

arms. New

Williams, Harriet Martin.  
The Woody Hill meadow, by Harriet Martin Williams ...  
Salem, N. Y., Priv. print., 1912.  
29 p. mounted front., mounted illus. 184".  
"Limited edition of one hundred and fifty copies."

1. Salem, N. Y.—Descr. 1. Title.  
Library of Congress F129.S2W5 43-44041

NW 0324521 DLC NN

wyd.

Williams, Harriette K., joint author.  
Peck, William M.  
First steps in arithmetic ... by William M. Peck, Harriette K. Williams and Mary S. Warlow. New York, A. Lovell & company, 1894.

1-1928.  
all Williams.

Williams, Harris F.  
... Commercial law, by Harris F. Williams. Chicago, 1902.  
1 p. l., v, 7-146 p. 20". (Chicago correspondence schools. Business course)  
2-2881

NW 0324523 DLC

ooklyn, N. Y.,

Williams, Harris F.  
Commercial law, by Harris F. Williams. American business man, special ed. Chicago, 1907.  
2 p. l., (III)-v, 7-146 p. 204".

1. Commercial law—U. S.  
Library of Congress HF1287.W63 1907 7-28007

NW 0324524 DLC PP

ion Williams.  
klyn, 1908.

Thesis  
Film Williams, Harris Stoneman.  
1895 A comparison of the taxation systems of  
286 the United States, Canada and Switzerland,  
by H. S. Williams. Ithaca, N. Y., 1895.  
58 l. 27cm.  
Thesis (Ph. B.)--Cornell University, 1895.  
Microfilm. Ithaca, N. Y., Photo Science,  
Cornell University, 1974. part of reel.  
35mm.

NW 0324525 NIC

s. note on t-p.  
ry of my brother  
Elam Chester Lang-  
Langdon Morrill—  
liams.

John Phelps, 1829-  
Morrill, Mrs. Cynthia  
eth (Morrill) 1856-

16-17953 Revised

NK2529  
.W5

Williams, Mrs. Harrison.  
Important Queen Anne and Georgian furniture;  
a magnificent collection of Dr. Wall Worcester  
porcelain, including a group of apple green  
Worcester & two notable services; rare Bow,  
Chelsea & Plymouth bird statuettes, paintings,  
William and Mary and Georgian needlework pic-  
tures, brocades & embroideries, Waterford &  
other Irish glass. Property of Mrs. Harrison  
Williams, removed from her residence. 1130

Fifth Avenue, New York. Sold by her order.  
Public auction sale, Thursday and Friday, May  
22 and 23 at 1:45 p. m. New York, Parks-Bernet  
Galleries, 1952.  
117 p. illus. 26 cm.  
"Sale number 1351."

1. Furniture, English--Catalogs. 2. Porce-  
lain, English--Catalogs. I. Parks-Bernet  
Galleries, Inc., New York. II. Title.

NW 0324527 MB

Salem,  
port.), mounted

February 8, 1927

Williams, Harrison, 1873-  
Legends of Loudoun; an account of the history and homes  
of a border county of Virginia's northern neck, by Harrison  
Williams. Richmond, Va., Garrett and Massie, incorporated  
[1938].  
xv p., 1 l., 248 p. front., plates, ports., map. 24".  
Bibliography included in preface; bibliographical foot-notes.

1. Loudoun co., Va.—Hist. 2. Loudoun co., Va.—Historic houses, etc.  
1. Title.  
Library of Congress F332.L8W5 38-13328  
Copy 2.  
Copyright A 118138 975.528

NW 0324528 DLC MH KyHI TU GU PHI IEN VIU

Williams, Harrison, 1873-  
The life, ancestors and descendants of Robert Williams of  
Roxbury in His Majesty's province of Massachusetts bay in  
New England, 1607-1693; with biographical sketches of the  
Rev. John Williams ... the Rev. Col. Elisha Williams ... Col.  
Ephraim Williams ... Col. William Williams ... the Hon.  
Thomas Scott Williams ... the Rt. Rev. John Williams ... and  
of many other descendants. Together with a description and  
history of the coat-of-arms of the family by Harrison Wil-  
liams, LL. B. Washington, D. C., W. F. Roberts company,  
1934.  
xi, 215, (1) p. front. (coat of arms) 1 illus. 234".

"This edition limited to 300 copies of which this is no. 2."  
Bibliography: p. 207-208.

1. Williams family (Robert Williams, 1583-1693) 1. Title.  
Library of Congress C871.W72 1934 34-9034

NW 0324530 DLC Ncu WaS

97L.766 Williams, Harrison E.  
W723 The first hundred years; being a brief  
history of the Syracuse Savings Bank and  
the city it serves. Historical facts  
verified by Harry C. Durston. Photographs  
furnished by Paul Livingston, Syracuse,  
N.Y., Syracuse Savings Bank, 1949.  
80 p. illus., ports. 24 cm.  
1. Syracuse, N.Y. History. 2. Syracuse  
Savings Bank. Syracuse, N.Y. I. Title.

NW 0324531 N CtY MH-BA DLC-P4

Williams, Harry.  
Benjamin F. Wade and the atrocity propaganda of the civil  
war. By Harry Williams.  
(In Ohio state archaeological and historical quarterly. Columbus,  
O., 1939. 23<sup>rd</sup> vol. XLVIII, p. 33-45)

1. U. S.—Hist.—Civil war—Propaganda. 2. Wade, Benjamin Franklin,  
1800-1878. A 45-869  
Ohio state univ. Library  
for Library of Congress F488.O51 vol. 48  
3:1

NW 0324532 OU DLC

Williams, Harry, musician.  
It's a long, long way to Tipperary; march song,  
words by Jack Judge. New York, Chappell & Co.,  
Ltd. c1912.  
5 p.

NW 0324533 OrP DLC NN OrU

Williams, Harry, musician  
Nothing to do but love  
see under Ayer, Nat D

Williams,  
... Ton  
Harry Wil  
c1905]  
[16] p.  
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NW 0324535 RF

Mann  
SF Williams  
481 The Ho  
Z99 fighting co  
no. 291 8 p.

1. Cock

NW 0324536 N

Williams, B  
The stean  
By Harry V  
ited, 1893.  
xxxi, 288 p.

1. Ct. Brit—

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NW 0324537 D

Williams, H  
The stean  
By Harry W  
div on "The  
London, W.  
3 p. l., (III)-v

1. Ct. Brit—

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P33545  
.I5282A17 William  
1916

Jacke  
Texas.  
78 p.

NW 0324539

Williams, I  
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Williams  
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pany, 1915  
viii, 46,  
Tail-pie  
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Thoma  
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rt, 1913.

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17-28061

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225 ... Paris, R. Kieffer

emplaires sur vélin teinté ...

—France. S. Bookbinding—

33-80411

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u la descrizione di tutte  
arte prima. Scritta da  
nella italiana per Agos-  
cenzini, 1860.

-1560?

ss. capitano Don Fer-  
alle, et quando disco-  
na. Scritta per Fran-  
pagnuolo, & hora tra-  
de Cravaliz. Col pri-  
maesta cesarea, per  
ella Historia del Peru  
per Valerio, & Luigi

FOR OTHER EDITIONS  
SEE MAIN ENTRY

0-1560?

lentali, con tutti i disco-  
dopo l'acquisto di esse.  
rancesco Lopez di Go-  
nella italiana da Agos-  
ppresso Pietro Bosello,

FOR OTHER EDITIONS  
SEE MAIN ENTRY

0-1560?

Cortes, marchese della  
on le sve maravigliose  
i, & acquistò la Nuova  
da Francesco Lopez di  
idotta nella italiana da  
i, Per Francesco Loren-

r.

