TITANIC SINKS WITH AID 5 MILES AWAY

Passing Ship Doesn't Answer Signals, Although Close Enough to See Them.

SENATE HEARS OF MESSAGE

Wireless Telegram From Ismay to White Star Line Urging That Cedric Be Held That He Might Leave at Once Is Shown.

(Continued From First Page.) testifying. That is not so. That was

not the reason at all, "As far as the crew are concerned, It was our duty to return them to their homes. If they were permitted to roam around here men would beslege them for news, give them presents, take them away, and many of them would get lost.

Testimony Not Feared.

"We assured you that we would hold any officers or men that you wanted for this committee. We made that promise to you, Senator Smith, as soon as the boat docked. There was no attempt on our part to spirit away any member of the crew, to the best of my knowledge and belief. What possible harm could those men do us in an investigation? They could not tell any more than the passengers, many of them probably not so much. The worst they could say couldn't belp matters,"

The witness read from a great sheaf of wireless telegrams received Monday morning. None of them contained any information of value, but it was on this data that the line issued its statements in an effort, said Franklin, to reassure inquirers.

Later, when the news came, he sent immediately for the reporters and proceeded to begin reading to them the long Marconigram from the Carpathia giving the grewsome news in consider-

able detail. 'I began to read: Titanic went down this morning at 2:20," and then I looked up." said Franklin. "There wasn't a reporter in the room. They were al racing for telephones to get the news out to the world."

Facts Gradually Amassed.

Bit by bit Franklin contributed to the light the Senate is seeking to

the light the Senate is seeking to throw on the entastrophe that sank the Titanic, sent almost 1600 persons to their death, and plunged the world into mourning.

The inquiry christened the luxurious caucus room of the Senate room, regarded as perhaps the handsomest executive hearing room in the world. In its center sat the subcommittee, and, lammed about the long table which the jammed about the long table which the committee occupied, were witnesses and

Among them were Senators and Representatives and their wives, Baron Von Hengel-Muller, the Austrian Ambassador, and other representatives of dinlomatic and official circles, and many women, mostly drawn from the Sational gathering of the Daus

the American Revolution. Franklin denied that the White Star Company had any intention to spirit away from the country any Titanic officers or crew, or that the plans to return the survivors of the crew were prompted by any desire to suppress the facts. He said that nothing that the efficers or crew could tell would affect what might be told by surviving

Ismay Appears Nervous. There had been a long delay before the first witness took the stand. Ismay, seated at the end of the long table, chatted with J. F. Klerlein, one of the officials of the White Star Line. Incessantly he drew upon a sheet of paper he had taken from the press as the bo

paper he had taken from the press table. The sketch was always the White Star flag, such a flag as was nown at the peak of the Titanic. When Third Officer Boxhall entered the room, Senator Smith asked him to step aside, cautioned the crowd against demonstrations, and called Franklin. He began to question him as to the companies comprising the International Mercantile Marine Company, its connections and its capitalization.
"You are the real representative in this country of the White Star Line?"

Senator Smith asked Franklin.

Does anyone share the responsibility

with you?"
"I am mainly responsible," answered Franklin. There are directors in this country and meetings are held fre-

Rumors Base of Reports.

The reassuring statements sent out the line in the early hours of the saster next were made the subject "Tell the committee on what you based those statements," directed Sen-

We based them on reports and ru more received at Cape Race by individ-uals and by the newspapers. They were rumors and we could not place our fin-

on anything authentic."
Had you heard from the Carpathia asked. at that time?

Franklin declared the Olympic was sent this message:

"Haddeck, Olympic—Eumored here Ti-tanic sunk. Cannot confirm here. Ex-pect Virginian alongside.—Franklin." "At 2:46 o'clock we wired Haddock to endeavor to ascertain the where-abouts of Ismay and to advise us as goon as possible," continued Franklin.
"We followed this dispatch with another to Haddock, in which we urged:
"Do your utmost to ascertain condition of Titanic; advise us fully disposition Titanic a passengers and where they

will be landed."
"At 6:10 Monday evening," Franklin continued. "a message was received telling the fateful news that the Car-pathla reached the scene of the Titani-wreck and found nothing but beats and wreck and found nothing but souts and wreckage; that the Titanic had found-ered at 2:20 A. M., in 41.16 North, 50.14 Went; that the Carpathia picked up all the boats and had on board about 675 Titanic survivors, passon-gers and crew. This message was from Haddock also.

