

# Perilous Expressions

## PHIL SCENES ARE ENACTED IN LONDON STREETS

Weeping Women and Children Mourn Loss of Relatives on the Titanic

Premier Expresses Great Britain's Sympathy; Ship Rules Will Be Changed

LONDON, April 16.—The news of the loss of the steamship Titanic and the probable drowning of more than 1,000 of its passengers and crew overwhelmed London today. Those who had friends among the passengers or crew had gone to their homes last night after a day spent in eager anxiety, relieved and assured by the late evening dispatches which declared that the vessel still was afloat and proceeding to Halifax.

Londoners were sure all was well, until the authentic tidings came this morning of the disaster that had overwhelmed the great ship.

CROWDS THROU STREETS

The news, published in a few late editions of the morning newspapers and in early editions of the early evening newspapers, spread rapidly and consternation resulted. This was particularly so at Lloyd's. Throughout the morning the crowds which besieged the newspaper offices and the headquarters of the White Star Line increased in size.

Phil scenes were witnessed as women and children, unable to get information as to relatives or friends, left the crowds with tear stained faces. At the White Star offices in London and Southampton, the largest crowds were waiting in the greatest anxiety for additional lists. In one street in Southampton, every house had a broad banner above the door.

The mayor of Southampton has opened a relief fund for those left dependent and has appealed to the lord mayor of London to co-operate.

Premier Asquith, in a brief statement in the house of commons this afternoon, gave public expression to Great Britain's sympathy in connection with the Titanic disaster.

PREMIER'S EXPRESSION

After reading to the members the messages of condolence which the Star company, the premier continued:

"Perhaps the house will allow me to add this: That I am afraid we must have ourselves to the terrible events in the order of providence which baffle foresight, which appal the imagination and make us realize the inadequacy of words to do justice to what we feel."

"We can not say more at this moment than to give a necessarily imperfect impression of our sense of admiration that the best traditions of the sea seem to have been observed and that willing sacrifices were offered to give the first chance for safety to those who were least able to help themselves. And of the heart's sympathy of the whole nation to those who find themselves suddenly bereaved of their nearest and dearest."

PEER NOT ON TITANIC

Lord Ashburton and Norman C. Craig, member of parliament, whose names appeared in some of the published lists of first cabin passengers, did not sail on the Titanic. Lord Ashburton is on his way to America on another steamer.

The sinking of the Titanic, following so closely the wreck of the Delhi, Oceania and other big vessels, has caused consternation among marine underwriters. It will be long before the full effect in insurance of various kinds at Lloyd's is known and many underwriters and syndicates may be hard hit.

Several insurance men declined to admit there would be a movement in the direction of higher rates of insurance. Asked whether they would prove a setback to the building of huge vessels, one member of Lloyd's answered that it depended on the details of the disaster given by the survivors.

CHANGES SUGGESTED

The question of the number of boats carried by steamers has been discussed here at length recently. It appears that the board of trade regulations permit a reduction by half in the number of boats, rafts and buoyant apparatus carried when the ship is provided with all light, air, and water, but this concession does not apply to life jackets and similar apparatus.

According to some experts, it would be impossible to carry a sufficient number of boats to accommodate all on board the mammoth liners, or it carried that it would be next to impossible to man and provision them. It can not be doubted, however, that the disaster to the Titanic will lead to a strict inquiry into this matter and a revision of regulations.

THEORY OF DISASTER

This question has been under discussion for some time by the advisory committee, composed of prominent ship owners and the board of trade committee and certain recommendations have been prepared which have not yet been made public.

The Titanic was fitted with electrically controlled water tight compartments. Those should have been immediately closed from the bridge, unless, as is surmised, the collision so damaged the electrical apparatus as to render this impossible, or the vessel's side was torn away by an iceberg.

RESCUE OF ISMAY CAUSES COMMENT

[Special Dispatch to The Call]

NEW YORK, April 16.—One of the things most frequently commented upon today was the fact that J. Bruce Ismay, president of the International Mercantile Marine company and chairman of the board of directors of the White Star company, commercially known, in fact, as "owner" of the line, was one of the men rescued. All the officers of the ship from Captain Smith down stayed by it and went to the bottom with it. It is asked how it came that the "owner" did not sacrifice himself similarly in favor of the passengers.

