, which held its ninth annual meeting on Friday night last in Amity's commodious high school building, recited many other incidents of the past, humorous and pathetic. He told how, under the persistent initiative of Frank Ferguson, now sheriff of Yamhill county, the Amity brass band was organized; how it practiced long and ardently on the then popular air known as "Ta-ra-ra-boom-de-ay," and when, finally, it was ready to give its first concert, somebody changed music for Miles Hendricks, and while the band played "Ta-ra-ra-boom-de-ay," Miles was playing "The Bear Went Over the Mountain."

Laura Sanders, now Mrs. Laura Whitbeck of Pasco, Wash., still stoutly maintains she was not caught, regardless of the contentions of Harry Stimson many years ago in a game of "black-man" in Amity. Her desire for justice was so intense at the time that she promptly put Harry on his back and gave every evidence of winning a victorious conclusion until Harry wiggled loose, gathered a club and reinforced his argument with a wallop that gave him the decision, and from which the invincible Laura still carries in one eye the visible evidence of the contest. Mrs. Whitbeck recalled the deep sense of relief and security she felt from the reassuring glances of her Sunday school teacher, Sissie Henderson, now Mrs. John Briedwell when, because of the girlish indiscretion of whispering in church, she had drawn the deeply scornful glances of Brother Jonah, which glances

had stricken terror to her heart. Dr. Matthis, now physician at the agricultural college at Corvallis, said that what impressed him most on his arrival in Amity from Texas some 30 years ago, was the apparent robust, longevity of the people, as evidenced in the persons of Uncle Billy Buffum, Uncle Tom Jellison, Uncle Dick Simpson, Major Brown and many others. The doctor was preceded from Texas by his brother-in-law, Dr. Wood, now veteran physician of McMinnville, who was present, and told how, on his arrival, although a mere boy, he wore a full beard which his brother-in-law insisted must be removed before he (Wood) could undertake to chaperone his young colleague about the streets of Amity. The speaker also recalled how he was impressed by the thrifty growth of lawns, both in the yards and on the roofs. His friend Wood saw to it that he afterwards confined his observations along that line to yards exclusively.

Jesse Jones, son of Rev. T. L. Jones, pioneer Methodist preacher of Portland, called attention to the somewhat characteristic observations of Dr. Matthis in his prompt inventory of the health of the community as evidenced in the apparent longevity of the people. Other jibes by Jones also won applause, as did also a humorous character reading by Guy Mott, Amity merchant.

A mock wedding featured Sheriff Ferguson as the blushing bride, George Briedwell, retired farmer, merchant and warehouseman, as the father who gave away the bride, ex-Sheriff Matt Corrigan as groom, County Assessor Nickell (ex-county judge), as the officiating clergyman, Mrs. Ora Ladd and Mrs. Mary Graham-Wood as flower girls, Lepha Hawley in colonial costume as bearer of the bride's train, Mrs. Emma McKinnon in the wedding march at the piano, and half a score of others in amusing roles.

There was very apparent appreciation for repeated vocal numbers by Maude Springer-Bowen of Portland, former Amity girl, while Robert Jones and Fred Emmett, vocal soloists, responded to encores.

The orchestra was composed of Assessor Nickell, violin; Sheriff Ferguson, cornet, and Mrs. James Likens, piano. Among the numbers and encores played were such old-time melodies as "Turkey in

CHARMING WIDOW AND HOME IN WHICH RICH MAN WAS SHOT.



Mrs. Ida M. Leslie, attractive widow, and her residence at Sound Beach, Conn., where Milton A. Maas, wealthy New York business man, was shot Thursday night in circumstances which have developed three versions of the affair and have brought denunciation

the Straw," "Irish Washer Woman," "Girl I Left Behind Me," and similar echoes of the past.

Mrs. Mary Breeding, better known to those present as Mary Weston, capably presided over the meeting, being president of the organization, and in conclusion there was a feast of everything good to eat.

