

H. M. FLAGLER DIES IN PALM BEACH HOME

Rose From Poor Boy to Standard Oil Officer and Railroad Builder.

RECLAIMED FLORIDA LAND Spent Millions on Peninsula—Financed Miami-Key West Road.

PALM BEACH, Fla., May 20.—Henry M. Flagler, president and chairman of the board of directors and principal owner of the Florida East Coast Railroad, and promoter and builder of the over Sea Railroad from Miami to Key West, died at 10 o'clock this morning at his cottage here, after an illness of nearly four months.

His remains will be interred Friday at 1 o'clock, in the mausoleum built by him in the churchyard of the Memorial Presbyterian Church at St. Augustine. Mr. Flagler's death came quietly, his wife being present, besides his son Harry, who had before had received Palm Beach after a hurried trip from Europe. With the family were the attending physician and Dr. George Morgan Ward, pastor of the Memorial Presbyterian Church, which Mr. Flagler had built in St. Augustine in memory of his daughter.

For ten days prior to his death Mr. Flagler had been kept alive by hypodermic injections of stimulants and powerful drugs. He had been entirely deaf for this period and only saw and then showed signs of consciousness. His suffering seemed to be intense. Mr. Flagler was taken ill with a severe cold in February at his home in St. Augustine. The cold settled into grip and he was removed to Palm Beach that he might have the benefit of the more equable climate. He never showed any signs of overcoming his ailment to an appreciable extent, but continued to grow weaker, especially after a fall on March 4.

Mr. Flagler was walking across a meadow in his home and was alone when he fell. The corner of a rug slipped under him and he went down, breaking his fall with his arms, but landing heavily.

The directors of the Standard Oil Company on the afternoon of June 10, 1905, announced that Henry M. Flagler had dropped out of the company. Mr. Flagler was then 78 years old and he had been associated with the Standard Oil Company ever since the days when it succeeded Rockefeller, Andrews & Flagler, oil refiners, of which he was a partner.

Flagler was 14 years old when one spring morning he left his birthplace, a little cluster of houses on a crossroad near Chateaugay, N. Y., and walked nine miles to Medina, with all his earthly possessions in a small carpet bag. His father was a Presbyterian minister earning \$100 a year.

The youth decided that it would be well for him to earn his own living, for \$100 barely supported his mother and sister. At Medina he boarded a freight boat on the Erie Canal and went to Buffalo. There were packets to be sure, but packets were not for a boy who had as little in his pockets as Flagler had.

At Buffalo he looked for Sandusky, Ohio. On Lake Erie they ran into a storm and it was a miserable young man who crawled off the boat at the Ohio town almost looking for a place to die.

He found a job in Republic, Ohio. It was high time too, for the only money the boy had was a 5 franc piece, a coin that was accepted in that part of the country for a dollar. Mr. Flagler knew a clerk that could be trusted and he took a job that could be trusted and he took a job that could be trusted.

While the young man was selling everything from molasses to corn, planters in the little strip of land between the English and a 50 gallon, another kind to the Germans at \$1 a gallon, and still another kind to the Dutch for anything they had a mind to pay another "dissatisfied" youngster was a commission merchant in Cleveland.

Mr. Flagler had saved a little money and went into the grain business in Bellevue, Ohio. He sent a good many carloads of wheat to John D. Rockefeller, the Cleveland commission merchant.

John D. and his brother William started a small oil refinery in Cleveland on the side of a hill. They built a second in 1867, and Stephen Harkness, related to Flagler by marriage, backed him to the extent of \$100,000, with which he bought a partnership in the Rockefeller concern.

This was Rockefeller, Andrews & Flagler. Of the three Cleveland residents always said that Andrews had the largest endowment of natural ability, Rockefeller the most pertinacity, Flagler the most method. By and by other refiners sprang up around the city, and Rockefeller, Andrews & Flagler bought them up.

They were making money and making it fast. Flagler became a resident of Cleveland and that city began to take notice. In 1870 they dissolved their partnership and organized the Standard Oil Company. At first it was capitalized for \$1,000,000. Then when they bought out Rockefeller, Andrews & Flagler, it was capitalized for \$25,000,000.