0-1560?  
e Occidentali, con tutti li  
e in esse sono successe, da  
itta per Francesco Lopez de  
radotta nel volgare italiano  
privilegio del sommo ponte-  
dieci anni: si come si può  
storia del Peru, già da noi  
io, & Luigi Dorici, l'anno

deo, C. García, 1945.

A 50-5807

M  
24  
C855b Cravat, Noel.  
Ballet of seven mins. Piano score. [New  
York? 195-?] 1 v. (unpaged)  
Holograph.  
Contents.- Covetousness.- Pride.- Sloth.-  
Envy.- Gluttony.- Lechery.- Wrath.  
1. Suites (Piano) I. Title.

NC 0777974 CLU

Cravath, Austin Milville, 1900.  
A study of the attachment of free electrons  
to neutral molecules in air and oxygen.  
Berkeley, 1925.  
35 f. diagrs., tables.  
Thesis (Ph.D.) - Univ. of California,  
Dec. 1925.  
Reprint copy: mounted diagrams lacking.  
Bibliography: p. 35.

NC 0777975 CU

Cravath, Erastus Milo.  
Addresses... Printed in memory of President  
E. M. Cravath of Fisk University... Privately  
printed.

32p.

NC 0777976 TNF

Cravath, I. M., ed.  
Grand army of the republic. Dept. of Michigan.  
Manual of the Grand army of the republic, containing its  
principles and objects together with Memorial day in the de-  
partment of Michigan, May, 1869, list of officers, etc. Ed. and  
comp. by ... I. M. Cravath. Lansing, W. S. George & co., 1869.

Cravath, James Raley.

American school, Chicago.  
Electric railways; instruction paper prepared by James R.  
Cravath ... Chicago, Ill. American school of correspondence  
at Armour institute of technology, 1904.

Cravath, James Raley  
Pleasing Proportions of Direct and Diffused  
Light from a Floor Lamp. 1920.

NC 0778003 QC1L

Cravath, James Raley.  
Practical illumination, by James Raley Cravath and Van  
Rensselaer Lansingh. New York, McGraw publishing com-  
pany, 1907.

vii, 356 p. incl. front., illus., diagrs. 244 cm.

1. Lighting. 1. Lansingh, Van Rensselaer, joint author.

TH7703.C8

7-17392

NC 0778004 DLC NN ICJ MIU OU PSC OC1 PPD NIC OC1CS OCU

Cravath, May Hannah.

See

Wharton, May (Cravath), 1873-

BR55 Cravath, Oren, 1806-1874.  
A case of withdrawal from the presbyterian  
church, with the reasons for so doing. Cortland  
village, [N. Y.] Eeles & Goodwin, 1845.  
16 p. 8" [Theological pamphlets, v. 101:9]

NC 0778006 DLC

206.4 Cravath, Oren, 1806-1874.  
C 806 Oren Cravath case; Congregational church,  
Romer, New York, 1844-1845.  
12 l., 24 p. 25".  
Typescript of documents explaining his  
withdrawal from membership because of  
indifference of congregation and of churches in  
general toward slave-holding by other Christians.  
Letter from Bessie Cravath Miller tipped in  
at end.

NC 0778007 00

Cravath, Paul Drennan, 1861-1940.  
An analysis of the issue presented by Pres.  
Wilson's appeal of Oct. third and reasons for the  
conclusion that the friends of Effective Interna-  
tional Cooperation to promote Peace cannot  
afford to perpetuate by their votes the doctrine  
of Article X as the corner stone of the future  
International relations of the U.S. ... n.p. 1920.

11 p.

NC 0778008 00

Cravath, Paul Drennan, 1861-

U. S. Interstate commerce commission.  
Before the Interstate commerce commission. In the  
matter of consolidations and combinations of carriers,  
relations between such carriers, and community of inter-  
ests therein, their rates, facilities and practices. Oral  
arguments, Washington, D. C., April 4 and 5, 1907 ...  
[Washington, Govt. print. off., 1907]

Cravath, Paul Drennan, 1861- joint  
author.  
Whitehouse, Mrs. Vira (Boorman), 1875-  
The cruise of Warrior in the eastern Mediterranean, 1926.  
[Garden City, N. Y., The Country life press, 1927]

Cravath, Paul Drennan, 1861-  
Great Britain's part; observations of an American visitor  
to the British army in France at the beginning of the third  
year of the war, by Paul D. Cravath. New York [etc.], D.  
Appleton and company, 1917.

vi, 127 p. 17".

"Observations ... prepared for the New York times, in which they  
first appeared."—Pref.

1. European war, 1914-1918—Personal narratives. 2. European war,  
1914-1918—Campaigns—Western. 1. Title. 17-7851  
Library of Congress D546.C7

NC 0778011 DLC PPL PP OU OO OC1 NJP NN ICJ

CRAVATH, PAUL DRENNAN, 1861-1940.  
Impressions of Germany, by Paul D. Cravath, September  
1920... [Philadelphia, 1920] 20 p. 24cm.

"Reprinted from the Philadelphia Public Ledger of  
September 5, 1920."

1. Germany—For. rel., 1914- 2. Germany—Politics,  
1918- 1. Title.

NC 0778012 NN CST-H

Cravath, Paul Drennan, 1861-  
Letters home from India and Irak, 1925. [New York? pref.  
1925] x, 158 p. 19 1/2 cm.

"Daily record of the experiences... of two visitors to India (P. D. Cravath and  
Harrison Williams)."—p. v.  
Illustrated end papers.  
"Bibliography," p. 155-158.

822356A. 1. India—Descr. and trav., 1910- 2. Near East—Descr.  
and trav., 1900- I. Williams, Harrison, 1873- II. Title.  
N. Y. P. L. June 8, 1937

NC 0778013 NN MH NJP PHC NIC IEN

Cravath, Paul Drennan, 1861-1940.  
Letters home from Persia, with observations  
on Palestine and southern Russia. [Garden  
City, N. Y., Country Life Press, 1936.  
60 p.

1. Iran - Descr. & trav. 2. Palestine -  
Descr. & trav. 3. Russia - Descr. & trav.

NC 0778014 NNC

Cravath, Paul Drennan, 1861-  
Letters home from the Far East and Russia, 1931, by Paul  
D. Cravath ... [Garden City, N. Y., The Country life press,  
1931]

4 p. l., 97 p. illus. 19 1/2 cm.

"All the ... Letters home, except the last two, were written during  
my travels."—3d. prelim. leaf.  
"First edition."

Contents.—India.—Rangoon.—Sumatra.—Java.—Bali.—Manila and  
Hongkong.—China.—Siberia.—Moscow.

1. East (Far East)—Descr. & trav. 2. Russia—Descr. & trav.  
1. Title. 32-12632

Library of Congress DS508.C786  
— Copy 2.  
Copyright A 51155 51 915

NC 0778015 DLC Cty NN 00

Cravath, Paul Drennan, 1861-1940.  
Letters home from the South Sea islands, China and Japan, 1934. [By] Paul D. Cravath. ... [Garden City, N. Y., The Country life press, 1934].  
vi p., 1 l., 2, 107 p. front., plates. 194<sup>mm</sup>.  
"First edition."

1. China—Description and travel. 2. Japan—Description and travel.  
I. Title. II. Title: South Sea Islands, Letters home from the.

A 40-1204

New York Univ. Wash. sq.  
for Library of Congress

Library DS508.C8  
(2)

NC 0778016 NN

Cravath, Paul Drennan, 1861-  
Notes on the cruise of Warrior in the Far East, 1927. [Garden City, N. Y., The Country life press, 1927].  
ix, 179 p. front., plates, ports., diagr. 194<sup>mm</sup>.  
Maps on lining-papers.  
"My ... notes on the cruise."—Pref., signed: Paul D. Cravath.

