# OCEAN LINER SINKS WITH MIGHTY HISS

## Captain of Guard Cutter Tells of Gallant Fight of Rescue

## BRAVED WAVES AND GALE

*By a Staff Correspondent*

**Cape May, N. J., Feb. 9.**—Twenty fathoms down, the blackened hulk of the good ship Northern Pacific lies upon the ocean bed thirty-five miles southeast of Cape May, while passing ships keep weary vigil for the four men in the ship's company unaccounted for.

None of the rescue ships picked up these four shipbuilders yesterday after the ship had burned and sank, and none have reported them today. Final hopes about died when the coast guard cutter Kickapoo docked here at 7 o'clock last night and reported "no survivors on board this vessel." It had been hoped until the last moment that the missing four might have been aboard.

The members of the Kickapoo's crew are about convinced the missing men were trapped in their berths in the aft part of the doomed ship, and were smothered without a chance to escape. They entered no lifeboats, and they clung to no wreckage, for there was no wreckage. They were never seen upon the deck, and they were not in the rigging. They were last noticed going aft to their cabins by members of the Northern Pacific's crew, and they were seen no more.

These men were employes of Hopeman Brothers, sub-contractors for the Sun Shipbuilding Company, of Chester.

It had been the intention of the missing men to look the vessel over during her trip from New York to the Sun yard, that they might be prepared to make recommendations concerning her reconditioning upon her arrival. The entire job was to have cost the Admiral Line $500,000. The line had just bought the ship from the United States Government.

Their cabins, as a special mark of favor, were in the passenger quarters in the after part of the ship. It is this privilege that may have cost them their lives. In the terrible confusion that ensued when the vessel caught fire in the midst of tremendous seas, and in a howling gale, it may be they were not missed until too late.

Once more the Kickapoo will put to sea and make a final search for the missing shipyard workers. The cutter left the naval station today and will search the waters while daylight lasts.

### Afire in Vicious Sea

It was not until 4:30 o'clock that word was sent to Captain John J. Hutson, of the Kickapoo, to put to sea. Several of the crew who were ashore were sent for. One of them was told in error it was the little Kickapoo itself that was afire, and he dashed up in a taxicab to find the boat quietly lying at her mooring.

The night was clear, but the wind was blowing sixty miles an hour. It was quiet enough in the harbor, but outside the waves were found to be running tremendously high. They were what sailormen called "short and high," and were choppy and vicious.

The first word received by Captain Hutson said: "Northern Pacific on fire, twelve miles northeast by north of Five Fathoms Lightship."

The Kickapoo got out to sea. Then the steamship Transportation wireless'd, "Think all hands saved." The Transportation had reached the Northern Pacific and was standing by.

Then came another wireless from the Transportation, "Some on board, some still missing."

By this time the Kickapoo was being lifted by the seas and shaken and slammed about. Tons of water plunged down on her deck, and even was forced through the cracks about the pilot house window frames. This meant nothing in the Kickapoo's career, for when it is quiet and calm all is well outside, and the Kickapoo loafs at her dock. It is when the elements rage that the Kickapoo is up and doing.

### Smoke Drifts in Clouds

So the Kickapoo struggled on. She found the burning vessel southeast of the position given. Driven by the gale, the burning boat was drifting toward the south.

Standing by her were the Transportation, with her smokestack set far astern and bobbing wildly up and down as the boat was lifted by the waves. Not far off in another direction lay the Herbert G. Wylie, a tanker. She is bound from Tampico, with oil, to Portland, Me.

The Northern Pacific was doomed, and all the survivors seemed to have been taken off. It was then nearly 10 o'clock in the morning. Great clouds of smoke, black and low, billowed above the hull of the ship, only to be torn and dispersed by the gale. The winds fled with streamers of oily smoke and more black billows poured from the deck and from every porthole.

Overhead the sun shone brightly in a clear sky and glittered upon the sheaves of spray torn from the tops of higher waves by the gale. Slowly the Northern Pacific listed to starboard until she lay at an angle of twenty-five degrees. Around the Kickapoo circled. On the starboard side dull red flames could be seen licking from the portholes. Three boats were seen hung on davits on the port side.

The decks were burned away. All the woodwork was ablaze. There was no one in the rigging. The vessel seemed deserted. Somewhere were four men not accounted for. The officers and crew of the Kickapoo fear these men were penned in, all alone, in the long corridors and rows upon rows of staterooms, aft, below decks.