Mr. Flagler was transportation agent of the Standard Oil Company when it received its first rebate. "I went home," he said, "feeling as if we had won a great victory."

Years after a Baptist minister wrote him on the evils of rebating. Mr. Flagler wrote back advising the clergyman to look after the beam in his own eye. He reminded him of the fact that clergy men are always receiving special privileges in reduced railroad fares, clothes, books and other necessities.

Once the Standard Oil Company began to feel its strength in the history of its business career of Mr. Flagler was identical with the history of Standard Oil. He was called the "second power" there. Up to June 1905, he was vice-president and director. He was also a director of the Western Union Telegraph Company, the Chicago, Rock Island and Pacific Railway, the Minnesota Iron Company, the Duluth and Iron Range Railroad, the International Bank Note Company, the Morton Trust Company, the Peninsular and Occidental Steamship Company, the Florida East Coast Railway and the Jacksonville, Tampa and Key West Railway.

It is in Florida that the other part of Mr. Flagler's history is written in the 600 miles of railway for which he was responsible, in the millions of dollars that he spent there, in the huge hotels of St. Augustine, Palm Beach, Miami and other towns.

In Florida they regarded Mr. Flagler with a feeling little less than awe. When the silent, unassuming, handsome man was introduced to their acquaintance about him open-mouthed, watching every word. They knew how enormously he had helped the State and they realized that he had been one of the first to bring

The Late Henry M. Flagler

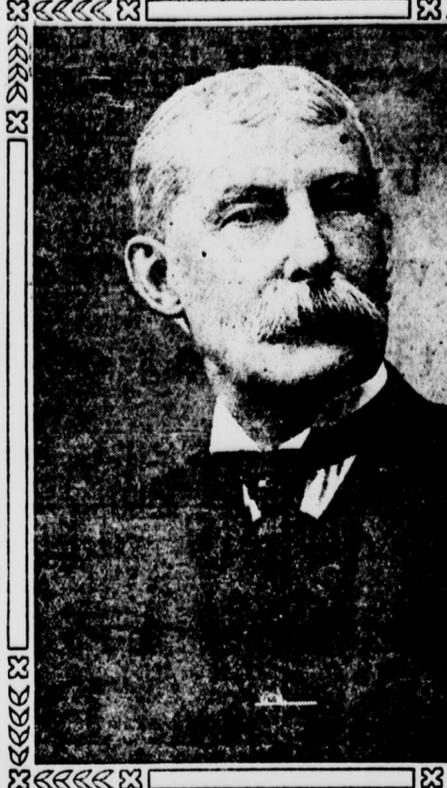


Photo by Alme Dunbar

the health and pleasure seekers from the North, but for all their watching they got little.

Mr. Flagler never talked about his plans to any one. He sought the background. He was the donor of great towers.

At St. Augustine he built a large sanitarium. It was his money that built the Palm Beach Hotel, the Ponce de Leon Hotel, the Alcazar at a cost of \$1,000,000. In 1910 Mr. Flagler built the breakers at Palm Beach, was destroyed in a fire whose origin has been a mystery ever since.

Toward the end of his life all of Mr. Flagler's unimpaired energy was devoted to his Florida interests. Particularly he was interested in the Florida East Coast Railroad system and its thirteen main lines, radiating stretching out into the open sea.

Mr. Flagler became interested in the possibilities of the wilderness of Florida being used for fruit growing, and he decided to open up the wilderness by means of railroads. With this end in view he acquired in 1886 the Jacksonville, St. Augustine and Halifax River Railroad and two years later he bought the St. Augustine and Palmetto Railroad, the St. Johns and Halifax, which ran to Daytona and a narrow gauge road.

Until 1892 he devoted his energies to improving the railroads he had, but then he began the construction of a line south from Daytona, his purpose being to open up the wilderness. That year thousands of orange trees were planted along the line, but a frost killed them. Mr. Flagler then decided to run his road beyond the reach of frost, and in 1894 he carried it as far as Palm Beach.

Again the frost arrived. He then extended his road to Miami in 1896 and no frost reached the crops there.

