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Have you never longed for a beautiful oil painting to hang on your wall? Here is an excellent opportunity to have one given to you absolutely free of cost. The beautiful pictures being painted in our windows by Prof. E. M. Burt are for our patrons. With merchandise purchased to the extent of \$10, one of the pictures 14x22 inches will be given, and with sales checks to the amount of \$20, pictures 22x36. Save your sales checks.

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When before have you heard of good, practical Suits for Misses at such a price? For quick clearance, at **\$1.98** only

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Pretty Lingerie Waists, the kind you can wear all year round. In a variety of dainty effects. Regularly \$1.50, choice **\$1** during our January Clearance for

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BUICK CARS HAVE MADE GOOD RECORDS

It is not often that the middle of Winter is the time chosen to lower automobile speed records over a road course 174 miles long in any part of the country, and when the account of the lowering of such a record comes from the Pacific Northwest which is generally supposed to be storm bound at this time of year, it is almost beyond belief. The fact remains, however, that an automobile carrying five people travelled 174 miles from Seattle, Washington, to Vancouver, B. C., in 5 hours and 27 minutes running time, and made the return trip in 5 hours and 30 minutes running time.

The account of this wonderful performance was forwarded to the Howard Auto Co., Pacific Coast distributors of Buick cars, and is as follows: "Shattering all speed records between Seattle and Vancouver, B. C., and establishing a record for consistent running, endurance and economy that is without parallel in motor history in the Pacific Northwest, and as far as known, in the entire world, a stock model 28-H. P. Buick touring car, carrying five passengers and driven by George Purdy, raced on Thursday from the Times Building in Seattle to the Province Building in Vancouver, B. C., and return, a distance of 348 miles, in the sensational elapsed time of 14 hours and 4 minutes. The actual running time was 10 hours and 57 minutes, or an average speed of 31.74 miles an hour.

The record-breaking run across the international border was one of the severest tests to which a motor car was ever subjected; and the phenomenal showing resulted from a combination of clever driving, sturdy construction and powerful, economical engine, for not once was the hood of the car raised nor was one drop of water added to the radiator these having been sealed before the car left Seattle. The seals were placed on the car by the automobile editor of the Seattle Times and at the finish of the gruelling run they were found intact.

To add to the splendid performance, the car completed the round trip with a gasoline consumption of only sixteen gallons, giving an average of 21.75 miles to the gallon of gasoline, an exceptional record considering the speed that was maintained and the severe use to which the machine was treated. It served to demonstrate conclusively the economy and power and speed of the Buick valve-in-the-head engine.

With Purdy at the wheel and Jas. G. Fenton, assistant manager of the Northwest Buick Co., L. W. Dodson and P. J. Scott as passengers, and observers, the Buick car left the Times building Thursday morning with a letter of greeting from Col. Alden J. Bletcher, editor-in-chief of

The Times, the little record-breaker was checked out at 3:21 a. m. by Night Watchman Elliott. Right from the start they set a dizzy pace and fairly flew over the smooth surface of the Pacific Highway leading out to the north.

With no traffic to hinder him, Purdy gave the roaring little Buick all the gasoline it wanted, and the speedometer indicator flickered steadily around the 40, 45 and 50-mile marks. Fifty-five minutes after they had checked out at the Times office in Seattle, the crew were in Everett, 32 miles away. In Everett they lost 10 minutes waiting for a guide to direct them over the route. They had made such fast time that M. G. Thomsen, who was to guide them over part of the route to Vancouver, was not ready and the space annihilators lost 18 minutes, leaving for the north at 5:41 o'clock. They roared through Mount Vernon at 5:55 o'clock headed for Bellingham, which town they reached at 7:09 a. m. In Bellingham, which is 106 miles from Seattle, a second delay was caused by the car arriving away ahead of schedule, and there being no guide ready to pilot it on its wild run north. After a delay of 45 minutes, a guide was located and the car was again on its way. The party arrived at Blaine, on the Canadian border, at 9:50 a. m. and after a delay

of only 5 minutes, they were on their way to Vancouver. The customs officers were exceedingly courteous to the record-breakers and graciously added them in their efforts to shatter the speed marks. With one final burst of speed, the sturdy little Buick flashed into Vancouver and came to a stop in front of the Province office at 10:04 a. m., having covered 174 miles in 6 hours and 43 minutes elapsed time, or 5 hours and 27 minutes actual running time.

Seattle Discuss Newspaper Laws. Seattle, Wash., Jan. 14.—"Newspaper law," was the subject of an address delivered before the State Newspaper Institute by John Henry Perry, of Seattle, an acknowledged authority on the subject.

Besides the publishers and editors of newspapers of Oregon, Montana and Washington, and the 150 students of Journalism of the University of Washington were in attendance.

Perry's address covered the general range of newspaper jurisprudence, paying particular attention to the "right of privacy." He also went carefully into the question of the attitude of the courts toward the press. The state newspaper institute will be in session three days.

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BAD BOYS MAKE GOOD IN EUROPEAN WAR

By P. M. Sarle
(United Press Correspondent)

London, Dec. 15.—(By mail to New York.)—Here's the story of two "Bad Boys" who made good in the great European war.