1. East (Far East)—Descr. & trav. I. Title. II. Title: Warrior in the Far East, Notes on the cruise of.  
Library of Congress DS508.C787 29-3705

NC 0778017 DLC PHC 00

Cravath, Paul Drennan, 1861-

Otto H. Kahn, appellant, vs. The Interstate commerce commission, appellee. Appeal from the Circuit court of the United States for the Southern district of New York. Brief on behalf of appellant. Paul D. Cravath, Walker D. Hines, counsel for appellant. New York, C. G. Burgoyne [1905].

cover-title, vi, 101 p. 234<sup>mm</sup>.  
At head of title: Supreme court of the United States. October term, 1908. no. 316.

1. Hines, Walker Downer, 1870- rr. Kahn, Otto H., 1867- ap-  
pellant. III. U. S. Interstate commerce commission, appellee.

9-3759

NC 0778018 DLC

Cravath, Paul Drennan, 1861-

The position in which the reparation problem is left by Germany's acceptance of the allied ultimatum, by Paul D. Cravath. ... New York: Equitable Trust Co. [1923]. 12 p. 8°.

Cover-title.

1. European war, 1914-18.—Repara- tions. December 8, 1923.  
N. Y. P. L.

NC 0778019 NN

[Cravath, Paul Drennan, 1861-]  
Preliminary suggestions regarding indemnities London, Waterlow and sons, ltd., 1918.

40. 31 p.  
Signed at end: Paul D. Cravath.  
On cover: Confidential proof.  
Typewritten "Digest of Paul D. Cravath's Brief on Indemnities" enclosed.

NC 0778020 MH

Cravath, Paul Drennan, 1861-

Reasons why voters who favor effective participation by the United States in an association of nations to promote peace should support Harding and Coolidge. n.p., [1920].

23 cm. pp. 32.  
Paper cover serves as title-page.

NC 0778021 MH 00

Cravath, Paul Drennan, 1861-  
Reflections on the economic future of Soviet Russia. [New York, 1928].  
(2) 20 p. 4°

NC 0778022 MH-L

Cravath, Paul Drennan, 1861- 9338.7a34  
The reorganization of corporations; bondholders' and stockholders' protective committees; reorganization committees; and the voluntary recapitalization of corporations.  
(In Some legal phases of corporate financing, reorganization and regulation. Pp. 153-234. New York. 1917.)

L1368 — Corporations.

NC 0778023 MB PPB MH

Cravath, Paul Drennan 1861

Some legal phases of corporate financing, reorganization and regulation, by Francis Lynde Stetson, James Byrne, Paul D. Cravath, George W. Wickersham, Gilbert H. Montague, George S. Coleman and William D. Guthrie. New York, The Macmillan company, 1917.

Cravath, Paul Drennan, 1861-

The United States and the economic equilibrium of Europe, address by Paul D. Cravath before the Foreign Policy Association, Hotel Astor, New York, February, 1922. [New York, 1922]. 12 p. 8°.

Cover-title.

1. United States.—Economic rela- tions, Europe, 1922. 2. Europe.—  
Economic relations, U. S., 1922. 3. European war, 1914- —Eco-  
nomic aspects. August 11, 1922.  
N. Y. P. L.

NC 0778025 NN PHC MH DCU-IA

Cravath, Paul Drennan, 1861-1940.

... The United States of America, appellant, against the Union Pacific railroad company et al., respondents. Memorandum on behalf of individual respondents. Submitted by Paul D. Cravath, of counsel for the respondents Jacob H. Schiff and Otto H. Kahn. James M. Beck, of counsel for the respondent James Stillman. [New York? 1912].

cover-title, 8 p. 234<sup>mm</sup>.  
No. 820 in the U. S. Supreme court, October term, 1911.  
1. Railroad law—U. S.—Cases. 1. Beck, James Montgomery, 1861-  
II. Schiff, Jacob Henry, 1847- respondent. III. Kahn, Otto Hermann, 1867- respondent. IV. Stillman, James, 1850- respondent. V. Union Pacific railroad company, appellee. VI. United States, appellant.

13-12373

NC 0778026 DLC

Cravath, Prosper, b. 1809.

Early annals of Whitewater, 1837-1867. Written by Prosper Cravath, esq., 1837-1857; continued by Spencer S. Steele, 1857-1867; ed. by Albert Salisbury, 1906. [Whitewater, Wis.: The Whitewater federation of women's clubs, 1906].

viii, 283 p. front. (port.) illus. 194<sup>mm</sup>.

"Brief biographical sketches of early pioneers": p. 240-277.

1. Whitewater, Wis.—Hist. 2. Whitewater, Wis.—Biog. I. Steele, Spencer S. II. Salisbury, Albert, 1843-1911, ed. III. Title.

16-9466

Library of Congress F589.W59C8

NC 0778027 DLC MWA C TxU IKG

Cravatiana; ou, Traité général des cravates considérées dans leur origine, leur influence politique, physique, et morale, leurs formes, leurs couleurs, et leurs espèces. Ouvrage traduit librement de l'anglais sur la huitième édition. ... Paris: Chez Dalibon, libraire, 1823. 84 p. front., illus. 18½cm.

76529B. 1. Cravats. December 3, 1940.  
N. Y. P. L.

NC 0778028 NN ICN IU

Cravato, Augustin

see

Cranato, Agostino.

CD1217

.V52A462

Cravayot, Paul.

Vierzon, France.

Inventaire sommaire des archives communales antérieures à 1790, par Paul Cravayot, archiviste en chef du Département. Bourges, Archives départementales du Cher, 1962.

Crave (J)  
Notice sur un projet de puits artésien proposé à Amsterdam. ... n.p., [185-?] 8 pp., 1 pl. 8°

NC 0778031 NN

Crave, Marcel.

L'avalanche, pièce en trois actes. Dijon, Éditions de la Tartane, 1947.

188 p. 20 cm.

I. Title.

PQ2605.R17A9

48-19599\*

NC 0778032 DLC

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Craveiro, Loure  
Academia Mai  
O.P. Lovrenc, O  
de Iesus, da Pre  
da Bahia em 25.  
os Estudantes á  
1665. Deuo A F  
Craveiro Prêga  
Ordem de nosso  
da Provincia de

Em Lisboa. I  
sarias. Na Offi  
Anno de 1677.  
24 p. 19.5cm  
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Borba de Mor  
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NC 0778034 RPJCB MH

Craveiro, Lourenco  
Merenda Eucharis  
[Lisboa, 1677]

NC 0778035 DCU-IA

GRAVEIRO, Lourenco, d.  
Summa do apostolado  
S. Bartholomeu. Deuo  
Craveiro. Lisboa, D

40. pp. 234.

NC 0778036 MH DCU-IA

Craveiro, Tibureio  
Compendio da  
Craveiro. Rio de  
vi, 245, 1, 1 p. 184<sup>mm</sup>  
Copy 2.  
por T. A. Crave  
[Typographia am  
47, 1, 1 p. 184<sup>mm</sup>  
de Janeiro, 1883].  
1. Portugal—Hist.  
Library of Congr  
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NC 0778037 DLC MH