Edwin Lefevre says this about Mr. Flagler's work in Florida: "It is interesting to consider the magnitude of Mr. Flagler's work. He has spent \$10,000,000 in Florida, that is, his investment in incorporated enterprises amounts to that figure. He has followed up the investment with the aid of \$10,000,000 in steam and outside enterprises.

"This sum does not include his charities, churches and divers donations, for neither he nor any one else has kept the figures. The extent of his work in property in the districts extensively reached by the Flagler roads has increased over \$30,000,000 since he began.

There are now ready about 25,000 acres under cultivation for fruit and vegetables out of a total of 3,000,000 acres now available for such cultivation.

In 1905 when the Panama Canal was opened, Mr. Flagler conceived the idea of running his railroad to Key West. He sent for his engineers and told them of his plan. He told them haphazardly, making no road, and they said it was not to be done. But he must have an up-to-date permanent road built. And he got it.

Two years ago his eyesight began to fail so that he was unable to see even to make his own signature. He was sensitive about this failing and angry when it became known. Mr. Flagler conceived the idea that he came of a long lived family and he hated to admit that he was growing old.

Mr. Flagler was first married to Miss Ida Andrews, daughter of a Philadelphia clergyman, in 1858. She became insane and for many years he supported her in all possible comfort in a sanitarium near New York.

In 1901 the Florida Legislature passed a bill making insanity a ground for divorce. Mr. Flagler settled property valued at \$1,000,000 on his wife and obtained a divorce on days after the measure was passed. There was some agitation in the State at the time, but the law stood.

Two months after the divorce was signed Mr. Flagler, who was then 72 years old, married Miss Mary Lily Roemer, 38 years old, daughter of a prominent family of Duplin county, North Carolina. It was said at the time that he made her a \$1,000,000 wedding gift.

He built a magnificent country home on the sound near Larchmont. Mr. Flagler's philanthropies were many, but he was most unostentatious about them. It is said that on one Christmas Day he put a check for \$100,000 into his janitor's hands with the urgent request that nothing be said about it. He was known among his associates as a devoted churchman who believed what he professed.

Mr. Flagler was a member of the Union League, Metropolitan Club, New York and American Yacht clubs and the New England Society.

A director in many corporations who is recognized as one in close touch with the affairs of Mr. Flagler said yesterday that the Standard Oil man put his estate in the hands of trustees, operative upon his decease. The extent of his wealth was considered to be large from his interest in Standard Oil. His chief other interests were his Florida hotels and the Florida East Coast Railway, which was his own personal enterprise. His interest in the railroad was almost in the nature of a hobby. He owned all of the outstanding \$5,000,000 stock.

The road is famous for its forty-six mile extension from Knight's Key to Key West, opened in January, 1912, the object being to run car ferries to Havana, ninety miles distant. The road has been moderately prosperous, but is regarded in financial circles largely as a pet enterprise.

MANUFACTURERS ASK PRO-UNION BILL VETO

They Fear Rider in Measure Will Encourage Country's Lawbreakers.

WOULD NOT EXEMPT LABOR Fire Commissioner Johnson of New York Warns Insurance Companies.

DETROIT, May 20.—James A. Emery, general counsel of the association, presented a resolution to-day at the eighth annual convention of the National Manufacturers Association, in session here, denouncing the "rider" to the sundry service bill now before Congress, and urging President Wilson to veto it. It was said that the policy of the Democratic Administration is to exempt labor unions and farmers from prosecution under the Sherman anti-trust law.

The resolution, in part as follows, carried: "The moral effect of the proviso in the public mind and among the exempted classes is to condone the acts which the law has condemned, to make the participants in strikes, boycotts and all forms of labor disturbances believe that they are justified in acts of lawlessness and disorder when done in furtherance of the trade dispute.

"It implicitly pledges the Administration to similar changes in the substantive law which would approve and validate the most vicious forms of the secondary boycott of the exempted classes, including paralysis of railroad communication, the ruin of custom and the compulsory discharge of non-union men as a means of compelling the acceptance of the demand of the boycotted companies.

"Making it lawful and right for one class of citizens to do that which would be criminal and wrong when done by another class insults the law abiding members of the exempted classes, offends the moral sense of our people and under the decisions of our courts would be likely to invalidate the act and thus further the sinister designs of those who would destroy the status quo.