There was an explanation for this at the White Star offices, despite the repeated declarations of Vice President Franklin and others that the company had been quite under the gun in communication with the Carpathia or with Ismay.

The explanation runs that when the

## EXPERIMENT TO BE CAPTAIN

CHICAGO, April 16.—Captain Edward J. Smith of the Titanic believed that the steamer was not properly equipped with lifeboats and other life saving apparatus and protested, without success, against the lack of precaution, according to Glenn Marston, friend of the captain.

Marston said tonight that while returning from Europe on the Olympic in company with Captain Smith he remarked on the small number of lifeboats carried by such a large passenger steamer. It was then, according to Marston, that Captain Smith spoke of the life preserving equipment of the Titanic, then in course of construction, being limited.

Marston quoted Captain Smith as saying he thought the lack of equipment for saving lives was not due to a desire of the owners to save money, but rather because they believed their ships to be safe. Lifeboats were thought to be required, the captain said, only in cases in which passengers were to be brought from other ships in distress or passengers were to be landed. It was the captain's opinion, said Marston, that enough boats and rafts should be carried to insure safety to every passenger in case of an accident.

It was sinking it was deemed advisable that some officer of the ship or the company should be placed in charge of the lifeboats sent down in the darkness to wait till relief had come. The officers would not leave Captain Smith, so Ismay, according to the explanation, was selected as the representative of the Titanic among the rescued, and upon him depended the eventual arrangements for the rescue of the survivors.

It is said, made a proposition to the Carpathia which was accepted as soon as he touched the deck of the Cunard liner, and when the Titanic arrived a few hours later, it was forced to abide by the deal made by Ismay, which involved the landing of all the rescued at New York or the nearest American port as soon as possible.

HALIFAX, N. S., April 16.—Sable Island, so long the terror of trans-Atlantic seamen, is tonight, through the agency of the wireless, the storm center of a great battle for news of the missing passengers and crew of the Titanic.

The wireless station on the lonely sand driven island, planted in the Atlantic 120 miles southeast of Halifax, is maintained by the Canadian government and is one of the most important of the chain of wireless outposts on the Canadian coast. It has made the island known as the "graveyard of the Atlantic," the radiating center of news which comes and goes between the passing liners and the shore.

The wireless equipment is a powerful unit, with a range of 200 miles, and the business handled runs up to 12,000 to 15,000 messages a year. Tonight the Allan liner Parisian is abreast of the island, and the Carpathia, which bears the survivors of the Titanic, is coming into communication.

The wireless operators at Sable Island are overwhelmed with messages which have come from all quarters from relatives of passengers, praying for news, and the stream of life the wireless men have lived during the last 48 hours will not be relieved until the Carpathia gives up her story.

PHOTOGRAPHERS TO BE BARRED

[Special Dispatch to The Call]

NEW YORK, April 16.—General Nelson Henry, surveyor of the port, has decided that no dock passes shall be issued to photographers to meet the Carpathia.

"It is the intention of the treasury department and this office," said General Henry, "to expedite in every way the landing of the grief stricken survivors of the Titanic and to help them meet their friends upon the arrival of the Carpathia."

"Persons suffering as they are, any of whom are probably ill from exposure and shock, have had all the mental strain they can stand, without being subjected to flashlight photographs on the pier when they meet their friends."

"The customs officers will meet the Carpathia at the pier and every one will be given the survivors to find their friends. Every person meeting a friend will be assigned to a space under his initial letter and a survivor will be sent there to meet him. This will avoid confusion and carry out the intention of the secretary of the treasury in giving the order for the suspension of the customs regulations in this case."

MRS. STRAUS NOT AMONG RESCUED

The fact that the name of Mrs. Isidor Straus, wife of the noted philanthropist and multi-millionaire, is not reported as being on the list of survivors with the other women passengers, recalls to the memory of local relatives that Mrs. Straus has always declared a woman's place was with the men whether a vessel was sinking or not.

Three cousins of Mrs. Straus are Mrs. Isidor Straus and Mrs. Henry Jacoby, 218 Webster street, and Mrs. Samuel Jacoby, 100 Broadway, this city. While Mrs. Straus and her noted husband were visiting in this city last year she was informed of a wreck that had occurred in Alaska waters. Straus and his wife were dining with the Jacobys' family when the news came. At that time Mrs. Straus declared that she did not see why the women took to the boats and left their husbands on the stranded vessel.