809.2 Craveiro, Tib  
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47p. 20cm.

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NC 0778041 DLC

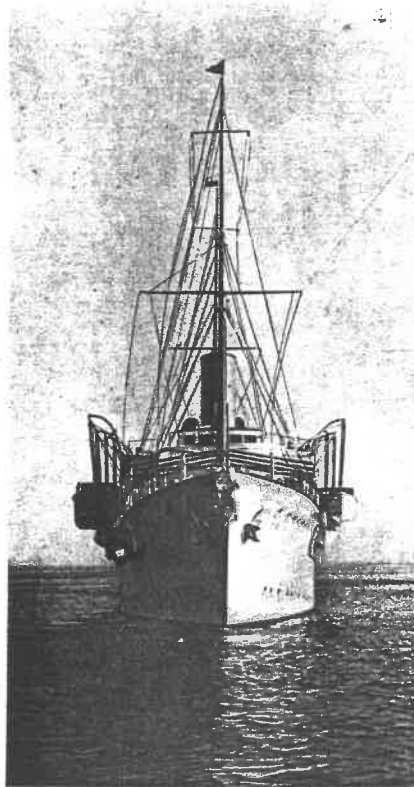
*The World Cruise of*  
**WARRIOR**



**COX & STEVENS**  
341 MADISON AVENUE  
NEW YORK

THE FILSON CLUB  
1310 SOUTH THIRD STREET  
LOUISVILLE, KY. 40208





THE WORLD CRUISE  
OF  
WARRIOR

THE FILSON CLUB  
1310 SOUTH THIRD STREET  
LOUISVILLE, KY. 40208

COX & STEVENS  
341 MADISON AVENUE  
NEW YORK

## INTRODUCTION

SO MANY of our friends have been interested in the recent cruise of the Diesel yacht *Warrior*, owned by Mr. Harrison Williams, during which this magnificent yacht circumnavigated the globe, that we are sending you herewith, with our compliments, a story of the cruise which Mr. Paul D. Cravath, one of the guests of the owner on trip, was kind enough to write.

A photograph of *Warrior* is reproduced, as well as her general arrangement plans, and a map of the world, showing the course followed and the ports visited, is included in this booklet, so that any interested reader can visualize the whole situation and perhaps derive real enjoyment from the narrative.

As *Warrior* was designed by us, and has proven such a marked success, we are naturally pleased at this opportunity of calling to your attention her outstanding features; and we are particularly pleased with the comments made by Mr. Cravath with respect to her comfort and seaworthiness under the most trying conditions.

In dimensions, *Warrior* is one of the largest yachts in the fleet, having an overall length of 240 feet, a beam of 35 feet, and her displacement being 1800 tons. Fitted with the latest type of Diesel engines, and equipped with every conceivable device for comfort and safety, including a Sperry Gyroscopic Stabilizer, this yacht represents the highest development of luxurious ocean travel.

In addition to six unusually large staterooms below deck, each with its private bath, *Warrior* has, on the main deck, four enormous staterooms with private baths, as well as extremely attractive and livable public rooms.

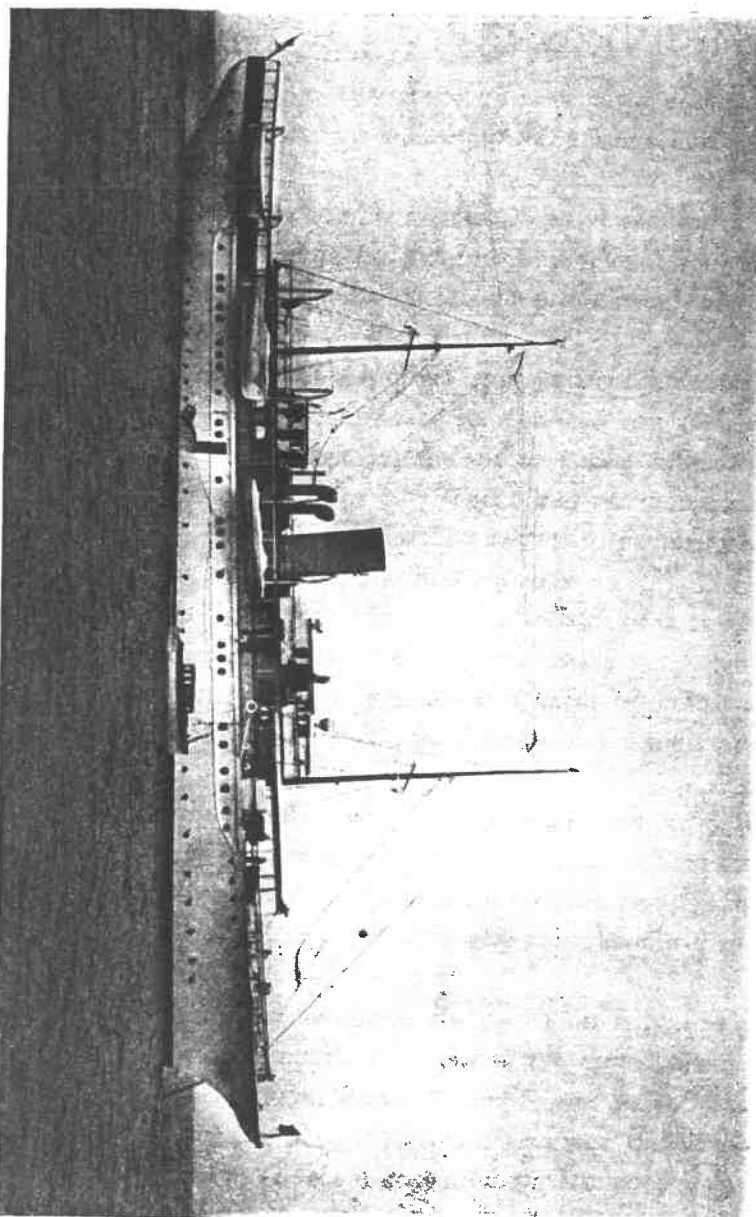
With her fine seagoing qualities, admirable accommodations and an enormous amount of available deck space, there is little wonder that those on the yacht enjoyed their recent cruise.

We hope that you may be interested in receiving and reading this story.

COX & STEVENS

THE FILSON CLUB  
1310 SOUTH THIRD STREET  
LOUISVILLE, KY. 40208

THE FILSON CLUB  
1310 SOUTH THIRD STREET  
LOUISVILLE, KY 40208



WARRIOR

## THE CRUISE OF *WARRIOR* IN THE ORIENT

By PAUL D. CRAVATH

**T**HIS is an attempt by a thoroughly unnautical person to give the story of the Round the World Cruise of *Warrior* with an emphasis on its nautical aspects.

*Warrior* is a Diesel yacht of 1800 tons displacement, designed by Cox & Stevens and built by Krupp of Kiel, Germany, in 1924. After its acquisition by its present owner, Harrison Williams, in 1925 a number of changes were made to carry out the views and meet the needs of its new owner. The yacht is 240 feet long, 35 feet beam, and 16 feet draft. Its Diesel engines have an aggregate horsepower of 1650. Its normal speed is twelve knots. It is equipped with a Sperry Gyroscopic Stabilizer and bilge keels. It has twelve staterooms for the owner and his guests and carries a crew of forty-two, including employees of the steward's department.

*Warrior* left New York for Naples without passengers on November 27, 1926. On this run she averaged a speed of eleven knots, reaching Naples on December 15th. On December 21st Mr. and Mrs. Williams and some of their guests came on board. We were greeted by our old friend, Captain Augustinsen, and the smiling face of Steward Buxton. We found few changes among the officers, but a new staff under Buxton.

The interior arrangements of *Warrior* had been considerably changed since the last cruise. The library, which now numbers over a thousand volumes, had been moved into new shelves which have been installed in the sun room. The space which was formerly devoted to the library had been converted into a charming owner's suite consisting of a sitting room and two bedrooms, each with its own bath. The other rooms were practically unchanged.

Late in the afternoon of December 21st *Warrior* got under way and stood to sea bound for Port Said. On the run to Port Said we had fair winds with moderate seas. Christmas was celebrated on board, Mr. and

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CAPTAIN AUGUSTINSEN

Mrs. Williams giving a gay Christmas party to the officers and crew which was much enjoyed by all.

We were fortunate in passing through the Straits of Messina by daylight. The shores of Sicily and Calabria were as beautiful as ever. The summit of Mount Etna was hidden from our view by clouds.