Captain Hutson said when he arrived back at Cape May:

"We searched the rigging without glasses to make sure if any one was clinging there. We drove the Kickapoo as close in as we dared. We had to consider the safety of our ship, and the men upon it. Had we seen anybody aboard—well, that is a different matter. Something would have been done to get him off. We saw no one. The rigging was empty; the ship seemed deserted.

"She was burning clean out. As we circled around we could see the deck planking had been burned completely away. The iron deck beams were plainly visible. All the woodwork of the bridge had been burned away. Yet the ship blazed fiercely. The Transportation wirelessed she thought four men were on board, trapped in the cabins astern. All the crew, according to the message, had been accounted for. These four men were shipbuilders, traveling on the vessel to the shipyard.

"When we were first told they were missing, I told the two ships I was going to circle about the ship and see what I could see. I took several trips to the leeward of the burning vessel. Then I told them I intended running to leeward for fifteen miles, and we did so. We covered a space twelve by twenty miles. Had the four missing men escaped in a small boat we would have seen them. We think it was not possible these four men were able to leave the burning ship.

"If they were trapped on board, I think I know how it was. I do not think smoke fumes will awaken a sleeping person. There was a fire in Baltimore. A father, with his two children, was sleeping on the ground floor of the building that caught. The father was awakened by a noise, and tried to grope his way out. He was overcome. His two little children were overcome in their sleep. They never awoke; they were burned.

"So it was, we think, on the Northern Pacific. These four men, if they were still aboard, were asleep in their cabins. The crew was all up forward. The fire spread rapidly, fanned by the tremendous gale, through all parts of the ship before the four men in their isolated quarters could be warned.

"The black smoke from the burning oil, for the Northern Pacific was an oil-burner, penetrated every nook and corner of the big ship, and they were smothered in their berths. If they did finally awake, it was only to find, I fear, that all escape was cut off. They were hemmed in by fire. No one could help them.

"A terrible thing, fire at sea, at such an hour, and in such a gale. The Transporation must have arrived soon. We, after our fifteen-mile trip to leeward, turned back and arrived at 2:40 P. M. We found the Northern Pacific had listed way over on her beam end. She had gradually keeled over until she was down on her beam, and her masts were parallel with the water. The keel was toward me. The port screw was out of the water, as was the rolling keel on the side of the ship, built there to make her more steady in a seaway.

### Steam Hisses as She Sinks

"Then she began to sink. She went down very slowly. Then the smoke was shut off as though one had turned off a valve. There was a great hissing, steam rose above the spray from waves that beat upon her, and she went down.

"She went down on her side. So she lies on the ocean bed. She will never be a menace to navigation. Her masts and funnels lie along the ocean floor."

Then Captain Hutson arose, walked across his cozy little cabin into the pilot house adjoining and returned with the log of the Kickapoo. He opened it and read, in the short, pithy sentences of the sea, the record of the tragedy as given there.

Cast off, 6:40 A. M.

"6:50 A. M., crew safe." That referred to a wireless message.

"6:55 A. M., passed Cold Spring Inlet buoy.

"8:55 A. M., sighted Northern Pacific.

"9:40 A. M., abeam Northern Pacific—close alongside.

"9:55 A. M., message, 'Four shipyard men missing, probably confined aft.'

"Circled, stood to leeward to see if possibly any survivors in boat and drifting.

"12 M.—Headed to Northern Pacific, slow speed, rough sea.

"2:40 P. M.—Arrived near burning vessel.

"3 P. M.—She sank in 21 fathoms.

"Latitude 38.37, longitude 74.21."

### Drifted Fifty Miles

That was the record. From the time the Northern Pacific first took fire until she sank, she covered fifty miles in drifting.

So complete was the effacement of the Northern Pacific there was little if any debris at the spot where she sank. Several tanks from lifeboats, one boat bottom up, that was all. Several miles away floated two barrels. There was not another stick of wood, not a single floating thing to mark the spot.

The Kickapoo sailed over the place where she went down. Then, turning toward Cape May, went home.

