

# AMERICAN NAVY TO BE VERY POWERFUL

### Not Later Than 1925 is the Information Given by the Navy General Board.

WASHINGTON, Dec. 22.—The American navy should be "equal to the most powerful maintained by any other nation of the world" not later than 1925 in the opinion of the navy general board headed by Admiral Dewey.

The annual report of the board, just made public, discloses that this naval policy was formulated by the body in July last in answer to the following proposition propounded by Secretary Daniels when the administration reached its decision to enter upon a campaign of national preparedness:

"What the navy must be in the future in order to stand upon an equality with the most efficient and most practically serviceable."

The board's conclusions follow:

**To Equal Any Other.**  
"The navy of the United States should ultimately be equal to the most powerful maintained by any other nation of the world. It should be gradually increased to this point by such a rate of development year by year, as may be permitted by the facilities of the country, but the limit above the defined should be attained not later than 1925."

At the same time the board presented a building program for 1917 in compliance with the secretary's request for "a program formulated in the most definite terms, planned for a consistent and progressive development of this great defensive arm of the nation."

Details of the board's reply are not revealed, as subsequently in October of this year, the secretary asked the board to prepare "a building program for the navy that will continue over a period of five years with an expenditure of about \$100,000,000 each year for five years on new construction only." The administration plan for the construction of sixteen capital ships within five years is founded on the board's answer.

At the same time the board again developed its idea of the place the American navy should hold in the world in the following language:

**Modified Opinion.**  
"The central board believes that the course of the present war in Europe affords convincing reasons for modifying the opinion which it has expressed for the last eleven years as to the proper size of the navy. A navy in firm control of the seas from the outbreak of the war is the prime essential to the defense of a country situated as is the United States bordering upon two great oceans. A navy strong enough only to defend our coast from actual invasion will not suffice. Defense from invasion is not the only function of the navy. It must protect our sea-borne commerce and drive that of the enemy from the seas. The best way to accomplish all these objects is to find and defeat the hostile fleet or any of its detachments at a distance from our coast sufficiently great to prevent

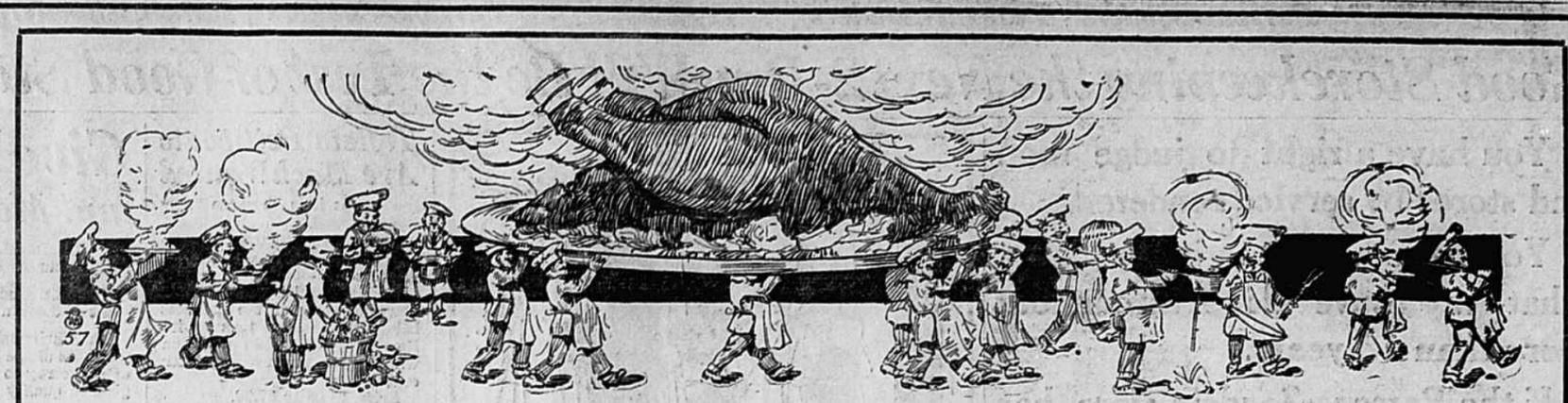
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interruption of our normal course of national life. The current war has shown that a navy of the size recommended by this board in previous years can no longer be considered as adequate to the defensive needs of the United States. Our present navy is not sufficient to give due weight to the diplomatic remonstrances of the United States in peace nor to enforce its policies in war."

The report lays stress upon the board's proposal that seven of the sixteen new ships, four superdreadnaughts and three battle cruisers, be authorized in 1916. Secretary Daniels has recommended to Congress, that only two dreadnaughts and two battle cruisers be authorized at this time. Under the board's plan the total expenditure for five years including \$7,000,000 for the aviation service and \$11,000,000 for reserve ammunition and material would be

\$499,875,000, the last appropriations for which would be made in 1922; the secretary's recommendations call for a total expenditure of \$592,482,214, the last appropriations shown being for 1921, and increases being made over the board's estimates for submarines and reserve ammunition. The board program contemplates the building of thirteen fleet auxiliaries while the secretary recommends only six.