As we passed near Malta we learned from our daily radio news bulletin that Sir Sefton Brancker, Chief of the Department of Commercial Aviation of the British War Ministry, had just passed us in one of the "Empire Air Liners" destined for the new air service between Cairo and India via Baghdad,

the valley of the Tigris and the Euphrates, and the Persian Gulf. This was an interesting coincidence, inasmuch as on our return from India two years ago Sir Sefton Brancker and his great pilot, Cobham, while traveling from India by air, had crossed our path several times, the last time being at Palmyra, where our air friends circled around us above the ruins of that noble city and waved us farewell. Our wireless operators having located Sir Sefton Brancker at Malta, we radioed Christmas greetings to him and to Sir Walter Congreve, Governor of Malta, and Lady Congreve, whom the *Warrior* party had visited at Malta almost exactly a year ago.

We reached Port Said on the morning of December 26th. We stopped

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AIGINA ISLAND

only long enough to secure the papers permitting us to pass through the canal. The Captain, whose linguistic accomplishments are confined to English and Norwegian, was very indignant on finding that the canal officials spoke only French. It is an interesting commentary on the patient wisdom of the British Government that although they have owned a controlling interest in the shares of the Suez Canal Company since the days of Lord Beaconsfield, they have never sought to disturb the French management. Even most of the hundred odd canal pilots are French. The European population of Ismalia, the pretty little city that has grown up around the administrative center of the Canal Company, is chiefly French.

The trip through the canal was uneventful, with the exception of fifteen minutes of fog, which is very unusual in this part of the world. *Warrior* was forced to tie up at the bank until it cleared. The entire journey through the canal was made by daylight, Captain Augustinsen preferring to tie up *Warrior* for the night at Ismalia rather than take on board a special searchlight which, under the rules of the canal, would have been necessary for a journey by night.

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We were only moderately successful in waxing sentimental as we saw Mount Sinai in the distance and sailed over the place where Pharaoh's army was engulfed while pursuing the fleeing Israelites. We were more impressed by the great plain at El Kantara, which had been the headquarters of the British Army during the latter part of the World War.

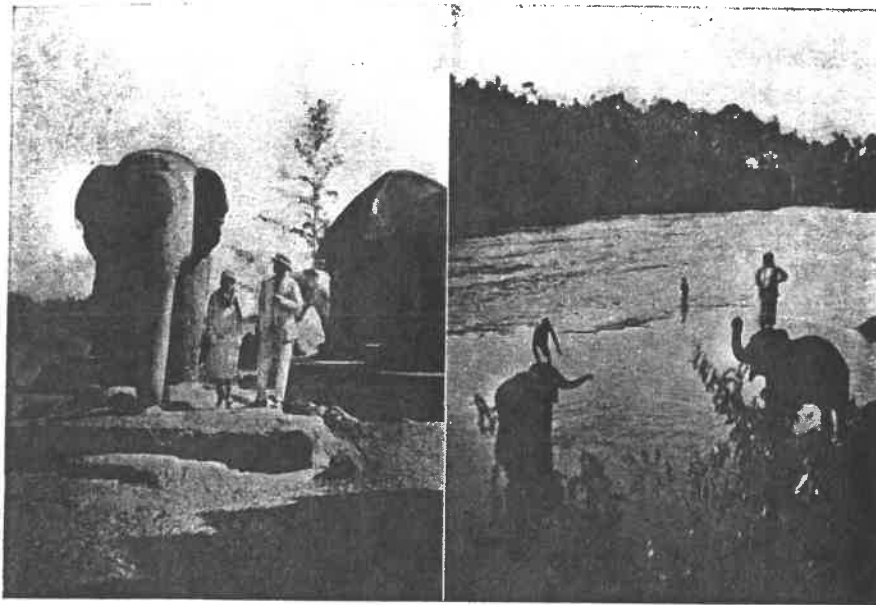
After leaving the canal we headed for Djibouti and French Somaliland, a few miles south of the southern entrance to the Red Sea. After the first experience, a voyage through the Red Sea (which is thirteen hundred miles long and from one hundred and fifty to two hundred miles wide for most of its length) is very much like a voyage through any other tropical sea. One rarely sees land, and passing ships are not frequent. Like other seas, the Red Sea can be rough — sometimes very rough. For some of the time it was too rough for the equanimity of two members of our party. The dictates of both modesty and chivalry forbid me to divulge their names. We did not experience the oppressive heat for which the Red Sea is famous. We had heard of decks all cluttered up during the night with unhappy passengers gasping for breath, but in our case, except for the days of heavy seas, the weather was perfect. The thermometer did not rise above eighty-two. We were reminded of balmy days on Long Island Sound and by no means the hottest days we could remember. As soon as we emerged from the Red Sea we were met by a fresh breeze from the south and the thermometer dropped several degrees. Heavy seas during the last two days in the Red Sea had so delayed our progress that we did not reach Djibouti until the morning of Sunday, January 2nd.

Our daily life on *Warrior* soon fell into the routine of our last cruise. After breakfasting in our rooms we assembled on deck in scant attire for an hour of deck tennis played with a three pound medicine ball. We lunched at one-thirty and dined at eight, invariably on deck. We spent much of our time reading the books of travel that had been assembled for the cruise. When we tired of them we read tales by Conrad and Somerset Maugham of life and adventure in the Malay Archipelago.

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THE WORLD CRUISE OF WARRIOR



PAGODAS NEAR MADRAS, INDIA   ELEPHANTS AT KANDY, CEYLON

*Warrior* lay at Djibouti about nine days while Mr. and Mrs. Williams and their guests made the journey of about five hundred miles inland by rail to Addis Abeba, the capital of Abyssinia. It may be said in passing that the railway journey, which ordinarily takes three days and two nights, was made on a special train in the record time of twenty-six hours. Another member of the party joined us at Djibouti upon our return from Addis Abeba, having traveled thither on one of the steamers of the Messageries Maritimes. We left Djibouti on the evening of Tuesday, the 11th of January, and arrived the following morning at Aden, where we picked up another member of the party who had arrived the preceding day by a P. & O. steamer from Marseilles. We stopped four hours at Aden to give Mr. and Mrs. Williams and their guests an opportunity of visiting the British Governor, having a glimpse of the famous tanks and the native village called the "Crater," which is said to be the hottest place on earth.

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We then proceeded to Colombo, Ceylon. On this run we had exceptionally fine weather from beginning to end, with smooth seas, although for several days we had overcast skies. The temperature was moderate and we were never without gentle breezes. We arrived at Colombo on Friday, January 21st, and anchored in the beautiful harbor, surrounded by ships of all nationalities.

Colombo is a beautiful city and Ceylon is a paradise on earth. Colombo is one of the busiest ports of the Orient, as all the ships sailing to and from the Far East and most of the ships in the South African and Australian trade stop there. It is a beautiful modern city with clean, well-paved streets and many handsome buildings. It is literally embowered in tropical vegetation. Except for this, Colombo seems more like a European city than an Oriental city. Even the native quarters are more substantial than those of any other Oriental city we had seen. The streets swarmed with motor cars, the natives seemed to be prosperous and the standards of living are certainly greatly above those of the Indian cities we had visited. The European suburbs of Colombo, especially the portion known as "Cinnamon Gardens," are delightful.

Colombo certainly offers the happiest refuge in the world for those whose chief aim in life is to live in a salubrious climate. In the winter they can live in the soft climate of Colombo. As the warm weather approaches a two hours' motor trip will land them at beautiful Kandy, at an elevation of seventeen hundred feet. After a few weeks in Kandy's perfect spring climate the altitudinarian can motor two hours more to Nuwara Eliya (pronounced Nuralia), at an elevation of over six thousand feet, where he can enjoy summer in the climate of Scotland.