It is the belief of local relatives and friends that Mrs. Straus carried out her ideas when the Titanic sank and remained with her husband rather than desert him in time of peril.

It was the custom of Mr. and Mrs. Straus to come to California every year, and they had spent much of their time in Santa Barbara.

MORGAN SHOCKED BY SEA TRAGEDY

PARIS, April 16.—While, of course, I deeply regret the awful accident, which sent so many well known and useful people to watery graves on the bottom of the Atlantic, I was given one ray of consolation in the fact that Mr. and Mrs. Bruce Ismay were saved.

"It was a terrible thing—something which dazed the mind, and I find myself unable to comprehend this terrible calamity which has befallen the homes of rich and poor, famous and obscure alike."

This was the tenor of J. P. Morgan's expressions to his friends here today after receiving the news of the Titanic's crash and the fate of hundreds of its passengers.

A great deal of stir was caused at Morgan's residence when the name of Morgan being on the ship's sailing list, but this later proved to be Lord and Lady Duff Gordon, who were sailing incognito and

had used the name of the famous financier to conceal their identity.

Both Lord and Lady Gordon were rescued and are on the Carpathia bound for New York.

CONDITION OF RESCUED PITIFUL

[Special Dispatch to The Call]

NEW YORK, April 16.—The condition of the rescued, by all accounts, is pitiable. Mrs. John Jacob Astor, according to private message received today, wore nothing but her night gown and rain coat when she was hurried from the deck of the Titanic into a lifeboat. Of all the jewels and gowns she had with her not one remains to remind her of the days of her honeymoon.

Confirmation came today of the report that the sea where the Titanic sank was a field of ice for miles and miles. The Carpathia's captain sent word early in the day that he was proceeding slowly owing to ice floes. This condition, however, is improbable, as it is impossible that any other survivors would be found.

In the hope that some sign of life might remain, not only is the Leyland liner California searching far and wide through the wreckage and ice that strewn the vicinity of the tragedy, but the cable steamer Mackay, Bennett, which is equipped with all sorts of salvage apparatus, has been ordered from Halifax to the spot where the Titanic sank. It has instructions to search for bodies until further notice.

WORD RECEIVED FROM OLYMPIC

ON BOARD STEAMSHIP OLYMPIC, AT SEA, April 16.—The Olympic received news midnight Sunday that the Titanic had struck ice. It started immediately for the scene, but resumed its course eastward at 5 o'clock in the morning upon hearing that the Titanic had sunk at 2 a. m. The only details known are that 670 persons were saved, mostly women and children. All the crew, except those on the boats, are believed to have been lost, including the principal officers.

This dispatch was sent to the Associated Press by Loudon G. Charlton of New York, a passenger on the Olympic, and is the first word received concerning the disaster from any one outside of official sources.

It will be noted that the number of survivors is practically identical with that of the original dispatches. Later dispatches, however, indicated that 668 persons were saved.

OAKLAND MAN'S FRIEND ABOARD

OAKLAND, April 16.—That H. F. Julian, a prominent metallurgical writer, is among those lost on the Titanic, is the belief of Charles F. Butler, of this city, who says Julian was to sail on the steamer Olympic, but changed his mind at the last moment and booked on the ill fated vessel.

Butler is a close friend of Julian's and is anxious to know whether or not his friend and lifelong associate was among those taken off.

"His name appears on the first class cabin list," said Butler, "but so far I have been unable to find out whether or not he was rescued. For 20 years he and I were associated together in South Africa. I fear he has been lost, as it is known that few of the male passengers escaped with their lives. Julian had planned to sail on the Olympic, but must have changed his mind suddenly, as I have seen his name in the list of those aboard the Titanic."

DEATH OF BUTT BLOW TO TAFT

WASHINGTON, April 16.—President Taft is grief stricken over the probable death of Major Archibald W. Butt, his military aide, in the Titanic disaster. The president today kept his entire staff busy trying to secure some word of Major Butt.

Disgrams and long distance messages were sent to every probable source of information, but nothing encouraging was learned.

The friendship between the president and Major Butt began when Taft was in the Philippines. Military aide to Roosevelt, President Taft requested that Major (then Captain Butt) continue as his aide.

For more than three years they have been companions on long trips and in walks about the capitol. The president always called Major Butt "Archie."