Reporters Leave Room.

It was such a terrible shock that it took me several moments to think what to do. Then I telephoned two of our directors, Mr. Steele and J. P. Mor-gan, Jr. Then I went downstairs to the gan, Jr. Then I went downstairs to the reporters. I began to read the message,

helding it high in my hand. I had read only to the second line, which said that the Titanic had sunk, when there was not a reporter left. They were so anxious to get to the telephones.

"After that we got another message from Haddock stating that Yamsi, meaning ismay, was on the Carpathia."

Franklin then explained how the company wired the Olympic to get the names of the survivors and to stand by and relay them from the Carpathia.

"I want to say that during the entire Monday, after our first message con-"I want to say that during the entire Monday, after our first message concerning the Titanic, we cansidered the Titanic absolutely unsinkable. We never dreamed of such a thing, and that there had been loss of life never entered our minds until we got Haddock's awful message at 6.30 that evening."

Sensior Smith said he thought the

Senator Smith said he thought the data regarding the stability of the ship in loaded and damaged conditions should be furnished the committee, and Franklin said he would try to get the

Cedric Request Admitted.

"Did you receive at any time, from any one, a request that the Cedric be held at New York until the arrival of What time was it received?"

"At 5:19," said the witness, who said the telegram asked that the Cedric be held because the sender considered it "most desirable" that the members of the crew be sent back on the Cedric, and declared his intention of sailing on that able himself. The sender also asked that clothing and shoes be brought to the dock for him when the

Carpathia got in.
"By whom was that signed?"
"Yamsi."

"Do you know who Yamsi is?"
"Yes, sir; it's cipher for Mr. Ismay's signature. I sent in reply the following: "Yamsi, Carpathia—Have arranged

"Tamsi, Carpathia—Have arranged forward crew Lapland sailing Saturday, calling at Plymouth. We ail consider most unwise to delay Cedric, considering circumstances.—Franklin."

Franklin read all the messages that passed between himself and Ismay on

the Carpathia, April 18.

These included a request that he join the Carpathia at quarantine and several messages urging that the Cedric be held. After all these had come in. Franklin sent this wireless message to

Think it most unwise to detain This was followed by a reply from Ismay which included "unless you have good and sufficient reasons not to hold the Cedric, kindly dq so."

Franklin then seft a message expressing his regret that the Cedric could not be held and added:

"Express to lake your at warming his regret to the country of the cou Cedric in New York.

Expect to join you at quarantine All arrangements made for Carpathia

Franklin said he sent several other messages to Ismay, which he thought were not delivered. One was:
"Concise Marconigram giving details Titanic disaster greatly needed for information of public and ourselves."
That was not answered, he said.

Senator Perkins then questioned Franklin as to the safety equipment of

"The Titanic's equipment was in ex-cess of the law," said the witness. "It carried its clearance in the shape of a certificate from the British Board of Trade. I might say that no vessel can leave the British port without a certifi-cate that it is equipped to care for hu-man life aboard in case of accident." Senator Bourne took up the question

"Were there any searchlights on the

tanic," said Senator Smith,
"Not that I know of. I never heard f searchlights on a trans-Atlantic liner," said Mr. Franklin.

Congressional measures contemplate requiring searchlights on all ocean

Mr. Franklin voluntgered a statement regarding criticism of the White Star Company for attempting to return the w of the Titanic to Europe in

Criticism Is Answered.

think there has been an mistake about that matter," Franklin. I would like to clear it up. The criticisms have been made that we were trying to keep these men from testifying. That is not so. That was not the reason at all.

"As far as the crew are concerned, it was our duty to return them to their homes. If they were permitted to roam around here men would besiege them for news, give them presents, take them away and many of them would

"We assured you that we would hold any officers or mea that you wanted for this committee. We made that promise to you, Senator Smith, as soon as the boat docked. There was no attempt on our part to spirit away any member of the crew, to the best of my knowledge and belief.
"What possble harm could those men do us in an investigation?"
"They could not tell any more than

They could not tell any more than the passengers, many of them probably not so much. The worst they could say couldn't help matters."

Senator Newlands brought out that the speed of the Titanic at the time of the accident was about four miles an below that of the Mauretania and Lusitania.
"None of the commanders I have ever

had communication with ever got the idea from me that our company wanted records broken," said Franklin.