President Kirby condemned vigorously the failure of organized labor to clear itself of the stains "which violence and lawlessness have cast upon it." The activities of the national association to conserve life and resources were touched upon.

Discussing prosecutions and convictions of many business men under the Sherman anti-trust law, President Kirby said that the manufacturers had no complaints to offer for penalties which they had been called on to pay by reason of the operation of that law. He continued: "But we have reason to complain, and we do protest, against the free and unimpeded manner in which the labor trust, defiantly and without reservation, continues to violate the same.

"It has been said that we are now acting in the capacity of representatives of all the people who, under the cowardly pretense of political expediency have been willing to stifle their consciences and prostitute their very souls to men who seek such legislation, and for the cheap price of a few dollars, represent less than 2 per cent of the population of the country.

"I say, and I measure my words, that such conduct on the part of our representatives is giving aid and encouragement to the enemies of the Government and is therefore treason, pure and simple.

"If as the result of racial prejudice, depression and the loss of opportunities of labor the aftermath, like in the recent floods, will plainly be visible and the remedy quick, sharp and effective, it is not the case with respect to the invidious class legislation which is creeping upon us step by step and little by little. Experience teaches that once such legislation is incorporated in the statute book it is written there to stay."

In closing his address President Kirby made the recommendation that the association take its stand for the creation of a department of manufacturers. It is thought that the association later will adopt a resolution recommending this addition to the President's Cabinet.

The report on fire prevention was followed by an address by Joseph Johnson, Fire Commissioner of New York City. He said that not less than 25 per cent of the fires in New York City were of the incendiary origin and that the lax methods of the fire insurance companies were directly responsible for the greater part of the havoc wrought by the "arson syndicate."

Conditions of trade, changes in style of wearing apparel, failure of salesmen to obtain expected orders and numerous other conditions in the manufacturing and mercantile affairs of New York City bear close connection with the number of fires each year, Commissioner Johnson asserted.

The Commissioner charged that the fire insurance companies, by their loose methods, or "even worse," in the liberal issuance of policies to individuals and business firms, without previous inquiry, were chiefly to blame for incendiarism in New York City.

"The great ease with which insurance policies are obtained bears directly upon the question of incendiarism," he said. "The refusal of the companies to insure doubtful 'tricks' would check automatically a large percentage of this phase of criminal enterprise.

"An examination of the 14,874 fires in Greater New York during 1911 reveals that many individual firms in these trades have acquired the 'fire habit.' "The fire insurance interests, taking as they do \$300,000,000 from business industries in America annually, cannot long remain in the position of this nation in its humiliating place in the front rank of unnecessary public and business function and unless they exercise it for the public weal they will suffer the same fate as other trusts which have not realized until too late that the American people demand an accounting of those who misuse a public trust."

TO DEDICATE ST. AGNES CHURCH. Cardinal Gibbons Will Officiate at Pontifical Mass in Brooklyn.

The Roman Catholic Church of St. Agnes in Brooklyn will be dedicated next Sunday by the Rev. Bishop Charles E. McDonnell. The sermon at the mass will be delivered by the Rev. W. J. O'Connell, Bishop of Richmond. In the evening pontifical vespers will be sung by the Right Rev. John L. Belford, rector of the Church of the Nativity of the Most Holy Virgin as curate under Mr. Duffy at St. Agnes's.

Cardinal Gibbons is coming from Baltimore especially for the occasion of the solemn pontifical mass which will follow the dedication ceremony.

SEASHORE HOTEL MEN ON TRIP. Leave Atlantic City in Automobiles and Will Visit New York.

SPRINGFIELD, Pa., May 20.—About forty members of the Atlantic City Hotel Men's Association arrived at the Delaware Water Gap today in automobiles for a two day's outing. They are guests of J. Purdy Cope, proprietor of the Water Gap House and this evening enjoyed a banquet.

They left Atlantic City early this morning and motored to Pottsville, where they took luncheon. To-morrow they will visit the Pocono Mountains and dine at the Spruce Cabin Inn, returning to the Water Gap in the evening. On Thursday morning a start will be made for New York and after spending a day in New York they will return to Atlantic City on Thursday night.