## HELPED RESCUE LINER'S CREW

These men manned the coast guard cutter Kickapoo, Cape May, which went to the rescue of the crew of the liner Northern Pacific when she burned and sank yesterday off Cape May. They battled gale and waves for hours hoping to pick up the four men missing from the doomed ship

## *Fire Cut Off Men Lost on Big Liner*

Continued from Page One

lots' Association. The Wylie today wirelessed to the Sun Shipbuilding Company, as follows:

"Have not your men aboard. When left scene of disaster there was no trace of life anywhere."

### Hampered by Skeleton Crew

With Second Officer Wilson on the Wylie were Second Assistant Engineer Clyde Smith, Boatswain Harris, Fireman O'Halloran and Wa Hu, a South Sea Island seaman.

These survivors said the rescue steamers Wylie and Transportation had come on about the same time.

"When the Wylie pulled away from the burning vessel, taking up with her," said Wilson, "the Northern Pacific was burning from bow to superstructure. That was at 7 o'clock in the morning. The intense heat was cracking the ship's plates, causing them to open up and let in the sea. The vessel listed heavily. It is remarkable that she remained on top of the waves until yesterday afternoon."

Other survivors pointed out that with only a skeleton crew of twenty-seven men aboard the big ship it was impossible to patrol the vessel properly and keep a sharp lookout for fires. This is believed the reason why the fire gained tremendous headway before it was discovered. The strong wind and the ship's own speed, of twenty-four knots, combined to fan the fire with a forced draft which soon made the great steel ship a superheated furnace.

According to a dispatch from Washington this afternoon, the Shipping Board will probably order a full investigation to determine how the fire started, why it remained undiscovered until beyond all possible control and why the four Sun Ship men were not rescued.

### Last Hope Unavailing

Last of all came a report from the steamer Lake Faiyan, which also stood by during the night and most of yesterday. The ship had just docked in New York. It had been hoped, though without much reason, that the four men might have been aboard the Faiyan. They were not, nor could the captain solve the mystery.

The Sun Ship employes were sent aboard to make certain preliminary measurements. Under the law they must have gone either as passengers or as members of the ship's crew. What their status was has not been learned, except that it is certain no passage money was paid for them.

By the custom of the sea, which operates almost with the force of law, the captain was bound to do what was humanly possible to get these four men off the ship before the crew left it.

### Sun Company Discredits Theories

Various theories have been advanced to explain their failure to get away with the crew. It is argued that the four men must have been together to have all been lost. One theory advanced by survivors is that they were in their cabins when the fire began, and were suffocated in their bunks.

Officials of the Sun Company discredit this theory.

They point out that the men had gone aboard to do a definite job, and probably continued to work during the night, though they had not been given instructions to do so. One of the men at least, Hall, who had been at Cramps when the Northern Pacific was built, knew the great ship from deck plates to keelson, having worked on her in course of building and read the plans many times.

It is considered more likely by the men's fellow workers that they were making measurements somewhere in the lower reaches of the ship, and knew nothing of the fire until it had progressed too far for them to get out.

### Incendiary Theory Advanced

A theory was advanced by some of the survivors at Newport News, who would not give their names, that the fire might have been of incendiary origin. Some of the men suspect that a "firebug"—a crank, or some one with a grievance—might have hidden an incendiary machine aboard the ship when it was tied up at Hoboken.

Captain Lustl was asked about this possibility, and showed instant interest.

"Where did that report come from?" he demanded. When told that it could not be traced to any fixed source, but was a current rumor, he replied that he could not make any statement.

The Sun Company officials do not believe in the incendiary theory. They point out that it would not have profited any one to destroy the ship, as all three parties to the bargain of its sale were well satisfied. The Shipping Board was glad to put the ship into commission again by selling it; the purchaser had a bargain and a fine ship, and the Sun Company was more than willing to get work for its employes, some of whom have been out of jobs for a long time because of the slump in shipbuilding. The Admiral Steamship Company, which bought the ship, also emphatically discredited any incendiary theory.

Captain Lusti declined today to make any statement regarding the disaster.

"The Shipping Board regulations are very strict. I am very sorry I am unable to make any statement whatsoever," said Captain Lusti.

Captain Seth Chase, master of the Transportation, described the rescue of survivors from the Northern Pacific.

### In Flames From End to End

"The sea was very rough," he said, "but we did not have great difficulty in picking up the three boats. Another steamer had seen the blaze and responded, picking up one boat with five men. When we first sighted the Northern Pacific she was in flames from end to end. We made haste to her assistance and found the lifeboats floating about."