Interest is much increased by the reflection that every participant was over 30 years of age, born in Amity or adjacent vicinity, lived in Amity or adjacent vicinity 10 years prior to 1900, or resided in the state 20 years, two of which have been continuous in Amity prior to February 10, 1922.

Two hundred and eighty were registered as participants in this ninth annual gathering as against about 100 at the first. Intense interest to a public much larger than that of Amity would be found in the mere recital of the former names of those in attendance with their present names, addresses and lines of activity.

The organization is believed to be unique as the institution of the directorship of Miss Violet Crowfoot and the Literary club under the directorship of Mrs. John Hol-

ingsworth, both high school clubs recently held election of officers with the following results: Commercial club officers are, president, Miss Edna Mae Hartley, vice president, Robert Rank; secretary, Lolita McConnel; treasurer, Ardis Eagen; sergeant-at-arms, Vernon Day. The Literary club has for its officers Lee Alfred as president, Kathleen Booth, vice president, Gladys Larson, secretary Richard Syring, treasurer, Kathleen Lemmon sergeant-at-arms.

While each year so far has shown an increase in attendance, much greater than the inevitable decrease caused by the passing of former members, among those whose departure is recorded since the last gathering are Major Brown, Gus Querner, David Judy, Hiram Kinman, Miss Eva Jack, Mrs. J. B. Long and Mrs. Bertie Gillespie.

Officers Elected By Silverton School Clubs

SILVERTON, Or., Oct. 20.—(Special to The Statesman)—The Commercial club under the directorship of Miss Violet Crowfoot and the Literary club under the directorship of Mrs. John Hol-

Oregon State News

Every Marshfield Bank Lost.
MARSHFIELD, Oct. 20.—Every bank in Marshfield lost drafts, checks or other negotiable paper in the attempted train robbery near Siskiyou last week, according to information received by them from their Portland and San Francisco correspondents.

Registered mail from Coos Bay was aboard the ill-fated express car which was dynamited by the robbers in their bold attempt to rob the train, and the papers were either blown to bits or burned in the fire which followed the explosion.

State Wants McKenzie Road
EUGENE, Oct. 20.—Desire of the state of Oregon to take over the entire McKenzie highway, was re-expressed by J. D. Sawyer, assistant highway engineer, after a trip over that road with County Judge Barnard and County Engineer Morse. Two bad stretches, especially desired taken over and fixed permanently, are the ¼-mile between Nimrod and Elk creek, and the section between the new grade built last year and the power plant grade. This is about a mile. The county must needs contribute its share of the money for this work. That it cannot do next year, as the 1924 budget provides nothing for it.

Taxes Too High
Tax experts have shown that there are so many people now employed or drawing money from the government that it costs \$34 for every man, woman and child in the United States. This is a tremendous cost, and is one of the big items entering into the cost of all commodities. Usually many of these are non-producers, and if it is possible, should be cut off, thus lessening the burden on the average man and woman.—Hubbard Enterprise

Grape Harvesting Still On at Mascher's Farm

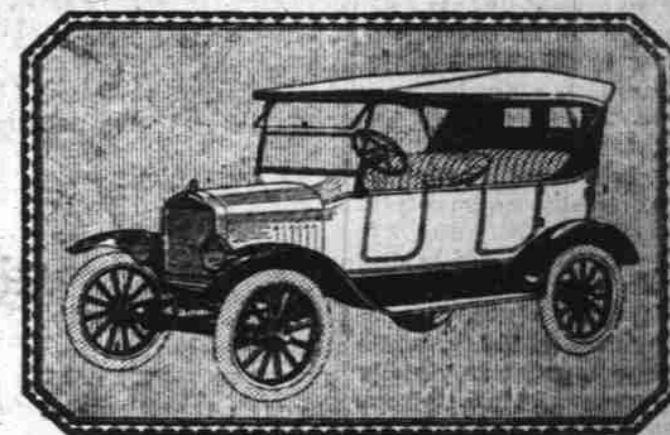
SILVERTON, Or., Oct. 20.—(Special to The Statesman)—The harvesting of grapes is still under way in the Mascher vineyard in the Waldo hills. Mr. Mascher reports that the crop is not as large this season as it was last, due no doubt to the drp weather in the latter part of the summer. As there are 40 varieties of grapes on the Mascher farm the harvesting continues throughout a period of several weeks. Of blue grapes alone Mr. Mascher has 25 different varieties.

