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and Mary Jane slippers. Good wearing leather soles. Pretty styles. Sizes to 2. **\$1.50 98c** values

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High-grade makes in patent and dull leather; lace or button models; all sizes to 5 1/2. Actual \$2.00 values at **\$1.50**

TRAVELETTE
By NIKSAH SALONIKI

As a pawn in the game of empires being played across the water, Saloniki has attracted a great deal of attention lately. As a quaint and unusual city it has hardly gotten the attention that is its due.

You are told of Saloniki's strategic value, and the defenses that the allies are throwing up in the plains around. You are shown pictures taken from military aeroplanes gliding over the white houses, but no one has seen fit to mention that Saloniki is really a Spanish city in the Orient. The language of two-thirds of the people, and the one understood by all, is a form of Spanish, and it is commonly printed in

Hebrew characters.

A great part of the population of Saloniki is descended from the Jews of Spain, who fled to escape the Inquisition, and the way they have clung to the language of their lost fatherland and the memories of it is remarkable and pathetic. Children are still told tales of the wonders of Spain, and several of the synagogues are named after Spanish cities. It is a curious fact that it is impossible to convince most of these people that they are free to return safely to Spain to-day if they will. They cling to the belief that their religion is still anathema in the peninsula, and go on printing their Spanish papers in Hebrew letters and sighing as a race in exile.

The rest of the people of Saloniki are a heterogeneous mass drawn from Greece and Turkey; and half the near East. The Spanish Jew is the only type who stamps his mark sharply and clearly on the life of the city. After him, for an object of interest you must turn to the ruins of the past, the old

arches and gates built by the Romans, looking down in austere disapproval on the noisy and undignified Turkish life swirling at their feet.

Saloniki Bay is a pretty sight at any time, with its curious collection of hybrid Eastern craft bobbing at anchor or scouting about. And to-day there is one of the finest sights to be seen that any sea can offer—the low gray warships rocking on the swell, dipping their knife-like bows in the blue water, impatient, efficient, epitomes of menacing power and grace.

ONE DAY OF REST ENOUGH
Alexandria, Va., July 28.—Because Morris Loeb had his place of business open on Sunday he was cited to appear in the Police Court for violating the old blue laws. After Loeb explained to the court that he closes on Friday evening and does not re-open until Sunday he was promptly acquitted by Justice Thompson, who held that inasmuch as he observed one day of rest he was entitled to open on Sunday.

BATTLE CRUISER'S VALUE ENHANCED

Admiral Knight Prefers Them if Congress Recommends Four Capital Ships

Washington, July 28.—In response to a request by Secretary Daniels for an opinion on what lessons might be drawn for the naval expansion program from the Jutland battle between the British and German fleets, Rear Admiral Knight of the Naval War College has replied that far from discrediting the battle cruiser, although vessels of that type bore the brunt of the losses in the engagement, the fight added a new area to the field of usefulness of the fast fighters.

The battle has not changed the admiral's opinion that dreadnaughts are and will continue to be the backbone of any fighting fleet, but it has caused him to recommend that if Congress decides to add only four capital ships all should be battle cruisers.

Did Dreadnaughts' Work

"In my opinion," wrote the Admiral to the Secretary, "neither Admiral Jellicoe's report nor any other source of information at present available affords a basis for definite judgment as to the actual results of the battle. The most significant fact thus far established is that three British battle cruisers were sunk. It is not clear by what ships of the enemy fleet they were sunk, nor to how heavy a fire they were subjected; nor is it known whether they were destroyed by gun fire alone or by the explosion of their magazines.

"But this one fact is clear, and in it lies the whole explanation of the incident: the battle cruisers were doing the work of battleships, for which they were designed, and they paid a penalty which was more or less inevitable. They were not only engaging battleships, but they were engaging them at short range. It is claimed that they were doing this for a purpose which made it worth while to sacrifice themselves; that they were seeking to hold the enemy fleet until Admiral Jellicoe could come up; and that they accomplished this. Admiral Jellicoe claims that, as a direct result of Admiral Beatty's action, the British Grand Fleet was enabled to engage the enemy fleet and would have destroyed it but for the fact that thick weather set in and made it impossible to maintain contact.

Battle Cruiser's Stock Up

"Had the success which Admiral Jellicoe claims to have had almost within his grasp been actually attained, it would have been entirely due to the battle cruisers, and the loss of three of these would have been a small price to pay for such a result. In other words, the battle of Jutland, so far from discrediting the battle cruiser, has added a new area to its possible field of usefulness, and we may now say of it that in addition to its use for scouting and screening and for operating as a fast wing against the flanks of an enemy's fleet, it may be used for 'holding' an enemy fleet until our own main fleet can come up. That it may be subject to heavy losses in accomplishing this task does not make the task less useful or less brilliant.

"My reply is, then, that my view of the value of the battle cruiser has been somewhat enhanced by the results of the battle of Jutland, so far as these results are known."

At this point the Admiral referred to his testimony before the House Naval Committee in which he declared his opinion that the battleship would continue to be the backbone of every efficient fighting fleet in spite of any developments which could be foreseen. The Admiral thought the next year would bring developments which would enable constructors to design a battleship which would measurably meet some of the new dangers appearing during the war.

Change in Recommendations

"The battle of Jutland," Admiral Knight continued, "has not led me to modify these views, but I learn that in the four months which have elapsed since these were expressed, the development which I looked forward to at that time have advanced so rapidly that it is possible to introduce this year the improvement which I had in mind as likely to be ready for next year; and for that reason I am glad of the opportunity to make one change in my recommendation, as follows:

"If the number of capital ships to be provided for this year is four, I recommend that all be battle cruisers.

"If the number is six, I recommend four battle cruisers and two dreadnaughts.

"If the number is eight, I recommend four battle cruisers and four dreadnaughts.

"If the number is ten, I recommend six battle cruisers and four dreadnaughts.

"I desire to invite attention to the marked difference between conditions under which the British and German navies have been operating in the North Sea and the conditions under which the United States Navy would operate in case of war with an enemy beyond the seas.

Conditions Different

"The North Sea is only about 350 miles wide and the same distance in length. Practically its whole area can be kept under constant observation by a fleet of various types, supplemented by Zeppelins and aeroplanes. Fast ships can pass from the British to the German coast between daylight and dark.

"It results from the above conditions that there is no such demand in the present war for vessels of the battle cruiser type as would exist in a war on the Atlantic or Pacific, nor is there any opportunity for these ships to give evidence of their value in the primary role for which they are intended. This role I attempted to define before the Naval Committee as follows:

"The second respect in which the navy as it exists to-day is hampered, or would be hampered, in the event of war is that it has no battle cruisers and no scout cruisers. In other words, we have no means of gaining information as to the location or the movement of an enemy force or of denying to the enemy information as to our own location or movements. Our fleet, if it were sent to sea to-

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By McManus