One of the crew of the Transportation, a cabin boy, described the scene as "horrible and beautiful."

"The flames were leaping up above the masthead when we got there," he said.

Some of the men who had left the burning ship declared the flames were first observed just aft the second funnel. No one seemed to know how the fire started, but with the stern windward the fire spread quickly, and all hands were forced to take to the boats.

Captain Chase and his vessel first reached the Northern Pacific about 1 o'clock yesterday morning and took the first boat in about 2:20. The rescue work was completed at 3:20 and the Transportation stood by until 9 o'clock yesterday morning, at which time the Northern Pacific, listing about 30 degrees to starboard, was still afloat.

### Why She Listed a Mystery

"I think she remained in that position, although, of course, that is just a guess," he said. "No one knows how the fire started. No one can imagine why she listed as she did, for she was light at the time."

No one on the Transportation holds any hope for the four employes of the Sun Shipyard.

"They are undoubtedly lost," said one of the men. Members of the ship's crew say they were quartered near where the fire broke out and that none of them was seen afterward.

The survivors were overflowing with gratitude at being snatched from almost certain death. Tears glistened in their eyes as they told of the bravery of the rescuers who defied the fire and the sea to save them.

### Transportation First on Scene

The Transportation was the first rescue ship to speed out to sea in response to calls for help from the burning ship.

While this steamer was hurrying to the rescue yesterday she came upon three small lifeboats which were being tossed about the waves ten miles beyond Northeast End Light.

The twenty-two survivors in these three boats were almost exhausted from their struggle to keep the small craft afloat. When taken aboard the Transportation almost all of them crawled into bunks and went to sleep. Ten of the men are still in bed ill from exposure.

Besides the captain, other Northern Pacific officers aboard the Transportation include the first officer, the chief engineer and the first assistant chief engineer.

According to the rescued men, when the Northern Pacific caught fire few of the crew held any hope of rescue.

The first thought of the officers was a wireless call for help, but that was impossible, as there was no wireless operator on board.

It was learned from members of the crew that arrived on the Transportation that the Northern Pacific was enveloped in flames quickly after the blaze started.

### Origin of Blaze Mystery

Although Captain Lusti gave orders to divulge nothing about the burning ship, one of the crew members, a fireman, whose name could not be learned, said he had no idea what started the blaze.

"I was in the hold of the vessel," he said, "when the alarm was sounded. We all rushed to the deck and when we got there the crew was preparing to leave the ship.

"The flames were spreading rapidly and it seemed the whole vessel was burning. Some of the men reached the deck none too soon, for a moment later their ascent from the hold would have been cut off.

"We were beginning to feel the heat as we jumped into the lifeboats and abandoned the vessel."

As the lifeboats left, the burning liner none knew whether or not all had been rescued. The boats were scattered about on the sea, which was driven by a brisk wind, but three were able to keep fairly close together.

These three were the boats first sighted by the Transportation and picked up. Then they learned that another boat, drifted from their group, had been picked up by the Wylie.

According to the crew rescued on the Transportation getting aboard the rescue boats from the lifeboats was a tedious task. The little boats, they said, pitched and rolled in the rough seas, and it seemed at times they would be caught under the ship's counters. But each time they careened with the heaving seas the smaller crafts were able to shove clear.

They also had hardship, they said, in making way against the rolling seas in getting away from the burning ship, as they feared their boats might be upset by an explosion in the burning liner.

Captain John J. Hutson, of the revenue cutter Kickapoo, and commanders of the other ships which rushed to the rescue, say it would have been impossible for the four missing men to escape.

An upturned lifeboat—the only thing saved from the sunken liner—is floating on the surface of the ocean today. It was seen drifting out to sea.

While some of the crew believe it might have been occupied by the men who perished and then overturned in the heavy seas, there are others who think that the little boat was burned from its moorings and simply drifted away.

## *WIFE'S HOPE FADING FOR MAN ON LINER*

"We have no word of him yet."

In these few tear-choked words are expressed all the pathos of the tragedy which suddenly laid its hand upon the little family of Richard J. Hall, Jr., the young marine engineer who is among the four missing from the ill-fated Northern Pacific.