Officers of the association are: President, William E. Hanstein; vice-president, Charles E. Wagoner; secretary, John C. Benson; treasurer, A. C. Posenberger; solicitor, Samuel E. Cary.

AUTO ACCIDENT COSTS LIFE.

States Island Man Dies From Injuries and Companion Is Hurt.

William Sanderson, 27 years old, of Howard Avenue, Stapleton Heights, Staten Island, died at 10 o'clock yesterday morning from injuries received in an automobile accident on the Amboy road, between New Dorp and Oakwood Heights.

James Cummings, 21 years old, of 60 Metcalf street, Concord, Staten Island, is in St. Vincent's Hospital suffering from contusions of the head, face and body, and probably internal injuries.

Young Cummings bought the automobile a few days ago and had been taking the machine out early in the morning to learn how to operate it. This morning he invited Sanderson to accompany him. They started out between 4 and 5 o'clock and went to Oakwood Heights without mishap. They were traveling rapidly but on their homeward journey when the steering gear broke. Cummings lost control of the machine and it dashed against a telephone pole. Both men were hurled out and Sanderson landed on his head.

Persons passing in another automobile found the two young men unconscious in the road. They called St. Vincent's Hospital and an ambulance took the injured man to the hospital, where Sanderson died. The automobile was wrecked.

HOLDERS OF NEW HAVEN STOCK PLAN REFORMS

Committee Will Determine as to Railroad's Future Policy.

BOSTON, May 20.—A committee of New Haven shareholders has been formed not only to act as proxy for other shareholders, but to bring to bear on the New England railroad situation the unbiased judgment of representative men not previously concerned in the road's management. The action followed a conference of large individual stockholders and representatives of institutions holding substantial blocks of stock.

The committee consists of George Von L. Meyer, chairman; Charles F. Adams, Philip Dexter, Wilmont R. Evans, president of the Boston Five Cent Savings Bank; James L. Richards, president of the Massachusetts Gas Company; Charles A. Stone of Stone & Webster, and Eugene V. R. Thayer, president of the Merchants National Bank. Richard Olney and B. W. Palmer will act as counsel.

A circular sent to stockholders states the purpose and the policy of the committee to be as follows: "It is evident from the price of stock that there is uneasiness on the part of investors, although gross earnings are increasing and assets, according to the valuation commission, considerably exceed all liabilities, including stock. Policy of the company ought to be studied, all facts bearing on the future management to be ascertained, and appropriate action taken to remove apprehensions of investors.

"It is the intention of the committee to invite consideration of directors. We do not mean to express any judgment as to the management of the road, but the decline has been due, at least in part, to rapid extension of activities and consequent increase of capitalization and charges.

"To determine whether expansions have been wise requires more accurate acquaintance than the masses of stockholders possess. The more important questions, whether policy of expansion should be continued, deserves immediate consideration. It may be that a period of rest and consolidation should follow. Equally it may be that it is necessary to support the acquisition of membership, represent less than 2 per cent of the population of the country.

"I say, and I measure my words, that such conduct on the part of our representatives is giving aid and encouragement to the enemies of the Government and is therefore treason, pure and simple.

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Advertisement for 'Titan of Chasms' featuring a Santa Fe train and a booklet describing the Grand Canyon of Arizona. Includes text: 'Ask me for "Titan of Chasms"', 'A booklet describing the Grand Canyon of Arizona, with articles by Powell, Lummis and Higgins. Cover in colors from oil painting by Leigh.', 'John Burroughs calls the Grand Canyon "the divine abyss." Others say it is earth's most sublime scenic spectacle.', 'El Tovar Hotel, Harvey management, will comfortably care for you.', 'All summer long there will be Low Fare Excursions to the Far West—the Colorado Rockies, old Santa Fe, cool California and the Grand Canyon of Arizona.', 'Get on board a Santa Fe train and "See America." Fred Harvey meals on the way.', 'Geo. C. Dillard, Gen. Eastern Pass. Agt., 277 and 1224 Broadway, New York City. Phone, Franklin 2810 and 2811-S.'