Mr. Franklin was then excused, but t was intimated that he would be re-alled later.

J. B. Boxball then was questioned

as to his duties. He said as fifth, sixth, then third and then eventually fourth officer, his duties always consisted in assisting the senior officer in charge.

Senator Smith entered upon a fire of questions dealing with the duties of the various officers. Gradually he worked up to his leading questions.

"Were there any drills, or any inpection before the Titanic sailed?" be

Drills Are Held.

"Both," said the witness. "The men ered in the presence of the inspectors of the Board of Trade." "Did you know of the proximity of icebergs?" asked Senator Smith.

Under questioning, however, Boxhali said Captain Smith told him of the position of certain conditions which he marked on the chart. Senator Smith then asked the witness:

Sea Temperature Tested. "Do you know whether the tempera-ture of the water taken from the sea

was tested?" "Yes, sir, I saw the quartermaster doing it. He reported to the junior officer, Mr. Moody."
"Any other officer?"
"No but we always made referen

for them to see. The log contained the

"Did you see the captain frequently Sunday night?"
"Yee, sir; sometimes on the upper deck, sometimes in the churt room, sometimes on the bridge, and some-times in the wheelhouse."

the captain on the bridge or at any of the other places when you went on watch at 8 o'clock?"
"No, sir, I first saw the captain about 9 o'clock."

captain on the bridge or in the wheel-

"No, sir not until after the accident,"
"Did you know when he dined that
night, where he dined, or with whom?"
"No, sir."

Captain Stays Near Bridge. Boxhall said he did not believe the captain had been away from the vicin-ity of the bridge at any time during "When did you see the captain last?" asked Sonator Smith.
"When he ordered me to go away in the boat."

"Did you see what occurred, at the time of the collision?" "No, I could not see."

"Yes, the senior officer, said. We have struck an iceberg."
"Was there any ice on the deck?"
"Just a little on the lower deck. I heard the sharp report of the crash."
"Did you see the iceberg?"

"No, sir."
"Did it strike the bow or shave it?" "It seemed to me to have struck the bluff of the starboard bow." "Then it was not a square blow on the bow of the ship?"

"No, a glancing blow,"
"Was it a hard impact?"
"No, it was so slight that I did not Boxhall then went to the bridge, where he found the first officer, Mr. Murdock; the sixth officer, Mr. Moody, and Captain Smith.

Engines Are Reversed Boxhaif said the captain asked what was the trouble and the first officer replied they had struck an leaberg and added that he had borne to star-board and reversed his engines full

board and reversed his engines full speed after ordering the closing of water-tight deors.

"Did you see the leeberg?"

"Yes, sir. I could see it dimly. It lay low in the water and was about as high as the lower rail of the ship or about 30 feet out of the water."

He had great difficulty in seeing the berg, which he said was a dark gray color.

Boxhall said he went down to the steerage, inspected all the decks in the vicinity of where the ship had struck, found no traces of any damage and went directly to the bridge and so The captain ordered me to send

The captain ordered me to send a carpenter to sound the ship, but I found a carpenter coming up with the announcement that the ship was taking water. In the mailroom I found mail sacks floating about while the clerks were at work. I went to the bridge and reported and the captain ordered the lifeboats to be ready."

After that Boxhall went back to the lifeboats where there were many men and women. He said they had life beits.

"After that I was on the bridge most

"After that I was on the bridge most of the time sending out distress signals trying to attract the attention of boats ahead." he said. "I sent up distress rockets until I left the ship, to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be nearing us and was

not far away.
"She got close enough so she seemed to me to read our electric Morse sig-nals. I told the captain. He stood with ne much of the time trying to signal her. He told me to tell her in Morse rocket signals. Come at once—we are sinking. "Did any answer come?"
"I did not see them, but two men say

they saw signals from that ship."
"How far away do you think that ship was?"
"Approximately five miles."
Boxhall said he did not know what

hip it was. "Have you learned anything about that ship since?" "No, some people say she replied to our rockets and our signals, but I did

"By 'some people' whom do you mean?" "Stewards and the captain all said

What did you see on the ship?" Ship's Lights Visible.

First we saw her masthead lights and a few minutes later, her red side lights. She was standing closer."
"Suppose you had had a powerful searchlight on the Titanic, could you not have thrown a beam on the vessel and compelled her attention?" We might.

