

Baker's Saving Bulletin Continued

We Keep the Stream of Merchandise Flowing in, to Keep up with the Stream Flowing Out. Activity never ceases here. Assortments must be kept complete, so there need be no delay or disappointments in getting personal apparel or home furnishings just when needed. Trade circumstances which will rebound to the credit of the store and the profit of our customers are taken advantage of when they are able. THIS STORE IS ALWAYS A WEEK AHEAD OF THE CALENDAR. Here in this, our greatest fall sale in years is heaped up measure, full and running over.

Good Toweling	Standard Calico 10 yards for
2 7/8c	38c
Standard Gingham	Fine Gingham Underskirts
3 7/8c	18c
Men's or Ladies' Hemmed Handkerchiefs	New Carpet Slippers, All Sizes
1c	14c
Men's Fine Hose	Fine Quality Batiste Corsets
3c	28c
Full Size Shezets	Men's Fine Dress Shirts
25c	38c
Large Hemmed Pillow Cases	New Waists for Ladies'
7 1/2c	38c
Fine Table Damask	Fine Quality Spreads
9c yd.	84c

Baker's Fall Sale will Mean a Saving of Many Dollars to You.
Sale Opens Friday Morning at 8 o'clock

The most remarkable sale in the annals of Merchandising in Baker's Gigantic Fall Sale—A sale with enterprise back of it—A sale brimming over with wanted, seasonable, new merchandise—A sale with prices truly sensational—with savings in many cases even beyond comprehension, with broadside after broadside of low prices—Every department will contribute its quota of offerings—the bargain center of Clarksburg will fairly seeth and whirl with activity so astonishing are the values to be put forth—There will not be a moment of relaxation anywhere in this bargain home. Business will rage continuously. It will pay our many friends and customers to come to this greatest price lowering event in recent years.

BAKER'S GIGANTIC FALL SALE OPENS FRIDAY, OCTOBER 29, 8 O'CLOCK

"Wisdom Points Out the Way to Economy"

BAKER'S

343-345 W. Main St.

Originators and Leaders in Low Prices in Clarksburg for Fourteen Consecutive Years

Tells Her Experience To Benefit Others

Mrs. Dunlap Sends a Letter Addressed to the Readers of the Paper.

A sense of duty to others who might suffer as she had impelled Mrs. R. C. Dunlap, of Dekalb, Mo., to send the following signed statement to the St. Joseph, Mo., News Press:

"The readers of the News-Press, especially those suffering from gall-stones, stomach trouble and appendicitis, will find in Fruitola and Traxo a permanent cure. After suffering for three years the most excruciating pain from gall-stones I found this wonderful remedy and am now in perfect health and have been for almost four years. Never have any symptoms of the old trouble. I had been told by three doctors that nothing but an operation would save me. I know a general who have undergone an operation but still have gall-stones. This medicine I can oil which softens the stones and cures the liver. It can be bought at any drug store."



Mrs. R. C. Dunlap
PHOTO BY GUST-SWALTZ

Fruitola is an intestinal lubricant that softens the congested masses, disintegrates the hardened particles that cause so much suffering, and expels the accumulation to the patient's great relief. Traxo is a tonic-alterative that acts on the liver and kidneys, stimulates the flow of gastric juices to aid digestion, and removes bile from the general circulation. Fruitola and Traxo are prepared in the Pinus laboratories at Monticello, Ill., and arrangements have been made to supply them through representative druggists. In Clarksburg they can be obtained at

H. F. BURKE, Corner Third and Pike Streets.

SUBMARINE DISASTER NOT CAUSED BY CREW

But by the Terribly Bad Condition of Vessel Says Report of the Naval Board.

(BY ASSOCIATED PRESS)
WASHINGTON, Oct. 28.—A graphic story of the battle for life waged in vain 300 feet beneath the surface of the sea by the twenty-one men who perished in the navy's submarine F-4 last March at Honolulu is told in the final report on the loss of the vessel submitted by a board of inquiry headed by Rear Admiral Busch and just made public. Examination of the wrecked hull after it had been brought to the surface and placed in the dry dock convinced the board that the disaster was caused by a leak resulting from a corroded battery lining, and the failure of the boat through poor diving qualities to respond promptly to the rudder change which should have returned it to the surface.

Discarding the theory once advanced that chlorine gas brought quick relief in death to the crew, the board from signs within the rusted and battered hulk pieces out in its report a dramatic account of how the doomed men strove desperately to save themselves as their vessel sank to the bottom. Fifteen met death in the engine room, where they sought refuge at the last; six died at their posts in the flooded forward compartment.

