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Sketches of Little OLD NEW YORK

By M. J. McIntyre

NEW YORK, May 3.—Eugenists and heredity, give ear to the study of Peroxide Nellie, the opium cat. Mary Williams, nurse at the Settlement House, 10 Mott street, tells the tale and exhibits Nellie. Nellie belongs to the sad, bad past of Chinatown, when the streets reeked with opium fumes and fan-tan raged.

Nellie left the farm and wandered into the most evil quarter of a big wicked city. She took up with Yen Shi Gertie, opium fiend and wife of a Tong man. Gertie dragged her down and down. Her soul within her may have died, too, to follow out the song. Finally her black fur was altered through the medium of the same bottle which had changed Gertie's hair from brown to flaming auburn. Nellie became a peroxide blonde.

And she didn't stop there. Her mistress used to puff opium smoke in her face and at first she sneezed but later she went back for more and became a fiend. Then she went into the Settlement House and reformed—became a mother of one wee kitten with peroxide yellow blotches. The kitten survived and in turn became a mother of a litter of peroxide kittens—so there you are!

means that Jack's will be the biggest cafe in town—it is already the best patronized.

Franklin P. Adams in the Tribune has been complaining of the futility and waste of time in marking "Personal" on the letter. Harry Leon Wilson, the writer, writes to Adams of the prodigality of writing "Rush" on an express package. His wife wanted to send some California violets to New York and on the express package wrote "Rush," fear Wilson's lament.

"I can see the engineer grasp the throttle and just tear over the country thinking of his wife and little one back home while the train dispatchers and general managers and conductors swing their lamps like mad and keep the switches open for this train.

"Al the while the express messengers on the train looks haggard at the box again and again scarce believing they can believe their own eyes but there are the very words written in a plain handwriting—Flowers, Rush! And it may result in a confusion of schedules and several train wrecks."

"Jack" Dunston has made good. He is famous to thousands of New Yorkers as the proprietor of Jack's restaurant at Sixth avenue and Forty-third street—one of the all-night places of the Lobster Bell. Gay parties from Keokuk always go to Jack's for breakfast. But that is not telling how Jack made good. Here is the yarn:

Twenty-five years ago he was an Irish immigrant boy and he broke into the restaurant business as a waiter at Burns'. Later he was successively head waiter and manager. Then he and his employer quarreled. In a fit of anger Dunston quit and said: "Some day I'll buy this building."

That was a quarter of a century ago. Just the last week he made good. He bought the building and will use it as an annex to his own cafe. The price paid was \$296,000. The purchase price of the annex

Irving R. Bacon, dramatic editor of the Newark Star, an this wife "hit the trail" at the Sunday tabernacle in Paterson. The next day Bacon hit the trail that led out of the Star's editorial rooms. The Star is owned by Senator Jim Smith who once locked horns with President Wilson.

Bacon was assigned to cover the meetings although he had written before Sunday came to Paterson that he believed the evangelist to be a mountebank and faker.

After hearing Sunday for a week he became a convert and one night he and his wife walked up to the rostrum. Then he was sacked.

A new play was being rehearsed in a Forty-second street theater the other morning. When the rehearsal started an English actor asked to be admitted. "Just show your wrist watch to the doorman," said the ticket office man.

NAVAL POLICY IS VERY WEAK

Daniels's Open Letter Reviewed by Former Secretary, George von L. Meyer.

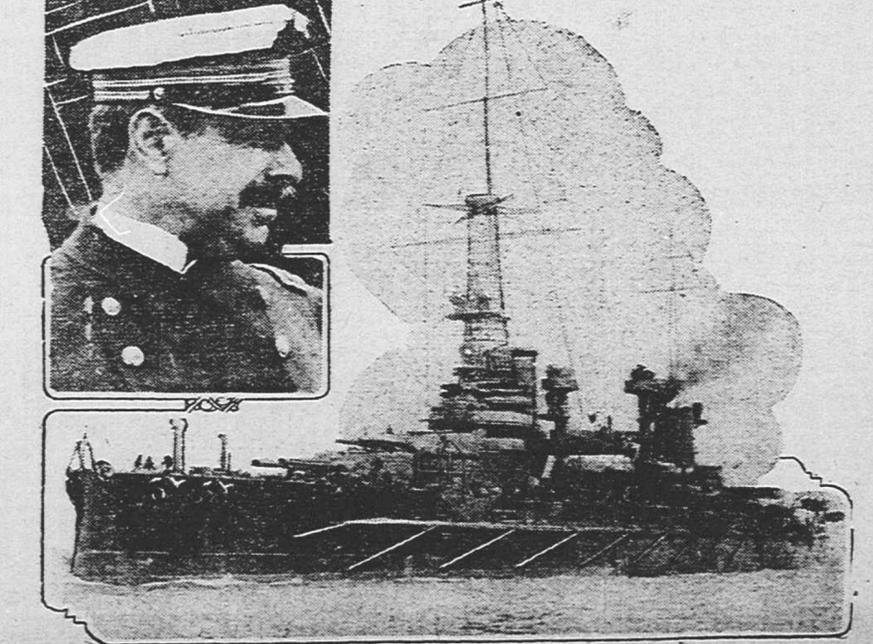
(BY ASSOCIATED PRESS)
BOSTON, May 3.—Former Secretary of the Navy George von L. Meyer made public last night a statement reviewing the open letter from Secretary of the Navy Daniels to President Garfield of William College, concerning the present status of the naval equipment of the United States. Mr. Meyer opens with the statement that Secretary Daniels' discussion of this subject "leaves much to be desired in the way of information." The statement follows:

"The secretary neglected to state when he refers to the last two years of the Taft administration, that the House of Representatives, which originates appropriations, was in control of the Democrats on account of the by-elections; that they went into caucus and voted 'no battleships.' It was on the issue that no party could afford to caucus on patriotism, as placed before the people by some of the leading papers at my request, that we broke the caucus and obtained, very grudgingly, from the Democrats one battleship for each of the remaining two years.