**Commends Building Policy.**  
The board highly commends the proposal to establish a continuing building policy for the navy, saying it will stabilize the warship building industry in the country and tend to reduce contract prices for new ships. The board reviews the course of the European war so far as it involved naval actions, to reach this conclusion:

"As to types of ships, the battleship is still the principal reliance of navies, as it has been in the past." Because of the great naval superiority of the Entente Allies, the report says, their control of the seas has never been seriously challenged and "they have securely held the objective of all naval effort." Naval warfare has been confined, by reason of this superiority, it states, to "a double series of minor incidents." In the first group of places German commerce raiders "which have finally been destroyed or driven from the seas by systematic pursuit," and in the second, the activities of German submarines, first against Allied warships, where the "high score obtained" is asserted to have been due to surprise attack, not in "inherent combatant superiority," and second, against commercial vessels of the Allies. Of this campaign the report says:

**Submarine in Disfavor.**  
"After six months of war the submarine form of attack drew renewed attention by its direction against hostile commerce. American public attention was redoubled toward this side of the war owing to the humanitarian interests involved, and to the diplomatic questions which were raised thereby. To hastily formed public opinion, it seemed that submarines were accomplishing great military results because little else of importance occurred in the maritime war to attract public attention. Yet at the present time, when the Allies have learned in great measure how to protect their commerce as they learned to a few months previously to protect their navies from the submarine menace, it is apparent that the submarine is not an instrument fitted to dominate naval warfare. It appears from British returns that the first eight months of this submarine warfare against British merchant commerce resulted in the loss of 183 merchant vessels and 175 trawlers. The total British merchant tonnage lost was not greatly in excess of one-half a million; the total loss under all flags was about 650,000 tons. In the same time the total arrivals and departures in British ports averaged from 1,850 to 1,400 per week, or nearly 50,000 in all. Allied commerce is continuing under a loss in no way vital.

"The submarine is a most useful auxiliary, whose importance will no doubt increase, but at present there is no evidence that it will become supreme." The report discusses at length the need and mission of battle cruisers and other fast ships for scouting work but warns against an exaggerated value being placed upon the battle cruisers. It then takes up the question of personnel and finds that any smaller force than 2,700 officers, 67,000 bluejackets and 13,400 marines would be inadequate for the navy in 1917, even on a peace footing. The ships then in commission and the shore stations would need a minimum of 74,700 bluejackets, it states, in time of war.

Turning to the question of congested lower grades which confront navy officers under the present system, the board urges that Congress establish the number of officers in any grade on the basis of the total number of officers in the navy and not by providing for a fixed number in each grade except the lower ones. Additional legislation should be sought, it says, to secure a proper flow of promotion for all officers or the efficiency of the service generally will suffer.

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Sufferer on Route One Pays Thankful Tribute to Nerv-Worth.  
"Burke's Drug Store: I had inward nervousness. Didn't sleep very good. Stomach would bloat and it was full of gas. Pains in side. Had to get up during the night quite often. I felt tired and hadn't much ambition. Would get dizzy spells. Spots before my eyes.  
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(Signed) "C. E. BOGGESS."  
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It will banish such ills from the reader's system if he'll buy a bottle of the tonic at the Burke drug store and give it a chance. Or, if it fails, he'll hand your dollar back—Advertisement.

**NOTICE OF DISSOLUTION.**  
Notice is hereby given that at a meeting of the stockholders of the Point Comfort Oil and Gas Company, a corporation created and organized under the laws of the State of West Virginia, held at Clarksburg, West Virginia, on the 15th day of November, 1915, the following resolution was adopted:  
Resolved, That the Point Comfort Oil and Gas Company, a corporation created and organized under the laws of the State of West Virginia, does hereby discontinue business as a corporation and surrender to said state its charter and corporate franchises.  
Given under my hand this 2nd day of December, 1915.  
JAMES M. WHITE, President.  
H. L. CUNNINGHAM, Secretary.

## INITIAL STEP IS TAKEN IN ONE DISTRICT

### In Preston County to Build Concrete Road from Morgantown to Boston.

MORGANTOWN, Dec. 22.—The initial step in a movement which will terminate in the construction of a brick or concrete highway leading from Morgantown, to Boston, Mass., has just been taken by Portland district, Preston county, where a bond issue of \$282,000 has been passed by a big majority. This bond issue provides for the construction of the first link of a permanent road from Morgantown to the Maryland state line and the \$282,000 will be used in building the first gap leading from

Albright to Terra Alta. Voters in Kingwood and Valley districts are following the example set by their neighbors in Portland district and they will vote on bond issues after the first of the year.

Kingwood district votes on a \$160,000 issue on January 25, while Valley district will vote on a \$100,000 issue during the early part of February. The will still be about four miles unprovided for in Monongahela county up Decker's creek, but this will be looked after when the proper time comes. Lyon district in Preston county has also joined the movement and is now preparing a petition to the court asking for a \$113,000 bond issue to build a permanent road to the Taylor county line. Good roads talk is being heard in Taylor county and something will develop soon.

**LADIES,**  
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**NOTICE.**  
Notice is hereby given that at a meeting of the stockholders of the Jacobs Realty Company, a corporation, created and organized under the laws of the State of West Virginia, held at the offices of the company on the 6th day of December, 1915, the following resolutions were adopted:  
"Resolved that the Jacobs Realty Company—a corporation—created and organized under the laws of the State of West Virginia, does hereby discontinue business as a corporation and surrender to said State its charter and corporate franchises. The Board of Directors will proceed to convert the property, choses in action, and all assets of this corporation into cash and pay off and discharge all its debts, liabilities and obligations, and after fully discharging all such debts, liabilities and obligations, divided the remainder among the stockholders pro rata with their several holdings of stock, but no such payments shall be made to any stockholder until after the publication of the notice hereinafter provided.  
Resolved, second, that the president of this corporation cause notice of the adoption of the foregoing resolution to be published in some newspaper of general circulation, published near the principal office or place of business of this corporation once a week for four successive weeks; and that he certify these resolutions to the Secretary of the State of West Virginia, and deliver to him a certificate showing the publication of said notice as provided by law."  
Given under my hand this 7th day of December, 1915.  
D. W. JACOBS, President of said Corporation.  
Attest: JOHN W. JACOBS, Secretary.

## Don't Neglect to Join our Christmas Club

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