FISHING SMACKS ARE ON SCENE

NEW YORK, April 16.—Hope that some of the passengers of the Titanic not taken on board the Carpathia may have been saved was revived early today, when the captain of the freighter Utopia of the Phoenix line, which docked about midnight, reported that he passed along the route taken by the Titanic and that a number of fishing boats were in the vicinity of the disaster at the time. He said he thought it not improbable that many of the passengers secured life preservers and jumped in time to avoid being carried under by the suction of the liner and later were rescued by crews of fishing vessels.

Captain Is Praised

ANN ARBOR, Mich., April 16.—Captain Inman Sealy, commander of the steamer Republic when it was in collision with the Florida, tonight said that the early arrival of spring probably had indirectly caused the sinking of the Titanic, as 16 days later, in ordinary season, the ship would have taken the track followed by the Titanic.

"I believe," said Captain Sealy, "that

the Titanic hit the submerged part of an iceberg and glided off, only to have the berg strike the keel of the ship and tear a great hole in the bottom of the vessel."

"Captain Smith was one of the most careful sailors in the world, and the Titanic was as safe as man could make it."

Seattle Musician Missing

NEW YORK, April 16.—Franz Adelman, leader of the Seattle orchestra, is known to have been on board the Titanic, accompanied by his wife. Their names do not appear in any of the bulletins or lists so far received, and Mrs. D. A. McDonald, a cousin, who lives here, fears that they went down together.

They had only been married two years, and their trip to Europe was in the nature of a honeymoon. Mrs. McDonald said they were very devoted to each other and she believes that the bond that held them together was so strong that when the women were put in the lifeboats Mrs. Adelman clung to her husband, preferring to stay with him to the end.

Gloom for Maiden Trip

HAYRE, France, April 16.—The disaster to the Titanic has taken the spirit of festivity from the departure of the French liner France, which will start this week on its maiden voyage. It will sail from here Saturday and carry to America the French delegation to the Champlain festivities. Robert Bacon, American ambassador to France, and his wife, who are on the ship, are also on the ship.

Special trains conveyed many guests to Havre, where a banquet was given on board the France, the feature of which was the presentation of the steamer of a United States flag, the gift of the American government.

Philadelphia Lost

PHILADELPHIA, April 16.—Six of the 33 Philadelphians known to have been on the Titanic are unaccounted for. They include George D. Widener, William C. Duff and C. Doane Williams.

Widener is the son of P. A. E. Widener, the Philadelphia capitalist. Mrs. George D. Widener was saved. Williams is a relative of the Cox family, wealthy coal operators, and was returning from Switzerland. His wife still is in that city.

Among those rescued were J. B. Thayer, second vice president of the Pennsylvania railroad, his wife and son.

Seas to Be Searched

[Special Dispatch to The Call]

NEW YORK, April 16.—The White Star company has arranged for the cable steamer Mackay Bennett, which was on the scene of the disaster, to search the seas for the bodies of passengers and members of the Titanic's crew. The company believes that the Mackay Bennett already has put out from Halifax, according to a statement given out last night at the headquarters of the White Star line.

Moving Picture Bride Saved

NEW YORK, April 16.—Mr. and Mrs. G. W. Marvin of the first cabin passenger list are the young bride and groom who five weeks ago were married in this city with a moving picture machine taking a record of the wedding ceremony. Marvin's father, Henry N. Marvin, is president of a biograph company. The bride and groom were 18 years old and immediately after the ceremony took a liner for Europe. Mrs. Marvin is among those reported saved but Marvin's name has not appeared in the list.

Cruisers Nearing Ship

NEWPORT, R. I., April 17.—In a message to the naval station this morning the commander of the scout cruiser Chester said:

"Expect to be up with the Carpathia within three or four hours."

The Chester has been calling the Carpathia regularly every 10 minutes during the night, but has been unable to get any answer.

The Salem of Hog Island and making futile endeavors to get into communication with the Chester.

New Jersey Passengers Saved

NEWARK, N. J., April 16.—C. F. Henry, who with his wife is reported among the saved from the Titanic, is head of a leather firm here.

Henry Blank, also reported saved, is a partner in the manufacturing firm of White, Sizoo & Blank of this city.

