

LEGION AUXILIARY GETS CHARTER

Woodburn Group Launched With an Impressive Ceremony

WOODBURN, May 1—An impressive ceremony was given as the final step in the organization of the Woodburn women's auxiliary chapter of the American Legion Wednesday night in the armory. Final installation and initiation were given, the women members of the organization and the charter was presented.

The presentation of the charter was made by Mrs. Calle Heider of Sheridan, state president. Mrs. Dorothy Eakin of Dallas, district committeewoman, installed the officers. The members of the Salem auxiliary chapter put on the initiation work.

Visitors from many parts of the valley attended the impressive affair. After the program, the visitors enjoyed dancing and refreshments.

Charter members of the auxiliary chapter are:

Vena Dodge, Virginia Yates, Bertha Bentley, Florence Johnson, Margaret Alden, Fae Kuensting, Jessie Sims, Minnie M. Olson, Mae Engle, Nellis Yates, Lillian Shaner, Alice Glatt, Minnie LeFebvre, Maude Bentley, Louise Reiger.

Elizabeth Kappell, Ida Farr, Rotta Scholer, Ida Moeberger, Nancy Whitman, Althea Beck, Beulah Leonard, Mora Broyles, Pauline Bain, Elizabeth Miller, Gladys Blair, Margaret Corsey, Mary Adams, Mary Haaraham, Mary Scollard, Winona Coleman, Lena Hagenauer, Nellie Eder, Myrtle Smith, Gertrude Unger, Mayme Cochran.

Inez E. Hendricks, Ida Baillie, Hazel Hughes, Louise Gibbons, Bertha Brady, Joyce Engle, Mary Gibbons, Madeline Corn and Nettie Zimmerville.

Vena Dodge was installed as president of the organization. Other officers are: secretary-treasurer, Bertha Bentley; first vice-president, Virginia Yates; second vice-president, Florence Johnson; chaplain, Jessie Sims; historian, Fae Kuensting; sergeant-at-arms, Margaret Alden.

DALLAS KIWANIS ARE ENTERTAINED

DALLAS, May 1—The members of the Dallas Kiwanis club and their wives were entertained at the McCoy Grange hall Wednesday night by the grange organization that community. A banquet was served after which they went to the lodge hall for a program under the direction of Rev. James Alken Smith. About 75 people were present including 49 or more Dallas Kiwanis.

The announcement was made that Dallas had lost in the attendance contest with McMinnville and would pay by a banquet to be given at the Presbyterian church on Monday night, May 4. Dr. V. C. Staats, president of the Dallas Kiwanis club, appointed W. L. Soehren as chairman of the program committee.

Queen Contest Interest Keen

DALLAS, May 1—Ellen Boman continued to lead in the May Queen race after the third count here yesterday. When the ballots were counted the vote stood as follows: Ellen Boman, 781; Mona Brooks, 637; Doris Newbill, 549; Ruby Voth, 415; Virginia Leitch, 317; Edith Dunn, 269.

The next count of the ballot will be taken Monday, May 4, at 10 a. m. At that time the two candidates with the lowest scores will be dropped.

The final count will be made at 7:30 p. m. Saturday, May 9.

ETTNER RITES TODAY
JEFFERSON, May 1—The funeral services for Andrew Ettner, who died Wednesday morning at the home of his son, William J. Ettner north of Jefferson, will be held from the Christian church at Jefferson Saturday, May 2, at 2 o'clock, and burial will be in the City view cemetery at Salem.

SUCCESSOR



Jesse Harper (above), of Wichita, Kansas, is returning to Notre Dame to become director of athletics. Harper was athletic director and head football coach at the South Bend school of learning in 1915, when the late Knute Rockne was a player on the "Irish" team. Rockne became Harper's assistant in 1914, and in 1918 succeeded him as coach.

WHERE AMERICANS OPPOSED HONDURAN REBELS



Loyal Honduran active guards, aided by American residents of Tela, picture running to the city garrison for their arms to defend their city against the advancing rebel hordes during the recent uprising.

Heralds of Health Many at Park, Washington, Lincoln, McKinley, Highland Schools

Pupils from Park, Washington, McKinley and Lincoln schools who are awarded the heralds of health button at May day-Health day exercises next week are announced as follows:

Park school honor roll boys and girls are:

First grade—Marjorie Hill, Quentin Nelson, Clifford Mannan, Martha Dunsinger, Robert Karstene, Barbara McMillan, Dorothy Barham, Betty Caldwell, Francis Berger, Harold Priole, Ruby Harvey, Albert Shultz, Evelyn Peterson, Joyce Lively, James Gunston, Vera Lindeman, Muriel Lindstrom, Francis Nichols, George Pro, David Putnam, Virgil Sebern, Emory Sutton, Virginia Steed, Robert Lind-

strom, Gerald McCarroll, Wallace Steed, Bernice Hansen, Harold Digman, Evelyn Coons, Naomi Lee, Francis Schisler, Aubrey Holt.