While we were at Colombo, Sir Hugh Clifford, the Governor, and several of his staff dined on board. All agreed that Sir Hugh Clifford was one of the most charming men we had ever met. He is a fine type of the British civil servant.

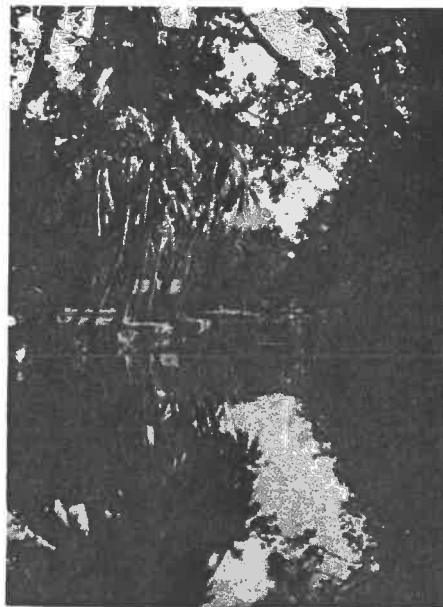
After a two-day stop at Colombo, *Warrior* refueled and left for Trincomali on the northeast coast of the Island, where Mr. and Mrs.

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THE WORLD CRUISE OF WARRIOR



VIEW NEAR THE PALACE AT  
MANDALAY



BURMESE BOATS ON THE  
IRRAWADDY

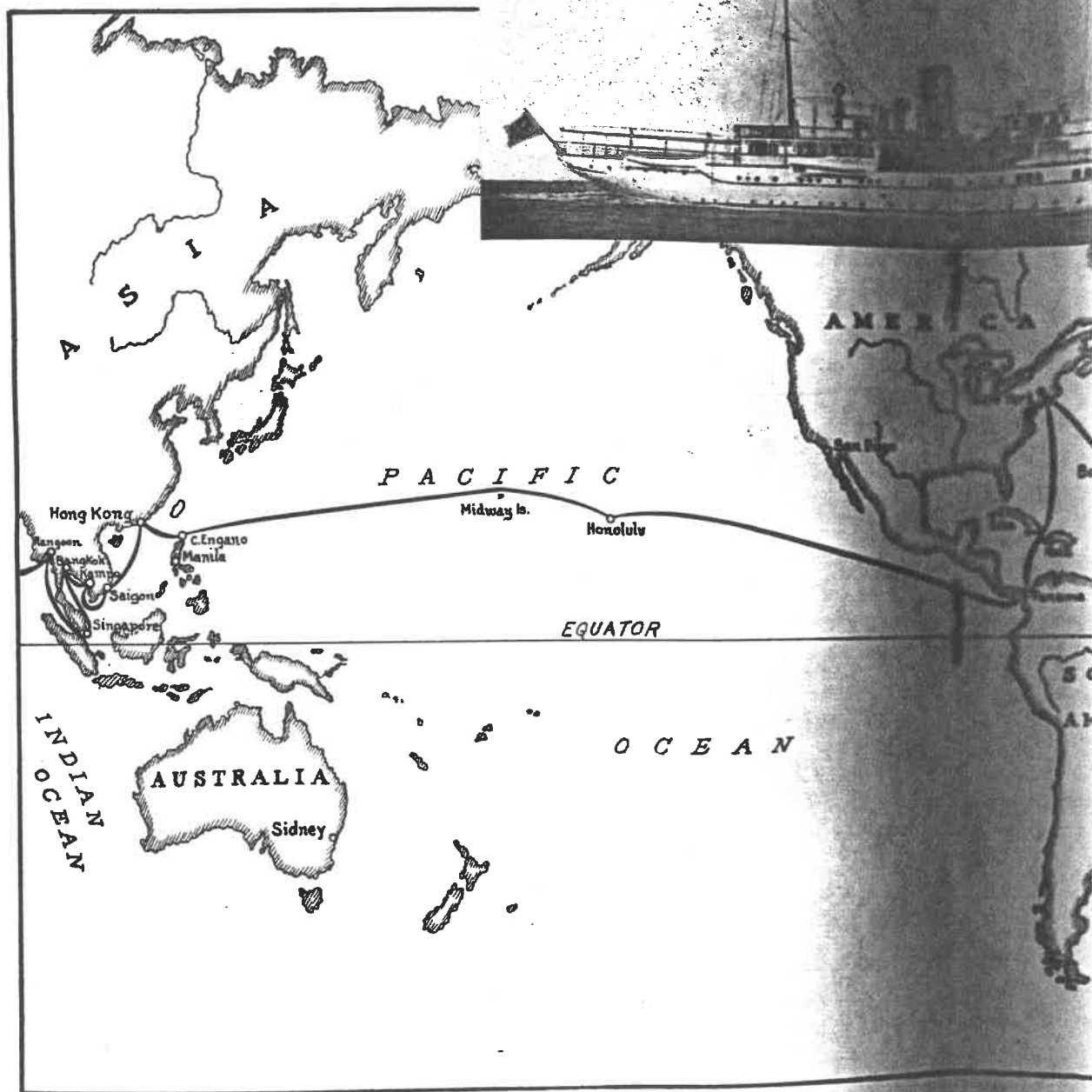
Williams and their guests rejoined the yacht after a motor trip through Ceylon. On the run of two hundred and eighty miles from Trincomali to Madras we encountered exceptionally bad weather. The ship was able to maintain a speed of only 8.4 knots. When we reached Madras the weather became clear. As Mr. Williams and one of his guests had visited Madras two years before, and a third lived in Madras, we only remained there for two days. Lord Goschen, Governor of Madras, and Lady Goschen and several members of their official household lunched on board. At Madras our party of six was completed by the arrival of Colonel Rivers Worgan of the Indian Army and Military Secretary of Lord Reading while he was Viceroy of India.

The voyage from Madras to Rangoon occupied four days. The weather was perfect and the sea smooth. We anchored off Rangoon in the liquid mud of the Irrawaddy on the morning of February 2nd. As