"The war and the campaign of education on national defense, have influenced Congress in making more liberal appropriations, but the third battleship Mr. Daniels obtained was made possible by the sale of the Idaho and Mississippi to Greece, using the fund derived from this transaction for an additional dreadnaught. But the Idaho and Mississippi were both modern ships, built in 1904, and while President Wilson's sale was a good business transaction, it will not, apparently, increase our tonnage. It should also be noted that the Indiana, Massachusetts and Oregon can no longer be included in our tonnage list; that the Iowa, Keokuk, Kentucky and Alabama will reach their age limit in 1916, while

the Illinois, Wisconsin, Maine, Ohio and Missouri are due for replacement by 1920, as battleships become obso-

ARGENTINE REFUSES TEMPTING OFFER FROM GREECE FOR HER NEW SUPER-DREADNAUGHT MO RENO; VESSEL IS BIGGEST AFLOAT



lete in twenty years. It is obvious, therefore, that a policy pursued according to this year's program of two battleships with certain auxiliaries, no scout cruisers and no battle-cruisers, will lead nowhere if it is the real purpose of the nation to have an adequate navy, for we are not even following a program of new construction intended to replace those vessels which have been or will soon be condemned because unfit for service on account of age.

"While, as the secretary has stated, the navy is today recruited to its medium strength, (which is due to the decreased demand for labor in various lines of trade throughout the United States), yet the commander in chief of the fleet, in a communication to the naval academy, gives the opinion that the fleet lacks in its complete equipment, about five thousand men and a number of officers. To put all the commission which could be useful in times of war, would require eighteen thousand additional men and many officers, according to Admiral Badger in his evidence before the naval committee this winter; and yet, in his letter the secretary assures the naval committee that the navy in 1915 is larger, better equipped and in better condition than in any previous year, while experts know that this is impossible, since many of the battleships have been retained so long in Mexico that fleet manoeuvring, vital for efficiency, has been terribly hampered and interfered with.

"The naval conflicts of the European war have emphasized the importance of speed, range and armament. The Blucher, faster than any of our ships, was destroyed because it was slower than any of the other ships in the conflict. Yet we are building no fast cruisers or battle-cruisers. The secretary in his enthusiasm over our fourteen-inch guns, which he says will shoot farther, shoot straighter and hit harder than any gun now in use, overlooks the fact that Japan has in commission and building eight naval ships with fourteen-inch guns probably as good as our fourteen-inch guns, and that England has the Queen Elizabeth in commission with fifteen-inch guns, a battleship of over twenty-seven thousand tons with a speed of twenty-five knots and nine other capital ships building with fifteen-inch guns.

"The war demonstrated the need and value of aircraft. The general board recommended the appropriation of five millions of dollars, but only one-fifth of the amount was obtained.

"In view of the increasing number of submarines and the accident in Hawaii, there is urgent necessity for testing and wrecking docks that may be used for salvaging submarines of any size, docking submarines and testing to determine the resistance to external water pressure. Two docks of this description will be required for the Atlantic and two for the Pacific.

"Upon the efficacy of the supply ships depends the efficacy of the fleet. The importance of supply ships has also been demonstrated in this war. One was authorized in 1913. It would have been thoroughly completed by this time, if built under contract in one of our navy yards, and it has not yet been laid down.

"Without ample coal and oil storage at distant bases, in the absence of a large merchant marine to insure a continuous supply of fuel, the range and efficiency of the fleet will be seriously impaired in time of war.

"The general board in a report to the secretary state: 'The strength of the fleet is measured too often in the public mind by the number and tonnage of its material units. The real strength of the fleet is the combination of its personnel (with their skill and training) and its material, and of these two elements the more important, the personnel, is too often forgotten and neglected in making provisions for our fleet. One of the basic troubles at the present moment is the demoralization which has been going on of our personnel and which is not taken into account. Further, it is poor economy to build battleships without making, as we are doing now, a proper provision for the increase required in personnel, as is the approved practice in other countries.

"The difficulty in the administration of the navy at the present moment is due to the fact that the organization in force for four years founded on a plan to a great extent the outcome of Admiral Mahan's ideas, has been disrupted and discouraged without consulting experts, and nothing has been put in its place. Imagine a new railroad president removing division heads without replacing them and expecting the

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operation of the entire railroad system to be continued with efficiency, economy and despatch. The test of a naval organization comes when, in an emergency, it can pass smoothly from a peace to a war basis. In the present condition of the organization it could not be accomplished without the greatest confusion, congestion and with a possibility of very grave consequences, to the discredit of the country."

EIGHT ARRESTED BY POLICE.

The members of the police department were late bus Saturday night and Sunda and as a result seven prisoners, six men and a woman, faced Mayor G. H. Gordon at the regular session of police court Monday morning. All were charged with being drunk and were fined \$5 and costs, six paid up and were released and the other two were given ten days on the county road gang.

NOTICE.
My wife, Martha S. Patterson, having left my bed and board without just cause, I will not be responsible for any debts contracted by her.
Signed, S. PATTERSON.

NOTICE TO SHIPPERS.
Traction Company express cars leave Clarksburg for Grassell, O'Neil, Mt. Clare, Weston, Shinnston, Farmington, Fairview, Farmington, Mannington and intermediate points daily

except Sunday. Shipments for Man-
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should be delivered in the station not
later than 9:00 a. m.; Fairview and
intermediate points, 11:00 a. m.;
Weston and intermediate points,
12:00 M.
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