Other residents of New Jersey listed as Titanic passengers concerning whom nothing has been heard are: Stephen M. Blackwell of Trenton, Arthur Keefe of East Haver, Washington A. Roehling of Trenton, and John E. Clark, chief, and W. A. Walker of East Orange.

Rescued One on Carpathia

CAPE RACE, April 16.—A wireless message tonight from Captain Paddock of the steamer Olympic, relayed by the Celtic, reads as follows:

"Please allow rumor that Virginia has any of the Titanic's passengers. Neither has the Tunisian. I believe that the only survivors are on the Carpathia."

The second, third, fourth and fifth officers, and the second Marconi operator are the only officers reported saved."

No Survivors on Parisian

HALIFAX, N. S., April 16.—In reply to a dispatch sent by the Halifax manager of the Allan line, Captain Haines of the steamer Parisian sent the following word tonight:

"I have no survivors of the Titanic on board, and no official information as to the fate of the ship."

Expect to reach Halifax early tomorrow morning.

## FAKE WIRELESS MESSAGES STIR BRITISH PRESS

London Papers Criticize Alleged Abuse of Telegraphy in Titanic's Case

LONDON, April 17.—The Standard prints this morning the following under "A Mystery of News. Who Sent the Wireless Falsehoods?"

"One of the mysteries which at present is unsolved is the extraordinary series of false messages, with which the world was lulled into fancied security Monday."

"For sixteen hours, until 1 o'clock yesterday morning, right through the editions of the evening papers and earlier editions of the morning, a flood of alleged wireless messages were received. They reported that all passengers had been saved. The leading newspapers and the public of two continents were misled until the last moment. The public will want to know why and how this deception was carried out."

This would seem to indicate a belief in the unreliability of wireless communication, but the Times attributes the fakes to amateurs. The Times says: "Such a device as a wireless telegraph, shored up by its own steam or being towed by other steamers, either to a harbor or shore water, can not possibly come from any of the ships concerned. It must have been a pure invention, inventions of a cruel, heartless kind."

"The receipt of authentic information by wireless telegraphy has been seriously interfered with by the operations of amateurs who have filled the air with irrelevant messages. If the community is to derive full benefit from the wireless telegraph, civilized nations will have to combine to pull down these amateur operators."

Family Awaits News

CALUMET, Mich., April 16.—Mrs. A. Davis, Joseph Nichols and John Davis of St. Ives, Wales, mother, brother and stepbrother of James Nichols of Calumet, Mich., also was a passenger on their way to visit this country. The names of Mrs. Davis and Davis appear upon the list of survivors, but Nichols probably is lost. Miss Agnes Sincov of Hancock, Mich., also was a passenger. There has been no news concerning her.

Chicago Women Rescued

CHICAGO, April 16.—Mrs. Ida S. Hippach, wife of L. A. Hippach, a wealthy glass dealer, and her daughter, Jean, 18 years old, who were passengers on the Titanic, are numbered among the survivors picked up by the Carpathia. Mrs. and Mrs. Hippach lost two sons in the Iroquois theater fire in Chicago.

Not Among Rescued

SALT LAKE CITY, April 16.—Mrs. Irene C. Corbett, who was a passenger on the Titanic is a daughter of Bishop Levi C. Corbett of Provo, Utah. Her name does not appear among the survivors. Her father received a letter from her today saying she would be home next week.

Cruisers Going to Carpathia

WASHINGTON, April 16.—The commanders of both the scout cruisers Salmon and Albatross, and the navy department tonight that they were heading for the path of the Carpathia and expected to pick up the vessel by wireless late tonight.

Portland Man Rejoices

PORTLAND, Ore., April 16.—Mrs. Bessie Watts and Miss Bertha Watts, who are among the survivors of the Titanic disaster, were on their way to Portland to make their future home here, the husband having preceded them.

DORR ENMESHED, SAY LYNN POLICE

[Special Dispatch to The Call]

LYNN, Mass., April 16.—The veil of mystery surrounding the killing last Thursday of George E. Marsh is now, the police declare, practically cleared away. They say that they have welded a chain of evidence against William E. Dorr of Stockton, Cal.

The automobile road used by Dorr while in this city was found concealed in the automobile today. According to the police, it contains blood stains.

Mrs. Richard Leary visited the office and told of renting a room (Dorr or Dow, as she knew him) March 25. Mrs. Leary occupied the house directly in the rear of the Marsh residence, and the windows of her apartment command a view of the Marsh yard. She declares that Dorr insisted on having a rear room.