Furniture Factory Booming

ALBANY, Oct. 20.—The demand for the walnut bedroom suites now manufactured as the main line at the Smith-Howly furniture factory is increasing every week and it is expected that the output per week on this line can soon be increased to three carloads to take care of the rapidly accumulating orders. Yesterday a full carload of the walnut bedroom suites was shipped to San Francisco and several

strict engineer at Portland. In spite of the unfavorable decision an effort is being made by influential Roseburg citizens to bring a reconsideration of 1923 appropriations and obtain favorable action. The importance of the project is believed to warrant government aid. The Port of Umpqua has spent a large sum of money without any aid whatsoever or recognition from the government until recently, and it is thought that the government should at least aid in making the survey inside the river.

According to the courts, a "reasonable profit" runs anywhere from two per cent to grand-larceny.



New Touring Car

Looking at the new touring car from the side, you are at once favorably impressed with the effect of longer, more graceful lines secured by enlarging the cowl and raising the radiator.

Slanting windshield and one-man top lend material aid in giving the entire car a lower, more stylish appearance.

An apron connecting the radiator with the leader skirts is also a decided improvement.

A comfort feature much appreciated by owners, is the additional leg room provided by the enlargement of the cowl.

Allow us to show you the entire line of new Ford cars now on display in our show room.

These cars can be obtained through the Ford Weekly Purchase Plan.

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NEW SERIES FORDS AT USED CAR PRICES

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- Revolving Window Regulators
- Wider Body
- Dome Lights
- Larger Cowl

They are the late model Fords that have been just shown recently in Salem for the first time.

1923 four-door Sedan, cowl ventilator, revolving window regulators, dome light, cord tires, bumper, speedometer, sun visor, automatic, swipe, foot throttle, extra tire with cover, aluminum running board mats, and other extras. Cost new \$900; our price\$725

1923 Ford Touring (the late models) high radiators, cord tires, shocks, 'n everything. We have several of these on our floors and the price is \$425 each.

TERMS

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Specifications

- Wheel Base—110 inches, standard tread; road clearance, front 11¼ inches, rear 10 inches.
- Weight—Touring Car, fully road equipped, 2300 pounds.
- Engine—Six cylinders; 3 point suspension; detachable L-head type.
- Clutch—Borg & Beck single plate dry disc, 9 inches diameter.
- Transmission—Unit with engine; selective sliding gear; new departure ball bearing and phosphor bronze bearings throughout.
- Universal Joints—Approved fabric type.
- Rear Axle—Semi-floating; one-piece housing, absolutely oil and dust tight; new departure, annular ball bearings used throughout; spiral bevel driving pinion and ring gear; Brown-Lipe-Chapin differential.

- Front Axle—Drop-forged, heat treated I beam; Reversed-Elliott type steering spindles.
- Steering Gear—Semi-irreversible, worm and gear—17-inch steering wheel.
- Frame—Channel carbon steel, 5½ inches maximum depth; 1¼ inches wide, 1-8 inch stock, four cross members.
- Springs—Semi-elliptic; front, 6 leaves 36 inches; rear 7 leaves 50¼ inches; all 2 inches wide; all eyes bronze bushed; spring shackle bolts 5-8 inch diameter, hardened and ground; Alemite oiling.
- Brakes—Two sets: service brake on rear wheels, emergency brake at rear of transmission.
- Wheels—Artillery type. Tuarc steel wheels standard on Sport Touring. Rims, Jaxon demountable, straight side.
- Tires—31x4-inch cord; Non-skid on rear.

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