With her six-year-old son at her side, Mrs. Grace Hall, his wife, stood today at the door of their home, 5623 Cedar avenue, and forced herself to utter the few words which attest her rapidly fading hopes for his safety.

Her grief since the first news of the disaster has been poignant. The little home in West Philadelphia was so happy and she and her husband were so devoted to each other that this sudden blow has almost robbed her of all faculty to live. Existence seems to her a drab and aimless vista.

The terrible uncertainty which surrounds her husband's fate only adds to her anguish, for the conflict of hope and despair is continually going on in her breast. No word has yet been received which can support her in this hope, but she never abandons it.

And Dick, the youngster, does not yet realize what has happened. His chief concern is for the small suitcase which his father borrowed from him to take on the trip. To his mercifully circumscribed understanding of the situation the loss of this, his most prized possession, is the most tragic of all.

Nor can he understand his mother's tears. With childish caresses he would try to comfort her, and again and again he lifted the receiver from the telephone as his mother had done so many times in the last few hours, in an attempt to do something to relieve her distress.

"If anything should happen to Dick—if he is lost I shall die!" she wails over and over again. "I shall never be able to live if he doesn't come home to me."

## *Woman Shot Film Man, Is Theory*

Continued from Page One

intimacies of the past that came under their observation.

Among those who will figure in the investigation are Mabel Normand, Mary Miles Minter, Neva Gerber and Claire Windsor, motion picture actresses, the last three of whom have been reported to have been parties to love affairs with Taylor; Henry Peavey, Negro houseman, who found the body; Howard Fellows, former chauffeur of Taylor; Charles Eyton, manager of the Famous Players-Lasky studios, in which Taylor was employed; Mrs. Douglas MacLean, wife of a motion-picture actor, neighbors of Taylor, who saw a stranger leaving the Taylor doorway after hearing a shot there on the night of the murder, and a host of others concerning whom bits of information have come to investigators.

### Mystery Envelops Letters

Unexplained circumstances surround movements of the packet of letters, including letters from Mabel Normand to Taylor, which was found by a police detective in the Taylor house yesterday.

Mabel Normand, who was in company with Taylor until 7:30 o'clock on Wednesday night a week ago, within an hour of the time which investigators fix as the time of the murder, visited the house the following morning and sought these letters. She said they might be misinterpreted if read by the public, but denied that a love affair existed between Taylor and herself.

It is believed the centralization of the investigating will result in the breaking down of "the conspiracy of silence" the police declared existed on the part of the motion-picture people concerning details essential to the apprehension of the assailant.

William C. Doran, Chief Deputy District Attorney, announced that the investigation would be far more sweeping than any possible to any one of the three investigating forces involved.

It was stated every person who is believed to have the slightest connection with the affair or the slightest information bearing upon it, would be subjected to the most rigid questioning. This would mean motion-picture people from the humblest to the highest, it was said.

### Pool all Efforts

Evidence in the case from all sources—whether gathered by city police detectives or by deputies of the Sheriff, will be turned over to the District Attorney and all forces, including detectives assigned to the District Attorney's office, will pool their energies in trying to solve the mystery.

To this was added today the announcement that the District Attorney would make all official statements on the progress of the investigation hereafter, although the various officers stated there would be no abatement of their zeal in trying to uncover the murderer.

A second handkerchief found its way into the investigation about the same time the detectives said they found the letters in a boot in a closet in the Taylor apartments. Peavey as suddenly found a handkerchief bearing the initials "M. M. M."

A handkerchief previously reported found near the body shortly after the murder was discovered, but since said to be missing, was alleged to have borne the letter "S." It is regarded as improbable that a complaint charging murder will be issued against any person in connection with this case until after the whole affair has been presented to the county Grand Jury.

Meantime, although the Sheriff's deputies profess to scout the theory that Edward F. Sands, former butler-secretary for Taylor, could throw any light on the case, the police detectives remain firm in their announced belief the mystery will not be solved until he had been found.

### Seek Heart of Scandal

It was said an actress had called upon Doran and advanced two theories, neither of which involved the ex-butler, Sands. One was believed to relate to a jealous suitor of herself and the other involved a group of motion-picture people, it was said.

Among the telegrams from Miss Normand to Taylor were believed to have been a number sent by the comedienne in Los Angeles in 1919, when Taylor was "on location" in Massachusetts with one of the Famous Players producing units.