Advertisement for AMALGAMATED COPPER. Includes text: 'OUR issue of to-day, Wednesday, May 21, will contain a special analytical report on this LEADER OF ALL THE COPPERS, prepared with a view to presenting, as it has never been presented, the truth about the INVESTMENT POSITION SPECULATIVE POSSIBILITIES INTRINSIC VALUE FUTURE PROSPECTS of the stock. This special report will be indispensable to every owner of AMALGAMATED as well as to owners of other copper stocks. We shall print an unusually large edition of our May 21 issue, and a copy containing the AMALGAMATED report will be mailed free to all who ask for it. Write—Call—Phone.', 'COPPER, CURB AND MINING OUTLOOK Issued Alternate Wednesdays 72 TRINITY PLACE NEW YORK'

Advertisement for COUNTY GETS NEW LAWYER FOR GIBSON. Includes text: 'Judge Reproves Elder for Not Announcing He Wished to Withdraw.', 'NEWBURGH, N. Y., May 20.—The selection of a jury for the second trial of Burton W. Gibson, the New York lawyer accused of murdering Mrs. Rose Menschik Szabo, will begin on Friday morning. Justice Arthur S. Tompkins in the Supreme Court has assigned Henry Kohl of this city to defend the prisoner. Kohl will be paid by the county, Gibson having informed the court that he has no money.', 'When the case was moved to trial this morning the prisoner said that he had no counsel, as Robert H. Elder, who defended him before, had not been heard from. Justice Tompkins directed the District Attorney to notify Elder to come at once to Newburgh and show cause why he had not looked after the interests of his client, or notified him that he desired to withdraw from the case.', 'Mr. Elder appeared this afternoon and told the court that it had been his desire to get out of the case. Justice Tompkins said it was the duty of the attorney under such circumstances to have informed the court, so that other arrangements might be made.', 'By request of Mr. Elder and Mr. Gibson, Henry Kohl was designated as counsel for Gibson, Elder and Dr. O'Reilly agreeing to assist him.', 'It is believed that taking of testimony will begin on Saturday noon. Night sessions will be held next week. Mr. Elder gave no reason for desiring to drop out of first place in the defense, but said it is not a question of money. Deacon Murphy of the New York District Attorney's office is here and will assist District Attorney J. D. Wilson, Jr., in the prosecution of the case.', 'One of the features on which the prosecution will base its hope of success will be the production of the throat of Mrs. Szabo, which has been preserved.'

Advertisement for ROCK ISLAND "IN FINE SHAPE". Includes text: 'President Mudge Denies Rumors of Financial Weakness.', 'President Mudge of the Rock Island, at town yesterday on a visit, laughed at the rumors regarding Rock Island's condition that were circulated in the financial district on Saturday and Monday, when the stocks and the collateral trust as made low records on the Stock Exchange in common with the weakness in the price issues.', '"The Rock Island has never been in better financial condition," said President Mudge, "and is in excellent shape for a good year. We have spent in the year over \$15,000,000 in maintenance and improvement and have thus put into the rail \$2,250,000 more than was spent in the previous year. Gross earnings are over \$5,500,000 in excess of last year for the corresponding period up to the end of March. Car loading for the month of April were 13 per cent in excess of those for the same month of last year.', '"The crop outlook is a splendid one, and we are expecting even bigger crops this year than the record crops of last season.'"

Advertisement for The "Wonder Tour" Through the Northwest. Includes text: 'Have you ever been to Glacier Park? Have you ever been to Yellowstone Park? Have you been to the North Pacific Coast? No? Well, I would like to have the privilege of explaining how you can arrange a summer Tour to include all three, stopping at Glacier on the way out and Yellowstone on the way back. It's the most interesting, fascinating trip in the world, and Railroad, Hotel and Stage facilities are so perfect now, that the trip is a joy from start to finish. I would like to send you maps and pictures and booklets describing these places, and I would like you to let me help you plan a trip and tell you all about the service and the cost. Will you allow me to do this? Address W. J. Berger, Gen'l Pass't Agt. Dept., C. & N. O. R. R., 1194 Broadway, New York City, 1 Tel. Mad. 54, 5796.'