Formerly the despair of their parents and teachers, Driver Job Henry Drain, 37th Battery, Royal Field Artillery, and Lance-Corporal William Fuller, of the Royal Welsh Regiment, are now popular heroes and the pride of the towns of which they were once considered the disgrace. For the "Bad Boys" of Barking and Swansea have won the little bronze crosses which enable them to place the letters V. C. after their names, and which put them on the roll of England's greatest heroes for all time.

Barking in Essex, and Swansea, in Wales, are far apart, and Drain and Fuller never meet, but their stories are sufficiently familiar to tell them together.

Drain is the son of a Barking laborer, and as a boy he never made any pretense about wishing to rise in the world. He hated school, and playing truant as often as he dared. His teacher at the little back-lane church school demonstrated with him and punished him, but in vain. Drain's ambition in life was to mind cows. He could not work up any enthusiasm for the three R's. He understood cows, and preferred to be with cows, and when he was kept away from them and forced to go to school he made himself a general nuisance. He was placed in the Walthamstow Truant School.

Job thrived exceedingly on the regular life at the reform farm, and curiously enough, took readily to the physical and military drill part of the

curriculum. He was a clean-built, well set up youth of sixteen when three years ago he was told that he must choose his career and leave his place of detention. He elected to join the army, and entered the Royal Field Artillery as a "boy."

"Boy" Drain found horses quite as fascinating as he had formerly found cows, and proved as good a horseman that on reaching the military age of seventeen he was "mustered Driver," and appointed to the 37th battery. He was eighteen and a half when the great war broke out, and his battery was one of the first in the field, having moved to France with the Irish division. At Mons and during the famous retreat, Drain did his duty, and looked after his pair of gun horses, in fine style, but it was at de Chateau, on August 28, that he had the opportunity of showing that bad boys at school were not necessarily incorrigible.

There his battery got into a tight corner, and it seemed certain that the guns must be captured by the advancing Germans. Guns are the apple of an artilleryman's eye, and the officers called for volunteers to save them. Most of the gunners had been killed, but with a comrade, Driver Frederick Luke, the "Bad Boy of Barking" dashed through the hail of bullets and hitching up his teams brought back three guns in succession. Before the two heroes got the third gun away, the German infantry were within a hundred yards, but the "worst boy in the school" never flinched, with his comrade galloped back to the battery with the precious piece.

Both were awarded Victoria Crosses, and one of the first things Drain received was a telegram from the Mayor of Barking: "Heartiest congratulations. The town of Barking is proud of you." Then came a similar message from the Walthamstow reform farm, and the teacher who had given him up in despair. The teacher who has some skill with the brush, is painting a portrait of the hero to hang up in the school in which he was reformed the worst boy. And Driver Drain, V. C., agrees that it was "worth while." Curiously enough, Drain's father carried about with him all day a newspaper containing an account of his son's heroism and reward, without knowing a word about it until a fellow workman drew his attention to it in the evening.

Lance-Corporal Fuller's story is almost the same. The "Bad Boy of Swansea" was

incorrigible until taken in hand by the Swansea Industrial school. He acquired a respect for discipline and joined the Royal Welsh Regiment, in which he proved himself a smart soldier and was soon promoted to Lance-Corporal. He cheerfully performed all the duties entailed by the "half-of-nothing" rank of which Kipling wrote, then came to war, and the Welsh were in all the early fighting.

It was at the battle of the Aisne, when on September 14, near Chivry, the regiment suffered fearful losses that Fuller's chance came. Outnumbered six to one, the Royal Welsh fought desperately to hold their position. Officer after officer went down, among them Captain Haggard, the Swansea "Bad Boy's" company commander, who fell, shouting "Stick it, Welsh." Nobly the "bad boy" and his few remaining comrades "stuck it" and when retirement was inevitable, Fuller went back for his officer. He had to run a hundred yards under murderous rifle and machine gun fire, Haggard, knowing himself to be mortally wounded, ordered the lucky "non-com" to go back, but Fuller insisted upon picking him up and carrying him on his shoulders to a place of comparative safety.

In the dining room of the correctional school which reclaimed the V. C., and prevented him from drifting into the ranks of the inveterate wastrels, the education authorities of Swansea are putting up a brass plate, inscribed with the wording of the official dispatch recording Fuller's heroic deed.

ITEMS OF INTEREST
FROM ASH SWALE

Ash Swale, Jan. 15.—Chas. Jackson who moved to Brownsville last fall has purchased a 10 acre farm south of Brownsville and will make it his home.

Mrs. Lynch's mother and sister visited her last week.

The school board is having some much needed walks built around the school house, also other needed improvements.

D. F. Newland shipped two car loads of hay last week.

Mr. Buckley has been buying horses in this neighborhood, buying a fine one from P. J. Troutman, one from John Mallow and one from Ed. Bowers.



Perhaps you are thinking of making a change in your banking connections--or thinking of opening an account.

The officers of this bank are at all times glad and willing to serve you in any financial capacity and invite you to confer with them in regard to any banking matters.

They wish you a happy and prosperous New Year.

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