All Members Absolved.
All members of the ship's company are absolved from blame in this tribute: "From the facts established, we find that the accident resulting in

disaster to the United States submarine F-4 on March 25, 1915, was not due to carelessness, negligence or inefficiency on the part of its officers or men of the vessel and that, furthermore, the personnel remained at their respective stations until all effective means employed to avert the disaster impending had failed and thereafter sought refuge."

After a review of all the facts established in the investigation, the board states its conception of the disaster as follows: "The primary cause of the disaster was the corroded condition of the lead lining of the battery tank and, in consequence, of certain rivets in the port wall of the forward battery steel tank.

Secondary Causes.
The secondary causes were: "(A)—The poor diving qualities of the vessel; and, "(B)—The consequent failure of the vessel promptly to respond to measures taken to bring it to the surface."

"Unknown to the commanding officer, the vessel acquired some negative buoyancy forward of the center of gravity, through the leaky rivet in the port wall of the forward battery steel tank.

"Water accumulated in the forward battery lead lined tank and, through corroded sloop tanks, overflowed into the battery cells—in contact with sulphuric acid in the cells generating chlorine gas.

"The vessel developed a strong tendency to dive. "Upon these intimations of danger, there followed: "Up-rudder, but due to the poor diving qualities of the vessel, aggravated by the additional quantity of water taken in through the port wall of the forward battery tank, the vessel did not respond, but, in fact, continued to descend, and downward momentum gained before propellers were stopped.

"Automatic blow was tripped, and blow valve on auxiliary tank opened. "In the endeavor to check the downward momentum maneuvering with propellers probably took place. "The appreciable length of time requisite for air to build up in ballast tanks for the expulsion of sufficient quantities of water resulted in the vessel reaching crushing depths.

Seams Open.
"Seams of the vessel began to open, and—probably through open torpedo tubes and seams—water entered the vessel. A condition of positive buoyancy was never attained. "There followed actual disaster. "The vessel began filling with water.

"Personnel abandoned stations, and many sought refuge in the engine room, closing its door. "Under great pressure, engine room bulkhead failed suddenly, leaving the vessel on bottom, completely flooded."

From its examination of the valves of the automatic device which was set to expel water from the vessel's ballast tanks at a depth of 100 feet as required by departmental regulations, the board found, that the accident which started the F-4 on its downward plunge had occurred before the 100-foot mark was reached. The most effective procedure for sending the boat to the surface was promptly carried out, diving rudders were set to send it upward, valves opened to empty the forward ballast tanks, and the electric motors started to drive it upward, all without avail. It was then some members of the crew rushed into the engine room compartment and the door of the bulkhead was closed. Fifteen bodies were found there and from this fact and the position of valves and rudders the board concluded that:

"Some members of the personnel were alive and capable of action for at least a short time after the occurrence which led to the disaster. "The board locates the primary cause of the tragedy forward of the engine room bulkhead. In this connection it says:

"Sloop tanks and lead lining of battery tanks found corroded and therefore this corrosion resulted from the chemical action of sulphuric acid upon impurities in the lead. "Battery steel tanks in general found in excellent condition, and therefore,

Rivets Corroded.
"The corrosion of certain rivets and areas occurred prior to March 25, 1915, the date of the disaster. "Valves and rudders found operated; switches found thrown; engine room door intentionally closed; and, therefore,

"The personnel were not asphyxiated before the vessel, under normal conditions, could have been brought to the surface. "Corroded rivet in port wall of

forward battery steel tank in wake of frame number 51, found to leak slightly under even a small head of water—not more than one foot—to which this portion of tank could be subjected in dock; and therefore, "On the dive of March 25, 1915, this corroded rivet leaked considerably,

Cells Flooded.
"Due to inevitable short-circuit or heavy ground, caused by flooding of cells through sloop tanks, in the presence of chlorine and free hydrogen, (or, in the presence of free hydrogen alone, if in sufficient quantity,) electric arc struck, and therefore,

"An explosion occurred. "A battery fire of limited extent occurred in the forward battery positive cell; but, nevertheless, this battery fire was not the primary cause of the disaster.

"Leak found in port wall of forward battery steel tank; probable leaks around certain corroded rivets in both battery tanks; probable leak through open torpedo-tubes; otherwise, no positive evidence found as to where leakage occurred; and, therefore,

"The vessel began to leak through open seams when, or before, the depth of 300 feet was reached, and at such a rate that the weight of the water coming in was greater than the weight of water being expelled from the ballast tanks; and, furthermore,

"Sloop tanks found corroded; suction-pipe leading to bottom of forward battery lead lined tank found plugged with marine glue, and, therefore, these conditions were contributory to the disaster."

Poor Diving Qualities.
The report continues: "No evidence found that the F-4 had poor diving qualities prior to its docking in February, 1915, when experimental propellers were fitted—the only known alteration made; and, therefore,

"The experimental propellers so substituted probably so affected the influence of the after diving rudders as to make it difficult for the diving rudder man to control the vessel, and, furthermore,

"The poor diving qualities consequent upon this change of propellers were the secondary cause of the disaster.