These telegrams were said to have been addressed to "Captain" Taylor. Taylor was known by a military title for some time after his discharge from the British Army. The exchange of wires was said to have been an attempt to patch up a disagreement between them arising over the attentions one was bestowing on a third member of the picture colony.

Miss Normand was starring in "The Slim Princess," George Ade's picture, in 1919. It was made at the Goldwyn studios. Victor Schertzinger was Miss Normand's director. Taylor at the time was directing Mary Miles Minter in "Ann of Green Gables," made in Massachusetts.

A new figure was drawn within the scope of investigation of the case, when operatives of the District Attorney's office, it is learned, made efforts yesterday to question one of the biggest independent figures in the motion-picture business. This man, recently divorced, was said to have been madly in love with an actress who apparently held Taylor in higher esteem. He is reported to have proposed marriage on numerous occasions to the actress whose silken nightgown police detectives assert they found in Taylor's home shortly after he was shot.

"Some one is going to be arrested—and suddenly—for the Taylor murder," Under Sheriff Eugene Biscail said yesterday. "And it will not be Edward F. Sands, Taylor's missing valet. Taylor was killed through jealousy, and not revenge."

A fight to save the professional reputation of Mary Miles Minter has been started by her friends. Hollywood's financiers, dealt a severe blow in the Arbuckle case, are resolved that no more screen prestige in which thousands of dollars have been invested shall be lost. Several financiers met her attorneys at her home. Behind drawn curtains, while private detectives stood guard to keep outsiders away, the conference continued during the night and up until an early hour in the morning.

The District Attorney's office has received a letter from a woman describing a meeting between two mysterious men driving two automobiles at a street corner the night of the killing.

Both were so muffled up that their features were indistinguishable. They parted, going in different directions. One of them dropped a strip of film showing the Grand Canyon with the caption, "A deep and brooding mystery seems to hover over this great scar on the face of nature." Detectives are going over film found in Taylor's home to see whether this was taken from his collection.

### Move to Settle Estate

Public Administrator Bryson, together with several deputies, went to the slain man' house yesterday to remove his personal effects that the estate might be settled. Clothing, books, a photograph and piano and various papers were taken care of.

Mr. Bryson stated that there were no papers of material interest in those that he took. He stated that the police and the District Attorney had been through them prior to his office taking charge and that any papers of value were removed by them.

The estate, it was stated, would not total more than $20,000 unless unknown safety deposit boxes or bank accounts in his name are found. It is believed that there is a sum in a New York bank, but investigations thus far have failed to reveal it.

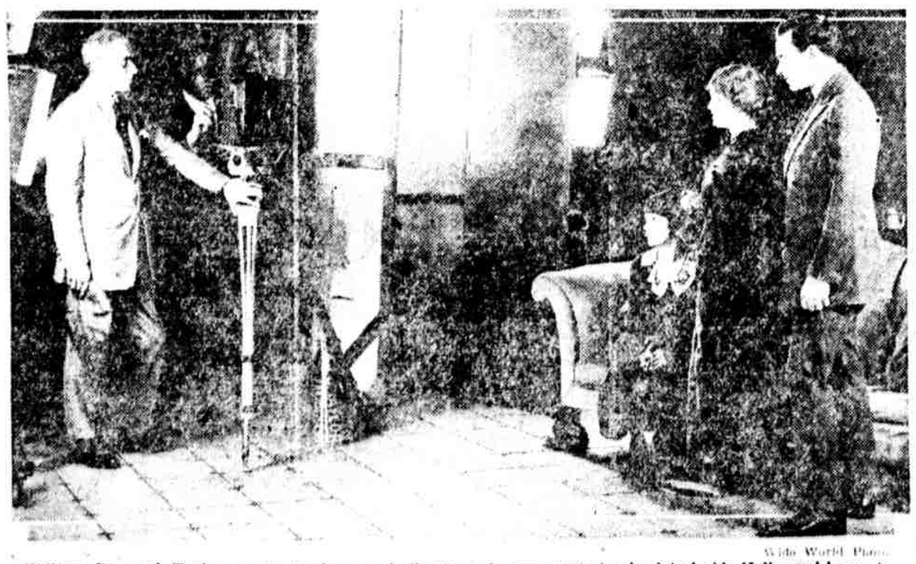
In Mr. Taylor's effects are several hundred canceled checks. Many of them are for loans and are indorsed with the names prominent in the motion-picture world. Bills, both paid and unpaid, were found.