In the opinion of the police, the slayer's original plan was to bring down his aged victim with a rifle from his room. In their investigations today the police located a Winchester rifle.

Chief Burckes tonight expressed the opinion that Marsh was shot in cold blood on the same spot where his body was found in broad daylight on the afternoon of April 11. The time of the murder is fixed at being between 3 and 4 o'clock in the afternoon. The police charged that Dorr, possibly with the assistance of accomplices, hatched the plot to kill Marsh in California months and months ago.

They are also working on the theory that the alleged slayer, after he had planned to shoot Marsh out of the way, planned to kill the only remaining person who stood between him and a fortune of more than \$100,000.

Four Beautiful Stores

Geo. Haas & Sons' four elegantly appointed candy stores are situated in the shopping centers of the city: Phelan Building, Fillmore and Ellis sts., Folk and Sutter sts., and 23 Market st. near Ferry.

CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Signature of *W. T. HESS* (of Harris & Hess, Notary Public)

W. T. HESS (of Harris & Hess, Notary Public)

Room 702, HENRY BUILDING Phone Kearny 350 Residence Phone West 948

## PARLIAMENT IN SORROW; LAW MAKING HALTS

Premier Asquith Expresses Deep Grief of All Nation Over Titanic's Tragedy

LONDON, April 16.—No catastrophe of modern times, except the earthquake at Messina, has sent such a shock through Europe as the loss of the Titanic.

At first news came that the liner with all hands had been lost. This was followed by reassuring messages, and people went to bed relieved. Not until well into this morning did the facts begin to filter through, and a wave of horror spread everywhere. No other topic was discussed. Even the second reading of the home rule bill in the house of commons, a political occasion of capital importance, passed by unnoticed outside of the house itself.

The proceedings of the house have been conducted as if under the shadow of a great national sorrow. One curious effect was that a much larger number of members than usual attended graves before the commencement of business, following them with marked solemnity.

In a brief statement made in the house this afternoon, Premier Asquith gave public expression to Britain's sympathy with those who have suffered by the disaster. After reading the messages from the White Star line, already published, Asquith said:

"Perhaps the house will allow me to add this: I am afraid we must brace ourselves to confront one of the terrible events in the order of providence which baffle foresight, which appal the imagination and which make people realize the inadequacy of words to do justice of what we feel."

SOCIETY THROUGS GREAT BALLROOM

Society thronged the colonial ballroom of the St. Francis hotel last evening for the last concert of the San Francisco Musical Arts society to be given there this season. Alessandro Bondi, as great a favorite as on his last visit to the coast, was the singer, and his well chosen program was received with applause by an enthusiastic audience. Roberto Franchini was the piano accompanist.

A number of informal dinners were held in the different homes of the city; the hosts later taking their guests to the concert. Some of those present were:

The following program was rendered:

- (a) The Pearl Son the Nix. . . . . Perigault
- (b) Un aura amoureuse, from "Coeur fan Tette" . . . . . Mozart
- (c) The Pearl Son the Nix. . . . . Perigault
- (d) The Pearl Son the Nix. . . . . Perigault
- (e) The Pearl Son the Nix. . . . . Perigault
- (f) The Pearl Son the Nix. . . . . Perigault
- (g) The Pearl Son the Nix. . . . . Perigault
- (h) The Pearl Son the Nix. . . . . Perigault
- (i) The Pearl Son the Nix. . . . . Perigault
- (j) The Pearl Son the Nix. . . . . Perigault

TWO GIRLS IN TROUBLE—On the complaint of Lieutenant C. Long of the Presidio, Jane Russell and Mary Gibson were arrested yesterday and charged with grand larceny. They are accused of robbing Long of \$50.

I Asked A Bank President:

"How can you afford time for music?"

"Because," he replied, "I figure I am a better banker when I taken an interest in music. The business worries of the day fade away and are forgotten when I devote an hour to playing the BUNGALOW PLAYER PIANO!"

This banker is storing up a big reserve. When others who have "burned the candle at both ends" are incapacitated, he'll be drawing big dividends in health. He recognizes the essential part that good music plays in one's life.

THE BUNGALOW PLAYER PIANO has every essential advantage of the more expensive players.

And we will take your "never-played" piano in part payment.