"When you boarded the Carpathia did you see lights on any other life-boats?" No. it was nearly daylight. It was daylight by the time I brought my pas.

daylight by the time I brought my pas-sengers aboard the Carpathia."

Boxhall said that before boarding the Carpathia he saw lanterns in sev-eral lifeboats, but could not say that all boats had lights. The witness said he had crossed the Grand Banks many times before, but never had seen field ice hitherto.

"Did you see Ismay when you got into the lifeboat. "When did you next see Isruay after

You left the ship?"
"I saw him in a collapsible boat in the water afterward." "Who else was on it?"

"Any other men?"

Yes: I saw some men that looked a Fllipinos—three or four of them." 'Any women in it?" "Yes, it was full of them; well, not

exactly full, but there were many women, most of them foreigners."
"How long after you reached the Carpathia did Ismay's boat arrive?"

G. L. S. SMITH NOT ON BOARD

Oregon Woolgrower Failed to Sail on Titanic.

BAKER, Or., April 22.—(Special.)—After days of anxiety friends who feared that G. L. S. Smith, member of the committee on the National Woolgrowers' Association, and one of the
largest cattle men of Eastern Oregon,
had gone down with the Titanic, word
was received today that he was safe
in England. Smith has written that
he intended sailing on the Titanic and
when the list of dead contained the
name of Augustus Smith, it was
thought he was the John Day man.
Colonel W. G. Ayres of Baker, sent
a cablegram to him yesterday and today received the message telling of
the fortunate postponement of Smith's
return. the committee on the National Woo

Mrs. S. A. Hellner, of Baker, has just received word from her niece, Mrs. Andy Saks, of New York, who told of Mrs. Saks, daughter, Mrs. Ed-ward Meyer, who, with her husband, was returning to attend the funeral of her father. Mr. Meyer went down with the Titanic and Mrs. Meyer was one of 13 who was lost for a time in one of the lifeboats and picked up after much suffering to return to New York and mourn for her husband and father.

1000 INDIANS ARE ARMED

Yaqui Tribe With Rifles Go on Warpath.

TUCSON, Ariz. April 22 .- A report reached Tucson today that 1000 Yaqui Indians, armed with Mauser rifles, are on the warpath in Sonora. The Yaquis had been armed some time ago by the Madero government on their showing of friendliness and were to be used in stamping out the rebellion in Sonora.

Governor Maytorena is said to have "Did you see Mr. Ismay with the hus to aid in the defence of the state.



OAKLAND MANAGER BARRED FROM PLAY FOR 3 DAYS.

Trouble on Sunday Causes President Baum to Suspend Leader. Others Fined.

SAN FRANCISCO, April 22.—The fol-lowing suspensions and fines were an-nounced tonight by President Baum, of the Pacific Coast Baseball League: Captain O'Rourke, of Sacramento

captain O'Rourke, of Sacrameno, suspended three playing days for actions in game of April 18.

Patterson of Vernon suspended three days for actions in game of April 20.

Burrell of Vernon suspended three days for actions in game of April 20. Manager Sharpe, of Oakland, sus-pended for three playing days for ac-tions in game of April 21 and attempt-

ing to incite trouble between one of his players and the impire. Hoffman and Leard, of Oakland, fined (amount not stated). Stinson of Vernon, reinstated with fine (amount not named).

SINGLE TAX IS DEFEATED

Everett Decides Against Plan by by Small Majority.

EXERETT, Wash., April 22 .- (Special.)-Single tax lost by a small margin in Everett's recent charter election. In the canvass of the vote made tonight by the City Council, it was shown that single tax failed to carry by fifty-three votes.

The measure has been uncertain since election day, when clerks of two precincts failed to sount the vote, but it was quite generally believed the majority shown in the incomplete ount could not be overcome by returns from the missing precincts. Single tax was incorporated in the charter Everett voted on last November, but had to receive an amendment before becoming operative.

ICE BREAKING ON YUKON

Mild Winter Will Cause Navigation to Open by May 10.

SEATTLE, Wash., April 22. - The Yukon River will be open for navigation from Lower Labarge to the mouth oon after May 10. Lake Labarge which is a wide portion of the river below White Horse, the head of navigaafter the lower river is open. Passepgers and freight for Lower Labarge cross this ice to reach the steamer at the foot of the lake. Warning has been given that the lee will not be safe for crossing after May 1.