Rebekah Putnam, Arle Hanson, Donald Hyland, Doran Humphrey, Lawrence Moorman, Rowena McDonald, Marjorie Young, Lois Iverson, Andrew Humphrey, Doloris Fallon, Cecil Ware, Arnold Nelson, Lester Jones, Vernon Fluke, Donald Weger, Donald Driggs, Elizabeth Steed, Sybil Beckett, Marie Crawford, Ralph Combs, Dale Ellis, Edith Young, James Armstrong, Lyle White, Evelyn McKee, LaVerne Harrison, Gene Ross, Crystal Cree, Ruby Peedee, Clara Naderman, Eva Woelke, Norman Bacon, Francis Keith, Fred Olson, Caroline Singer.

Orville Welsh, Marjorie Mitchell, Geneva Lacey, Ivan Low, Darline Hargis, Raymond Reeves, Glen Ellis, Lewis Coe, Helen Kist, Wade McCormick, Juanita Klinger, Dorothy Johnson, Florence Blaser, Evelyn Beckett, Harlow Moorman, Dean Ellis, Ruby Gunston, Meri Crow, Inez McCormick, William McCarroll, Esryl Hanson, Kenneth Combs, Wendell Armstrong, Maxine Roberts.

BOYS 4-H CLUB IS ENTERTAINED

WEST STATTON, May 1—The boys 4-H Handicraft club met at the home of Elmer Asche, their instructor. This being their last meeting it was rather a festive affair.

The boys' mothers were given and songs and yells were given so their mothers could see what they did outside of club work.

Present were Harold Tegen, Marvin Lacy, Tom Bowne, Dean Bowne, Donald Hankel, Donald Spies, Mark Lewis, Fay Bates, Eugene Lee, Clarence Bowne, Lawrence Tegen, Northrup Bates, William Shellenberger, Melvin Asche.

Mothers present were Mrs. Lacy, Mrs. Tegen, Mrs. Wise, Mrs. Hankel, Mrs. Shellenberger, Mr. and Mrs. L. B. McClendon, teachers of the West Statton school.

Refreshments were served which pleased the boys.

EDUCATIONAL MEET EXHIBITS UNUSUAL

MONMOUTH, May 1—Among the numerous excellent exhibits prepared by students and training school children with the aid of their instructors for the educational conference, was a splendid display of mounted specimens of typewriting done by

Florence Diehm, Jack Kierling, Veva Greva, Thorus Olson, Helen Smith, Marjori Diehm and Lillian Muller.

AS HAWKS SET ANOTHER RECORD



This photo, carried back to London by Captain Hawks and radioed from here to New York, shows America's greatest speed flyer being greeted by Italian aviators at Coteccello airfield, outside Rome, after his sensational flight from London to the Eternal City. His famous Texaco 13 covered the 900 mile journey at an average speed of 167 miles an hour.

Junior high school children under direction of Mrs. Bertha T. Hill, commercial head of the normal school. This work attracted much favorable comment from visitors that day, because of the self-evident superiority of its quality.

Another unusually pleasing exhibit of a special classification, was one arranged in the library under direction of Miss Maud McPherson and her assistants. Many topical suggestions were made by means of books, such as teaching friendship with other lands; a transportation project; and health appeals to children. One of the cleverest phases of

the library exhibit was a presentation of "Hitty", the 1930 Newberry gold medal book. "Hitty" which is the autobiography of a doll 100 years old, was charmingly represented, and although the real Hitty was not on display, the library staff had a delightful doll more than 50 years old to impersonate her.

A splendid collection of best education books was there to attract the reflective mind.

QUEEN IS CHOSEN
AMITY, May 1—Amity will observe May day May 8. Miss Mildred Yocum, senior, was chosen queen.

MRS. ANN WOOD LAID TO REST

WOODBURN, May 1—Funeral services for Mrs. Ann Wood, 76 years old, who passed away at the home of Miss Bruno on the Pacific highway at 10:40 a. m. Thursday morning, were held from the Saint Luke's Catholic church in Woodburn Thursday morning. The death of Mrs. Wood came after a very brief illness, due to complications which set in through an attack of pneumonia. She was sick for about ten days, and finally she became so low that she was rushed to the home of Miss Bruno, on the Pacific highway, for special care.