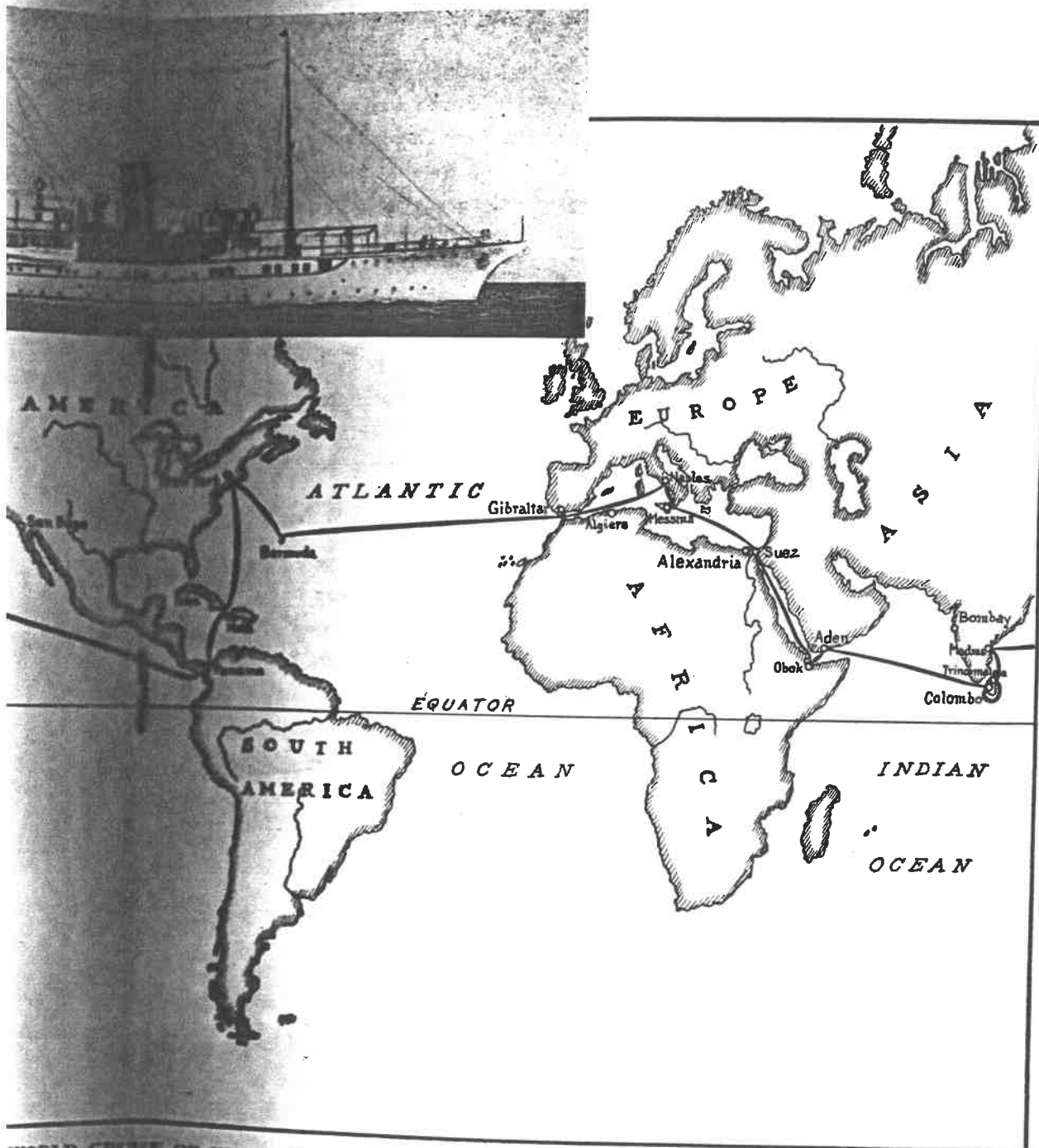
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THE WORLD CRUISE OF WAR



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## THE WORLD CRUISE OF WARRIOR

we breakfasted on deck we could see the lofty gilded dome and hti (lantern) of the Shwe Dagon Pagoda which dominates the city.

Except for the venerable Shwe Dagon Pagoda and two or three other pagodas, Rangoon is a modern city. Like Colombo, Bombay and Calcutta, it is the product of British energy and enterprise. It has a population of about four hundred thousand of whom only a little over a quarter are Burmese. They are outnumbered twice over by immigrants from India. Here for the first time in our travels we encountered the Chinese in force.

*Warrior* remained at anchor at Rangoon for eight days while Mr. and Mrs. Williams and their guests went by rail to Mandalay and from there by river steamer up the Irrawaddy to Bhamo near the Chinese border. It required no little courage and self-denial on the part of all of us to abandon the comforts of *Warrior* for our excursion into Upper Burma, which meant that we would spend seven nights on hard beds in the little steamers of the Upper Irrawaddy or on the harder beds of our bogie railway carriage, to say nothing of the primitive fare of the railway eating houses. More than once during the long days and longer nights of the journey, we wondered why we undertook it. After it was all over, we were quite puffed up with self-approbation and admiration of our own courage. Our state of mind reminds me of the inscription in the prayer book of a Singhalese gentleman in whose church pew I sat in Kandy. It read:

"Presented to  
Laptat de Silva  
for spiritual advancement  
by himself."

On our return to Rangoon Sir Harcourt Butler, the Governor of Burma, honored us by dining on board. Sir Harcourt Butler is the dean and the most distinguished ornament of the Indian Civil Service. For thirteen years he has been Governor or Lieutenant Governor of some province of India and more than once has been mentioned in connection with the Vice-royalty, which, by the way, has never been filled by a

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THE WORLD CRUISE OF WARRIOR



SINGAPORE RIVER



CHINESE TEMPLE AT PENANG

civil servant. He is a most brilliant administrator, having acquired by long experience great wisdom and skill in dealing with the problems of Indian Government.

Our happiest memory of Burma is our farewell dinner with Sir Harcourt Butler at Government House and the entertainment that followed. The first performer was a Burmese juggler who did astounding stunts with three wicker balls. Then followed dancing by three Burmese girls to the music of a Burmese orchestra. The dancers were completely swathed in gay silks from their chins to their toes. There were no twinkling ankles, shining necks or alluring arms. The skirts were so long and tight that dancing as we understand it would have been impossible.

If I were asked to give in a single word the strongest impression all of us carried away from Burma, I should answer without hesitation "pagodas." The pagoda seems to be essentially a Burmese institution.

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The devout Burman does not aspire to become wealthy. His main ambition is to be happy in this life and gain merit which will stand him in good stead in his next reincarnation. The easiest way to do this is to build a pagoda. From time immemorial the building of a pagoda has been deemed the most meritorious act of virtue within the reach of any Burman who is not prepared to renounce the pleasures of this world by becoming a monk. The degree of merit achieved by the pagoda builder seems to be measured by the size of the structure and the amount of its gilding. We must have seen thousands upon thousands of pagodas and every now and then we would come across hillsides covered with pagodas and nests of pagodas, a score or more often surrounding a larger one. I am sure it is no exaggeration to say that if a census of the pagodas of Burma were taken their number would run into the millions. When my memories of Burma grow dim I am sure that I shall still see the laughing Burmese girls, the yellow robed Buddhist monks and the forests of pagodas.

Upon the return of the party from Upper Burma we left for Penang. During this short run of two days the weather was fine and the sea smooth. We remained at Penang only five hours while the party lunched on shore and saw the sights. We then left for Singapore, stopping at the quaint old city of Malacca, where we spent three hours on shore. This point, which is only two degrees north of the equator, was the southernmost point we touched.

From Malacca we continued to Singapore, where we arrived the following morning. We remained there only two days, leaving on the morning of February 17th for Bangkok, Siam. On this run we had perfect weather and a smooth sea, and averaged about eleven knots. On reaching the mouth of the Menam, which constitutes the harbor of Bangkok, we were forced to lie outside the bar about thirty miles below Bangkok as the water in the river was too shallow for a ship of *Warrior's* draft. The remainder of the journey was accomplished in our launches. Mr. and Mrs. Williams and the party confined their visit to Siam to

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four days in Bangkok. Upon their return to *Warrior* we left for Rayong Bay, where we anchored in a beautiful harbor. The party, having been landed at a primitive dock by the launch, proceeded by motor to Pnom-penh, the capital of Cambodia, where we spent the night. The next day we continued our journey by motor to the famous ruins of Angkor, where we remained two days. From there we traveled by motor to Saigon, some of the party making the entire journey of over three hundred miles in one day. The other members of the party broke the journey by spending the night at Pnom-penh.

As *Warrior* approached Saigon she ran into a northeast monsoon with a comparatively heavy sea and strong head winds. On Tuesday, the 1st of March, *Warrior* anchored off the signal station below Saigon, where we took on board the pilot who the next day took the vessel up the river to Saigon, where she anchored three miles above the city. While lying here there was so little room that the stern of the vessel practically overhung the banks on either side when she swung with the tide.

After remaining at Saigon for four days *Warrior* went down the river in charge of the pilot and began the run to Hongkong. This proved to be a most unpleasant run, with a heavy northeast monsoon and a choppy head sea. About half-way the weather cleared, although we still encountered a heavy sea which made us pitch considerably. In order to escape the monsoon, which was worse as we were nearer the shore, we changed our course to the eastward and increased the journey by about one hundred and fifty miles. As the result of this diversion and the Captain's consideration in slowing our speed for the comfort of the passengers, the run from Saigon to Hongkong took about six days instead of four, as would normally have been the case. For a considerable time during this run the gyro-stabilizer was operated and steadied the ship considerably. We all voted the gyro-stabilizer a great success.