The opening of the Yukon is the earliest in the memory of man, and follows the mildest Winter of which there is record.

RAILROAD STRIKE HALTED

(Continued From Pirst Page.) ers as critical, but by others as promising some sort of adjustment.

34,000 Men Affected.

It was said by leaders that 34,000 men would be affected by a strike or-Of these, 25,700 are members of the Brotherhood of Locomotive Engl neers and about 6500 are Brotherhood of Firemen and Enginemen, who, the engineers declare, will join the strike. The rest are non-union men, who, Chief Stone said, have joined in the

strike vote passed by the Brotherhood. The engineers' demand for increased pay was made upon all the railroads concerned January 22, and a committee of general managers was appointed to confer in New York with Chief Stone and a board of 50 officers of the Brotherhood of Locomotive Engineers

At the first conference in March the railroad committee announced that the lemands, if granted, would add to their payrolls \$7,553,000 a year, or an increase of 17.63 per cent. Ten days ater the railroads formally rejected

Increase Means \$7,553,000 a Year.

the demands, asserting that granting the increase would be tantanmount to placing on the properties a lien of \$188,844,000, which would have preference over the first mortgage bonds and lessen the ability of the roads to make additional improvements and install additional safeguards. It also was stated that the railroads

were not making sufficient net earnings to warrant the increase; and that the increase, if granted, would be followed by demands of other employes which would result in actual bankruptcy of some roads.

93.3 Per Cent Favor Strike.

On March 26 Mr. Stone and his lieutenants voted to order a strike ballot, the question being whether the englneers would authorize a strike if further negotiations with the railroads should fail. The result of the vote, as announced April 12, was in favor of a strike by a percentage of 93.3 of the 25.700 votes cast.

Since then other attempts to arrive at an agreement proved futile and culference committee of managers which stated that they "could see no way of modifying the conclusion previously announced." minated today in a letter from the conannounced. On receipt of this letter Mr. Stone

decided that a strike would be called within 36 hours. A short time after-ward he received the letter offering

Many Roads Affected The railroads affected by the strike include the following:
Baltimore & Ohio; Beston & Albany; Boston & Maine; Central New Eng-Boston & Maine; Central New Eng-land; Chicago, Indianapolis & Louis-ville; Chicago, Terre Haute & South-eastern; Chicago, Indiana & Southern; Cincinnati, Hamilton & Dayton; Cleve-land, Cincinnati, Chicago & St. Louis; Delaware, Lackawanna & Western; Jake Delaware, Lackawanna & Western; Erle; Lake Erle & Western; Lake Shore & Michigan Southern; Lehigh Valley; Maine Central; Michigan Central; New York Central & Hudson River; New York, Chicago & St. Louis; New York, New Haven & Hartford; New York, Ontario & Western; New York, Philadelphia & Norfolk; New York, Susquehanna & Western; Pennsylvania lines, east and west; Pere Marquette; Reading system; Toledo, St. Louis & Western; Vandalia; Western Maryland; Wheeling, & Lake Erle; Wabash, Pittsburg Terminal.

Wabash, Pittsburg Terminal,
The list includes virtually all except
three of the railroads in the territory
roughly described as east of Chicago
and north of the Potomac River.

Only Three Exceptions. The three exceptions are the Cen-tral Railroad of New Jersey, whose contrast with the engineers does not expire until June 1, and the Central Vermont and Rutland Railroads in Ver-mont, which have a separate agree-

TERMINAL DEPOT, A TRUST Court Says St. Louis Association

Must Let Others In.

WASHINGTON, April 22 .- The Term-WASHINGTON, April 22.—The Terminal Railway Association of St. Louis and 14 railroads entering that city and owning the terminal company were to-day held by the Supreme Court of the United States to be a combination operated in violation of the Sherman antitrust law to control transportation across the Mississippi River at St. Louis.

Justice Lurton announced the decision. He said it was not contended that every terminal company in every city was a violation of the Sherman law. It might be a facility instead of a restraint on interstate commerce.
Topographical conditions at St. Louis,
Justice Lurton said, made it impracticable for any railroads to reach St. Louis without using the terminal across the Mississippi. The combina-tion of the three crossings owned by

the terminal company, he said, gave control over competition. In addition, he said, the terminal com-In addition, he said, the terminal com-pany had power to exclude all railroads from the city. The Justice said the court based its decision on these facts, and that the combination must be struck down unless it acted as the "im-partial agent" of all.

