

The Clancy Kids



That's Different

By **PERCY L. CROSBY**
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WESLEY BACK FROM ENGLAND

Belgium is fully 75 per cent reconstructed since the close of the war," is the statement made by T. Wesley of Salem, who with Mrs. Wesley, four children and a maid, just returned from a visit of several months in England and on the continent.

and Mrs. Livesley, leaving their family in England, set out to some of the interesting parts of the continent. They were on the field of Lille, Ypres, Amiens, and other places where the great war was the hottest. Belgium, while the helpless of all the territory over-run by the German armies, was not so sadly devastated as was France where the long sieges were waged on. The Belgians have made a truly miraculous recovery, he says, and the temper of the people is getting better, and they are beginning to be improving, and they are beginning to be a semblance of prosperity. One French contractor whom Mrs. Livesley met in Paris, had worked in American brick machines, and before they have made all brick and methods in vogue when the Germans were built and Babylon in her prime. He expects to cut the cost of brick production about 60 per cent.

This reduction of cost bids fair to help wonderfully in the rebuilding of France," says Mr. Livesley. Brick is in operation in every city. Paris contractor estimated that it will take 10 years. They have been spending more money than they take in, drawing from loans from hoarded capital, and building up a peaceful pursuit—it is full of mental pangs and reservations.

The ships from America are nearly all heavily laden; business is good in America. But coming home, they have been traveling light. The Europeans have not gotten into production, they have too little to sell. The coal mines, however, are just a notable exception. The coal production in the United States has met an extraordinary demand for coal; 25,000,000 tons had been contracted for to come to America and 43 coal ships for America are in the Belgian ports when we get there."

England and France seem to be prospering, in a small way, Mr. Livesley says, but there is a shallowness about the prosperity that is unconcealing. The 1000 ships that lie in the watery graveyard around the British Isles, the victims of the German U-boats, contain much of the metal and much of the heart of the nation; it will take time to recover from the loss. Taxes are terribly high in both countries.

England, the age-old home of the production has decreased from 36,000,000 barrels to 21,000,000 a year. This is due in part to a shortage of business since the war, in part to the extraordinary tax

on beers. Some of the better grades pay a tax up to \$22.85 a barrel of 36 gallons; the average for all grades is about \$12 a barrel, or about 37 cents a gallon.

"England has a fairly good hop crop this year, with no extraordinary demand for it because of the great decrease in brewing production," said Mr. Livesley.

The Livesleys had the best of health all the way, coming and going and while in Europe.—Statesman.

MRS. G. A. HURLEY IS INJURED IN AUTO CRASH

Portland—One woman went to a hospital and the driver of another car went to jail as a result of a smash at East Thirteenth and Broadway Sunday afternoon. R. A. Smith, 898 East Couch street, driving north on Thirteenth street, collided with a machine in which Mrs. G. A. Hurley, 309 Glenn avenue, was traveling east on Broadway. Mrs. Hurley was cut about the face and neck. She was sent to the Good Samaritan hospital for treatment. Smith, found to be under the influence of liquor, was sent to jail by Patrolman Scott on a charge of operating an automobile while intoxicated.

WAGON WITHOUT LIGHTS AUTO GOES INTO DITCH

C. V. (Barney) Shreeve was dangerously injured, and Ray Mitchell and A. M. Matlock badly cut and bruised in an automobile accident on the Dallas-Salem road Monday evening about 8:30. All three are Dallas men. The three men were in a Mitchell six owned by Mitchell, who was at the wheel. At a point near the covered bridge east of Derry a wagon carrying an empty hay rack was encountered unexpectedly, not carrying a light. In making the quick turn out to escape a collision the driver got off the pavement and into the soft gravel. In the effort to bring the machine back to the pavement a bad skid was caused. The machine went completely over, landing on the wheels. Shreeve and Mitchell were thrown from the car. Mitchell was about in a minute and found Shreeve lying at the rear end of the machine, unconscious and apparently badly hurt. Matlock was jammed down on the rear seat, being held there by the crushed top, and had not left the car. Shreeve was brought to Dallas by a passing motorist and after examination was taken to his home. It was feared that he was fatally hurt, but Wednesday noon he revived to a big extent, and it is now thought that he will rapidly recover. Mitchell and Matlock did not get off without injury. They were badly scratched and bruised, and it will be some time before they will feel themselves. The law requires that all vehicles carry lights. It is not enforced as to wagons and buggies, and it speaks well for the careful driving of motorists that more accidents of this kind do not occur. Often a driver, as was the case with Mitchell, is right upon the vehicle before discovering the fact.—Dallas Observer.

Don't fail to read the classified ads.

TWO DALLAS MEN INJURED IN POWER PLANT ACCIDENT

Dallas—O. Bewley, chief engineer for the local plant of the Mountain States Power company, and Cecil Calkins, an engineer of the plant, were painfully injured Saturday when a blower fan located under one of the boilers at the plant exploded while they were repairing it and threw the cast iron covering upon them.

Bewley received a compound fracture of the right leg and for a time it was thought that owing to the splintered condition of the member

it would have to be amputated. Later reports, however, from the Dallas hospital where the injured men were taken is that the leg can be saved.

Calkins received a crushed foot where one piece of the fan covering struck him, but was otherwise un-injured.

PART OF DALLAS SHOP WORKERS JOIN IN STRIKE

Dallas—When the strike of railroad shopmen first went into effect a month or more ago only one of the fifty or more employes of the local Southern Pacific shops responded to the call of his union and laid down

his tools. The fact that the Dallas shopmen, while not many in number, had refused to walk out was a sore grievance to the union officials and strikers elsewhere.

Tuesday Walter Nash, of San Francisco, general chairman of the Machinists' union, C. F. Grow, lecturer of the American Federation of Labor, and a number of other union officials visited Dallas and that evening held a private conference with the local shop employes. As a result of this meeting eleven of the union men here turned in their tools Wednesday morning and joined the strikers. This number, according to

Ray Kelley, clerk of Fred Gerlinger, superintendent of the Dallas shops, is less than 20 percent of the total number of men employed there.

Wednesday evening a general mass meeting was held at the armory, which was attended by about 200 people. This meeting was addressed by Mr. Nash and Mr. Grow, the latter making the main address. Apparently no new converts to the strikers' cause were won at this meeting, as reports from Supt. Gerlinger's office this morning state that his force was intact today, with the exception of the workmen who went out Wednesday.—Itemizer.



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