"Air valves found open on forward main, middle main, auxiliary and after main ballast tanks, and, therefore,

"In the endeavor to check the vessel's downward momentum, the interval of time requisite for the expulsion of sufficient quantities of water permitted the vessel to reach crushing depths."

SUBSIDY

On Spelter from Ore of British Empire Origin is Recommended by Council.

LONDON, Oct. 28.—The payment of a government subsidy for a period of twenty years on spelter produced at works in Great Britain from ore of empire origin, has been officially recommended by the council of the London chamber of commerce. The bonus is to be payable only when the monthly average price falls below \$115 a ton, this being the lowest price at which smelters can operate profitably in England, according to testimony taken by a London committee. The amount of the bonus is to be sufficient to raise the month's price to \$115. This figure compares with the present war price of about \$340.



This Karo Premium Griddle

LABELS from 50c worth of Karo (blue or red) and 85c brings you fine 10 1/2 inch aluminum griddle by parcels post prepaid. This Karo griddle, light and easy to handle, bright as a new dollar and needs no greasing, therefore no smoke. Heats uniformly all over, is very economical, will not rust, is easy to keep clean—and MAKES THE FINEST GRIDDLE CAKES YOUR MEN FOLKS EVER TASTED.

This griddle retails regularly at \$2.25. Send your order for the Karo Aluminum Griddle today. This offer will prove popular. Place your order promptly.

The Men of America Know Pancakes and They Know KARO

At great expense we are seeking to place a Karo Aluminum Griddle in the homes of all Karo users, so that Karo—the famous spread for griddle cakes and waffles—may be served on the most deliciously baked cakes that can be made.

Our Corn Products Cook Book and Preserving Book—illustrated in full colors—prepared by America's foremost culinary authorities will be sent free with each griddle, or without the griddle on request.

Corn Products Refining Company
New York, N. Y.
Dept. R. X. P. O. Box 181.



Don't Lose Your Grip

Don't get the idea that because you haven't been successful in the past you can't be in the future— Save a Dollar—start a bank account— Just that much to your credit, in this strong bank, will open a new point of view to you, and every dollar you add to it will brighten your prospects.

MERCHANTS NATIONAL BANK

Established in 1860
BEFORE LINCOLN WAS PRESIDENT

The subsidy is regarded as a necessary capital to put money in new smelting sary preliminary to inducing private works in England.

Ends Dry, Hoarse or Painful Coughs Quickly

A Simple, Home-Made Remedy, Inexpensive but Inequaled

The prompt and positive results given by this pleasant tasting, home-made cough syrup has caused it to be used in more homes than any other remedy. It gives almost instant relief and will usually overcome the average cough in 24 hours.

Get 2 1/2 ounces Pinex (50 cents worth) from any drug store, pour it into a pint bottle and fill the bottle with plain granulated sugar syrup. This makes a full pint—a family supply—of the most effective cough remedy at a cost of only 84 cents or less. You couldn't buy as much ready-made cough medicine for \$2.50. Easily prepared and never spoils. Full directions with the Pinex.

The promptness, certainty and ease with which this Pinex Syrup overcomes a bad cough, chest or throat cold is truly remarkable. It quickly loosens a dry, hoarse or tight cough and heats and soothes a painful cough in a hurry. With a persistent loose cough it stops the formation of phlegm in the throat and bronchial tubes, thus ending the annoying hacking.

Pinex is a highly concentrated compound of genuine Norway pine extract, rich in quinine and is famous the world over for its splendid effect in bronchitis, whooping cough, bronchial asthma and winter coughs.

To avoid disappointment in making this ask your druggist for "2 1/2 ounces of Pinex," and don't accept anything else. A guarantee of absolute satisfaction, or money promptly refunded, goes with this preparation. The Pinex Co., Ft. Wayne, Ind.

Baker's Saving Bulletin, the paper you have been waiting for, the paper you need to help you save. See pages 6, 7 and 8 of this issue.

20 Per Ct. Off

Closing out our entire stock of ready-to-wear suits—all new and latest styles.

The Genteel Shop
Fourth Street.

Serve This Dainty, Healthful Spread

Marigold is dainty—and good, and healthful. Just smother a piping hot muffin with it—or a biscuit, or a crackly-crust roll, and you'll say "Great." Marigold surely does make friends wherever it's used, because it's creamy, rich and full of rare flavor and goodness.

Marigold Margarine

is pure, clean, delicious—fit for a child or a king. It's made in white-tile chunneries where cleanliness is the watchword, where care is the one great thought. Buy and try Marigold—good dealers, everywhere, sell it.

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