The company was given a fixed time in which to reorganize in accordance with express conditions set forth by the court.

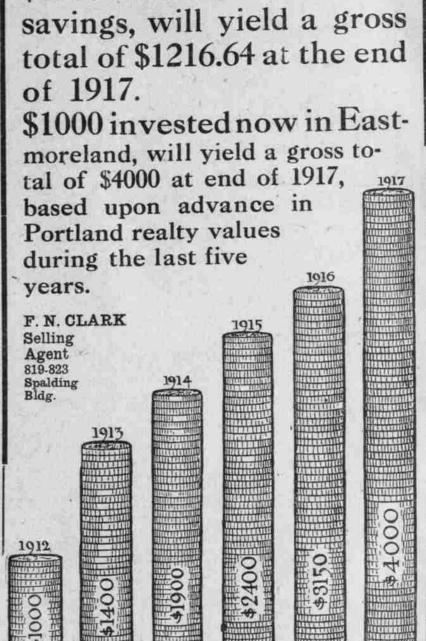
GOULD GETS PRESIDENCY

E. H. Britten Heads St. Louis Southwestern Railroad. NEW YORK, April 22.-Edwin Gould

resigned as president of the St. Louis

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Duluth, Grain men are anxious to shi Southwestern Railroad and has been t Canadian grain out of Duluth an elected chairman of the hoard, a newlycreated office. Mr. Gould is succeeded to the presidency by F. H. Britton, formerly vice-president and general man ager. Mr. Britton has also been made

general manager. The directors have approved the terms of the new \$100,000,000 first terminal and unifying 5 per cent mortgage authorized by the stockholders

\$1000

No Signs Yet of Opening of Navigation on Lake Superior.

GRAIN HELD IN ELEVATORS

FORT WILLIAM, Ont., April 22-There has been a heavy fall of snow during the last 24 hours here, and no signs of opening of navigation on Lake

Superior are apparent. Marine men, with glasses, attempted to locate the steamer Easton,

which is beating her way across from

BOILER EXPLODES: 3 DEAD Fireman, Engineer and Brakemar

\$1216.64

88

169

Lose Lives. ELKO, Nev., April 22.—Three trainmen were instantly killed this after

when the boiler of a locobot of Antelope Hill,

up on the top of Antelo miles west of Winnemucca. James Casey engineer. Fred Reader, fireman. James Crosby, brakeman Crosby is a son-in-law of Judge William Bonnifield, of Winnemucca. The cause of the explosion has no

New South Wales is said to contain mo kinds of flowering plants than all Europ Of the world's population, there are the and a half millions that are siways on t

SURELY TAKE "SYRUP OF FIGS" IF HEADACHY, BILIOUS, CONSTIPATED

Sweetens Your Stomach, Clears Your Head and Thor oughly Cleanses Your Liver and 30 Feet of Bowels of Sour Bile, Foul Gases and Clogged Up Waste.

All those days when you feel miser- | fermenting food and clogged-up wast able, headachy, billous and dull are due to torpid liver and sluggish bowels. The days when your stomach is sour and full of gas, when you have indiges-tion; the nights when your nerves twitch and you are restless and can't sleep could be avoided with a toaspoon-ful of delicious Syrup of Figs. Isn't it foolish to be distressed when there is such a pleasant way to overcome it? Give your inactive liver and ten

matter is moved on and out of you system — no nausea — no griping — n weakness. mactive and your thirty feet of bowe

constipated with sour, decaying was matter and feel well. The need of laxative is a natural need, but wi delicious Syrup of Figs you are no drugging yourself. Being composed en tirely of luscious figs, senna and are matics it can not injure. yards of waste-clogged bowels a thor-ough cleansing this time. Put an end Ask your druggist for the full name syrup of Figs and Elixir of Senns Refuse, with scorn, any of the so-ca

Take a teaspoonful of Syrup of Figs tonight, sure, and just see for yourself by morning how gently but thoroughly all the sour bile, undigested California Fig Syrup Company. Fig Syrup imitations. They are mea to deceive you. Look on the label. T genuine, old reliable, bears the nam

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