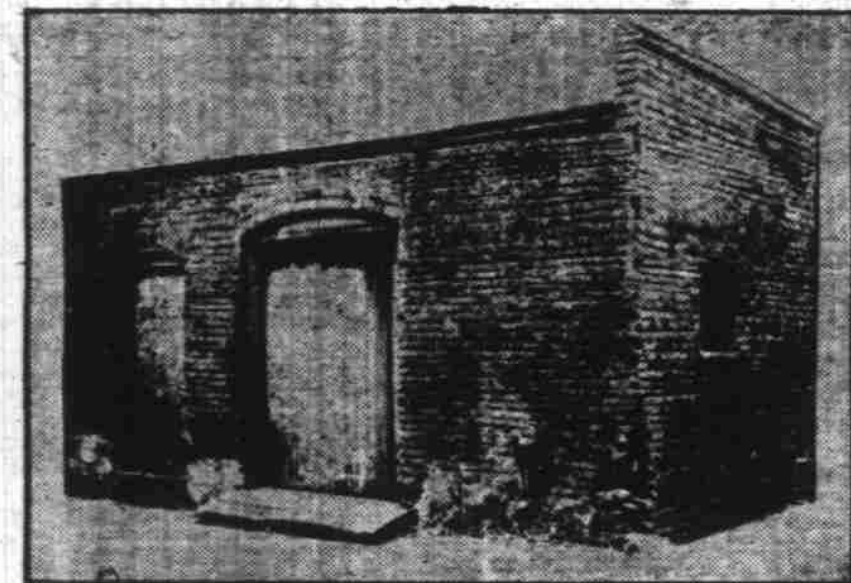
Funeral services were held at 9 a. m. Thursday morning, with Father Rubis in charge. Mrs. Wood's body was buried in the Saint Luke's cemetery. Pallbearers were Tom McCullough, George Becker, Mike Koch, Ed Crechler, Tom Hunt and Nicholas Zannebit.

Mrs. Wood has been a resident of Woodburn for seven years. Her husband, John Wood, died two years ago. Mr. and Mrs. Wood came to Woodburn from Vancouver, they also formerly lived at Independence, Ore. Since her husband's death, Mrs. Wood has been living in the Joe Brock place at the east edge of town. When Mr. Wood was alive, the couple lived on South Front street. Mr. and Mrs. Wood were married 55 years ago in San Mateo, Calif.

Mrs. Wood was born in Chicago 75 years ago. At an early age she came west with her parents and has been a resident of the Pacific coast states ever since. Mrs. Wood is survived by one son, George Wood, of Independence.

TWENTY MILLION FORDS have been made since 1903

Long experience and unusual manufacturing facilities are reflected in the value of the Ford car today



Where the first Ford was made

THE Ford Motor Company was organized in 1903, but the idea of the car originated many years before that.

As far back as 1890, 1891 and 1892, Mr. Ford was working far into the night on what was then called a horseless carriage or a gasoline buggy. "It first began to run satisfactorily," he recalls, "in the spring of 1893. I was running it when the hobolinks came to Detroit and they always came on April 2nd."

This gasoline buggy was the first and for a long time the only automobile in Detroit. Interest was so great that it became necessary to chain the car to a lamp-post to prevent curious people from driving it away.

FORD FEATURES

- Beautiful lines, colors and upholstery
- Shatter-proof glass windshield
- Four Houdaille double-acting hydraulic shock absorbers
- Fully enclosed four-wheel brakes
- More than twenty ball and roller bearings
- Rustless Steel Quick acceleration
- 55 to 65 miles an hour
- Reliability Economy Long Life

THIRTEEN \$430 to \$630

Low down payment and convenient terms through an economical financing plan. See your dealer for details.

All of the earlier experiments on this car and a number of others that followed were conducted in a small one-room brick shop.

Finally, in 1903, the Ford Motor Company was organized and in 1908 the first Model T Ford was offered for sale. By the season of 1909-1910, the yearly output had increased to nineteen thousand and on May 31, 1921, the five millionth Ford came off the assembly line. Less than ten years later, on April 14th of this year, the total had reached twenty million. Production of the twenty-first million is now well under way.

These are tremendous figures, yet they hold an importance beyond mere size.