No word has been received concerning the disposition of the valuables and they will be kept in storage until the entire estate can be checked up. As no other heirs are in evidence, Mr. Bryson stated that Mr. Taylor's daughter will be the recipient.

### Man and Wife Held as Rum-Makers

Watson Ziemiski and his wife, Mary Ziemiski, of 1166 Ross street, Camden, were held in $1000 bail by Recorder Stackhouse today, charged with operating a still in defiance of the liquor laws. Several witnesses testified they had bought whisky from the Ziemiskis.

## LAST PICTURE OF SLAIN MOVIE DIRECTOR



Wide World Photo

William Desmond Taylor, movie producer and director, who was mysteriously slain in his Hollywood home, is shown producing a scene from Ethel Clayton's latest picture. In the photo, from left to right: William D. Taylor, with his hand on the tripod; the cameraman; Miss Jean Acker, seated; Claire McDowell and Herbert Rawlinson


Fire Damages Tailor Shop

A slight fire damaged clothing and bolts of cloth at 9 A. M. today in the tailor shop of Louis Sherman, 2010 Ridge avenue. After waiting on two customers, Sherman went to the second floor and interspelled smoke. Firemen confined the blaze to the shop. The tailor said he believed one of the customers dropped a match after lighting a cigarette.

The Reading — One-Day Outings From PHILADELPHIA

SEASHORE — Atlantic City, Ocean City, Stone Harbor, Wildwood and Cape May — EXCURSIONS EVERY SUNDAY — $1.50 — Via Atlantic City Railroad. Leave Chestnut and South Sts. Ferries for Atlantic City 7:30 A. M. For Ocean City, Stone Harbor, Wildwood and Cape May, leave Chestnut St. Ferry 7:20 A. M., South St. Ferry 7:10 A. M. Returning from all points 5:15 P. M. Additional Excursion WASHINGTON'S BIRTHDAY Wednesday, February 22

Wilkes-Barre AND Scranton — $3.75 — Also Mauch Chunk, White Haven, Ashley. Next Sunday, February 12. Special train leaves Reading Terminal 1:00 A. M., stopping at Columbia Ave., Huntingdon St., Wayne Junction, Logan and Jenkintown.

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FOR DETAILED INFORMATION—CONSULT AGENTS—SEE FLYERS. Tickets may be purchased prior to dates of Excursions

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OUR 40c Luncheon — 11:30 A. M. to 3 P. M. — ZEISSE'S HOTEL — 820 Walnut St. — John G. H. Meyers, Prop.

Eczema Psoriasis Itch — HUNON has been successfully and scientifically used on 50,000 of Eczema, Psoriasis, Tetter, Salt Rheum and all vegetable parasitic poisons. We have offered for 3 years and still offer $100, if it is possible to find a case of Eczema that cannot be healed with Hunon. It is the most remedy to relief and to complete cure. Hunon is the choice of all doctors, it will destroy the parasites in Tetter Ringworm of the body, and heal the skin perfectly. It will absolutely destroy germs of the skin, scalp and blood, stop hair from falling and breaking off. It is a pleasant antiseptic for Pimples. It will disinfect the scalp, heal the gums and lighten the teeth. It will remove any soreness. Will give immediate relief for Burns. If you will use it after shaving, you will never be without Hunon. If you have friends with skin trouble, tell them about Hunon and they will appreciate it. Ask your Druggist, Smith, Kline & French, Wholesale Distributors. Made by Hudson Chemical Co., Kansas City, Mo.

A BLEMISHED COMPLEXION — If you suffer the annoyance of a blemished complexion, begin at once this simple home beauty treatment— Bathe your face with the warm lather of Black and White Soap. Rinse and dry thoroughly. Then lightly apply a thin coating of Black and White Beauty Bleach. Allow to remain on over night, removing in the morning with warm water. In a few days all blemishes will have disappeared, and your complexion is soft, clear and smooth. Black and White Beauty Bleach is for sale by your druggist at 50c the jar. Send 25c to Dept. C, Plough, Memphis, Tenn., for a refillable chlorodyne powder puff, containing a two weeks' supply of the perfect face powder—Black and White "Incense of Flowers." Literature giving in detail all information regarding the beautifying properties of Beauty Bleach mailed upon request.

CUNARD-ANCHOR — Passenger & Freight — SERVICES — N. Y. TO CHERBOURG & SOUTHAMPTON: AQUITANIA Feb. 28 Mar. 21 Apr. 11; MAURETANIA Apr. 4 Apr. 25 May 16; BERENGARIA May 30 June 20 July 11. N. Y. TO HALIFAX, PLYMOUTH, CHERBOURG AND HAMBURG: SAXONIA Mar. 7; N. Y. TO QUEENSTOWN & LIVERPOOL: ALBANIA Feb. 18 Apr. 4; SCYTHIA Feb. 23 Mar. 22 Apr. 26; CAMERONIA Mar. 11. N. Y. TO LONDONDERRY & GLASGOW: ASSYRIA Mar. 17; ALGERIA Apr. 8 May 12 June 10. N. Y. TO HALIFAX, LONDONDERRY AND GLASGOW: ALGERIA March 4. N. Y. TO MADEIRA, CADIZ, GIBRALTAR, ALGIERS, MONACO, NAPLES, FIUME, VENICE, PIRAEUS, CONSTANTINOPLE, HAIFA AND ALEXANDRIA: CARMANIA Feb. 11. N. Y. TO NEW BEDFORD, ST. MICHAEL'S, LISBON, GIBRALTAR, NAPLES, PATRAS, DUBROVNIK, TRIESTE, FIUME, ITALIA March 24. PHILADELPHIA TO GIBRALTAR, ALGIERS AND PIRAEUS: RIVER ORONTES Mar. 8. Cunard and Anchor Steamship Lines, Passenger Office, 1300 Walnut Street, Phila. Freight Office, Bourse Bldg., Phila.

Dixie Steamship Lines — PHILADELPHIA to Bristol, Manchester, Glasgow — U. S. S. B. S/S "OPELIKA" — Expected to Sail Late Feb. or Early March — AT CONFERENCE RATES — Harriss, Magill & Co., Inc. — 125 Lafayette Bldg., Philadelphia — Lombard 5220-1 — Main 7520

COMMERCIAL STEAMSHIP LINES — PHILADELPHIA to LONDONDERRY, BELFAST, DUBLIN and CORK — S/S "East King," Last half Feb. — Moore and McCormack, Inc. — 444-46 Bourse Bldg., Phila. — Lomb. 0585 — Main 7513

HOLLAND AMERICA LINE — NEW YORK TO ROTTERDAM — Via Plymouth, Boulogne-sur-Mer — N. Amsterdam ..... Feb. 18 Mar. 25 Apr. 29; Noordam ..... Feb. 25 Apr. 1 May 6; Ryndam ..... Mar. 11 Apr. 15 May 20; Rotterdam ..... Apr. 8 May 13 June 17. Passenger Office, 1531 Walnut St., Phila.

New York to South America on U.S. Government Ships — Fastest Time — to Rio de Janeiro, Montevideo and Buenos Aires. Finest ships—American service—American food—American comforts. Sailings from Pier 3, Hoboken. Huron ..... Feb. 18 Apr. 13; American Legion .. Mar. 2 Apr. 27; Southern Cross ..... Mar. 18; Aeolus ..... Mar. 30. Munson Steamship Lines, 67 Wall St., New York City; Philadelphia Office, Drexel Bldg. Managing Operators for U. S. SHIPPING BOARD

FLORIDA — By Sea — JACKSONVILLE (Via Savannah) — From PHILADELPHIA — Wednesday, Saturday, 5 P. M. — $34.38 One Way — $61.88 Round Trip. Meals and stateroom accommodations included. Extra charge for Promenade Deck Rooms. Tickets good to return until May 31. *Freight only. Automobiles carried. (Closed cars preferred.) Merchants & Miners Trans. Co. — Pier 18 S. Delaware Ave., Phila.

EXPORT — Transportation Co., Inc. — Oriole Steamship Lines — PHILADELPHIA to LONDON, HULL & LEITH — S/S "CAPULIN" ..... Feb. 18 — For information and rates apply to Hudson Shipping Co., Inc., Agents, Lafayette Building, Phila., Pa. — Lombard 5264-5 — Main 8