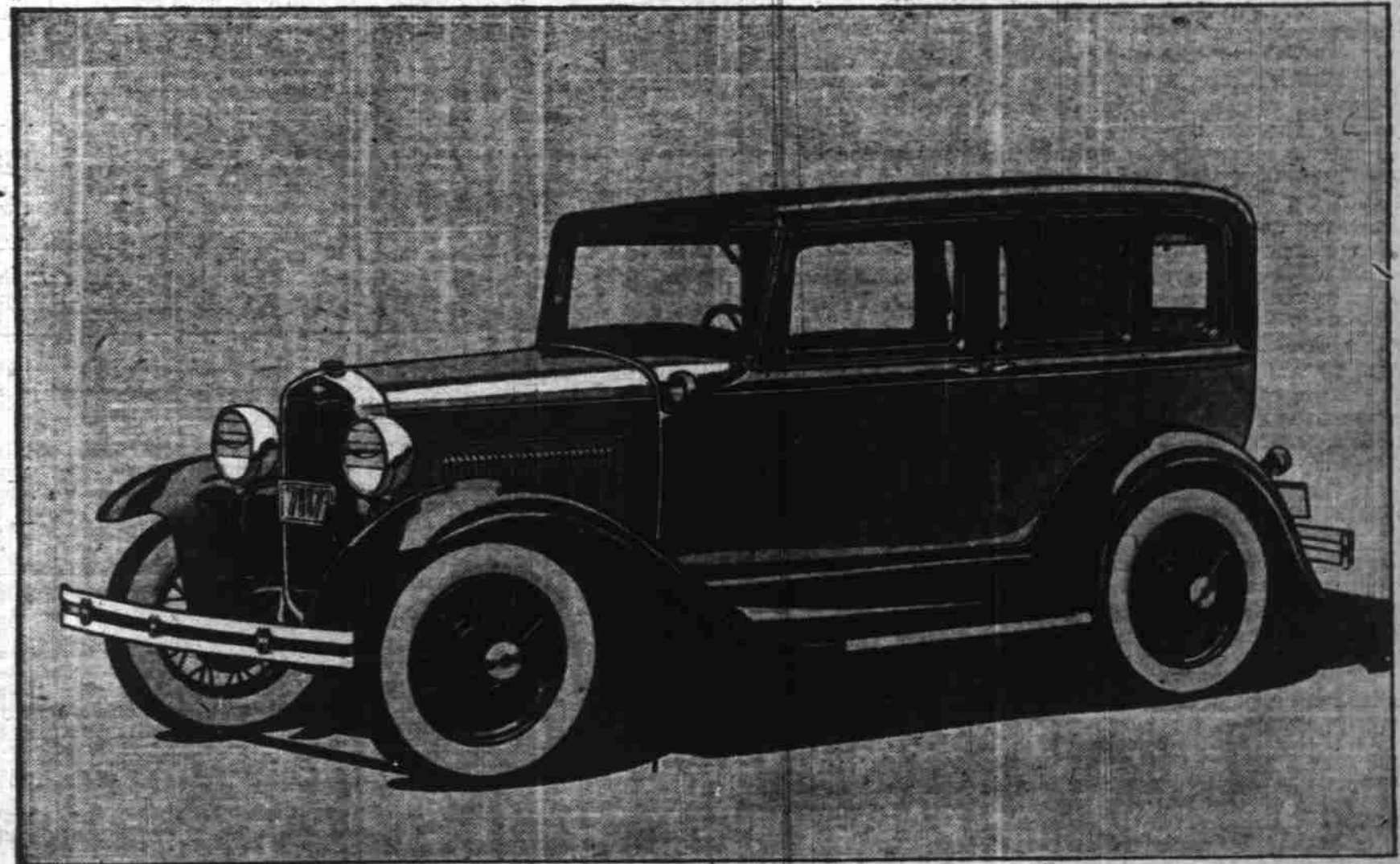
Each of these millions of Ford cars and trucks has played a part in the daily life and activity of some owner; extending his horizon, giving him increased opportunity for happiness and success, putting more worthwhile hours into every day. In countless ways they have

accelerated the pace and progress of this country and contributed to its growth.

Those who write the record of the past quarter of a century agree that the coming of the low-priced automobile changed our whole manner of living—of thinking—of doing!

Coincident with greater and greater demand for the Ford was the building of a vast industrial organization for its manufacture. The small brick shop became a series of plants covering thousands of acres, in every part of the world. The fruits of larger production are improved quality and craftsmanship, lower costs to the public, higher wages to the worker, and an industrial "back-log" of great value to the nation.

The Ford car of today is better because of the experience gained in making the millions of Ford cars and trucks that have preceded it. There is no substitute for time and experience. Ford materials and Ford methods are the product of both. The Ford name is built upon them. Today's Ford car, in everything that goes to make a good automobile, is unquestionably the greatest value in the history of the company.



LATEST FORD BODY TYPE is the beautiful new Town Sedan. Longer, wider body. More luxurious. Ten-degree slanting windshield. Mohair or broadcloth upholstery. A choice of a variety of rich body colors. An unusual combination of beauty, comfort and performance at an unusually low price. See the nearest Ford dealer for a demonstration.