We reached Hongkong on Saturday, the 10th of March, and moored to a buoy. We remained at anchor at Hongkong harbor for three weeks

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## THE WORLD CRUISE OF WARRIOR

until the arrival of the *Empress of Canada*, which was to take Mr. and Mrs. Williams and their guests across the Pacific. Hongkong is one of the most beautiful harbors in the world. The city is built on the side of a mountain rising more than one thousand feet above the sea. At the time of our visit the harbor was the scene of great animation. Beside the merchant shipping, which is always considerable, an enormous fleet of war vessels of various nationalities had assembled to be prepared to deal with any emergencies which might result from the unsettled political conditions in China. The most conspicuous craft in the harbor were the enormous airplane carriers that look like nothing else in the world. The presence of such a large fleet of naval vessels meant a constant round of gaiety. Lunches, dinners and dances were the order of the day.

During our stay at Hongkong we made a short run to Whampoa, ten miles south of Canton. Interest was added to this trip by the warning to keep a sharp lookout for Chinese pirates, because of whom we were not entirely at ease while lying at Whampoa. Here the Chief Mate went ashore to the quarters of the Commanding General of the District, where finally, after consuming several cups of tea, he secured permission for the yacht to stay at anchor while the party went up to Canton in the launch.

On the 30th of March, Mr. and Mrs. Williams and their guests having in the meantime embarked for Vancouver on the *Empress of Canada*, *Warrior* left Hongkong for Panama. On this, the longest leg of the voyage, *Warrior* encountered the worst weather of the entire trip. For a time Captain Augustinsen was forced to heave the ship to with reduced speed with the starboard engine stopped. The sea at times was very rough. On Tuesday, April 12th, during a wind of hurricane force, *Warrior* received an S. O. S. from a Japanese steamer in distress, which, however, the Captain did not answer as the steamer was too far away to enable *Warrior* to be of service. *Warrior* encountered head winds and head seas for the entire distance. As one of the pantrymen

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### THE WORLD CRUISE OF WARRIOR

sustained an injury to his hand and there was no doctor on board, the Captain put in at Honolulu to secure medical attention. This was not originally on the schedule, as it had been the Captain's intention to proceed directly to Panama. He took advantage of the stop at Honolulu to refuel, but left for Panama on the evening of the day of his arrival. On the run from Honolulu to Panama the weather was fine and the sea smooth with the exception of a slight swell. The run proved distinctly uneventful, as only two ships were sighted between Hongkong and Cape Mala. On arriving at Panama on Monday, the 9th of May, the Captain took a pilot on board and proceeded through the Canal. *Warrior* was forced to anchor in Gatun Lake in order to wait her turn in going through the Gatun Locks. The Captain cleared from Colon at six o'clock on the same day, bound for New York. The usual northeast trade winds were encountered in the Caribbean, which gave a choppy passage with head seas and winds.

After sighting Navassa, the entrance of the windward passage, and passing Cape Masi and Crooked Island, *Warrior* passed Salvadore and then stood due north to Ambrose Light Vessel. In the latitude of Diamond Shoals a gale of hurricane force that lasted about an hour was encountered. After that the weather became fair and remained good until Ambrose Lightship was sighted. After anchoring at Quarantine and taking the doctor on board, *Warrior* proceeded to the New York Yacht Club landing at Glen Cove, Long Island, where she arrived the same afternoon, having made the passage from Hongkong in forty-nine days, without any stop except for the enforced stops at Honolulu and Panama.

During the entire trip *Warrior* gave a perfect account of herself. There was absolutely no trouble with the engines and nothing was done to them on the trip around the world, except minor repairs costing not over forty dollars. This is certainly a record to be proud of for a journey of over twenty-seven thousand miles. *Warrior* also proved an exceedingly good sea boat for her size. The gyro-stabilizer was most effective in reducing rolling in heavy seas.

## THE WORLD CRUISE OF WARRIOR

Very interesting was the uniformity of temperature that continued from Port Said until about forty-eight hours before we reached Hong-kong. During that period the thermometer remained practically stationary day and night, at about eighty-two. The weather was never oppressive except in port at Rangoon and Singapore, where, although the thermometer did not rise appreciably, the breezes stopped and the humidity became oppressive.

The health of the crew was excellent throughout the voyage. There was no case of serious illness.

I can recommend no better cure, either for excessive rotundity or for gout and rheumatism, than a yachting trip in the tropics. Without effort one consumes enormous quantities of water daily and perspiration is abundant and almost continuous. After a round of deck tennis each of us left a dripping trail of perspiration as he crossed the deck. While we were in the tropics we enjoyed perfect health. We all lost weight — the amount each of us lost depending on the amount he had to spare.

The formalities incident to entering and clearing ports, which have been the bugaboo to so many yachtsmen in the Orient, gave us no trouble whatever. We were never delayed in entering ports and the Captain was always able to secure his clearance papers in ample time for our departure.

The space at my disposal does not permit me to comment on our visits ashore. I can only say that I cannot imagine a more ideal cruise than from Port Said to Hongkong. Because of the length of the journey inland, a yachtsman would not ordinarily visit Abyssinia and Upper Burma as we did. With those exceptions every country we visited can be conveniently visited by a yacht without unduly long absences on land.

When in harbor we lived on *Warrior*, preferring it to local hotels. This was not the case at Bangkok, which was too far from our anchorage. Even there a yacht with two feet less draft than *Warrior* could have anchored beside the King's yacht at the gates of the city. If we

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### THE WORLD CRUISE OF WARRIOR

could have extended our journey three more weeks before reaching Hongkong we would have had time to visit Sumatra, Java and the Philippines.

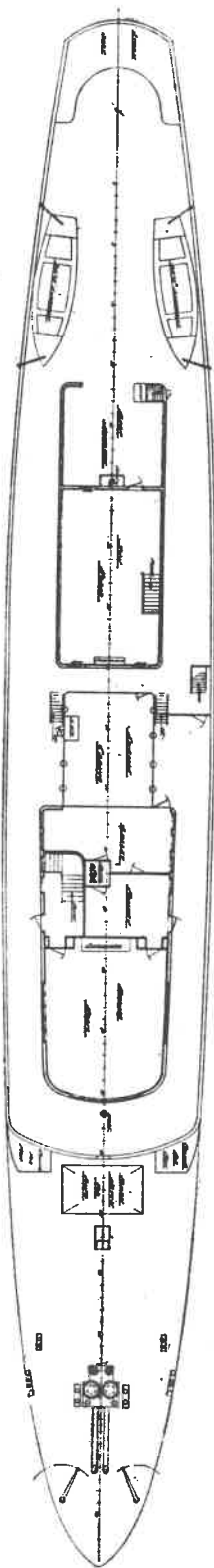
I should advise for such a cruise as ours an earlier start than we were able to make. While we encountered no severely hot weather at sea, the heat on land began to increase appreciably after the first of February. An ideal time to leave Naples for such a cruise as ours would be the first of November. This would enable the cruise to be finished before the excessive heat of the early spring and would probably permit the voyage from Saigon to Hongkong to be made before the monsoon began.

I have spoken about the seaworthiness and mechanical perfection of *Warrior*. I should add a word about the luxury and comfort with which we were surrounded. I cannot imagine a yacht better adapted for the comfort of its passengers than *Warrior*. The staterooms and bathrooms are large. The supply of fresh water is unlimited. The system of artificial ventilation worked perfectly, so that the air in the staterooms and living rooms was kept fresh by constant renewal even when the portholes were closed. Thanks to the refrigerating plant, we were able to have Scotch grouse, Southdown mutton, American steaks and excellent milk, butter and cream until the end of the cruise.

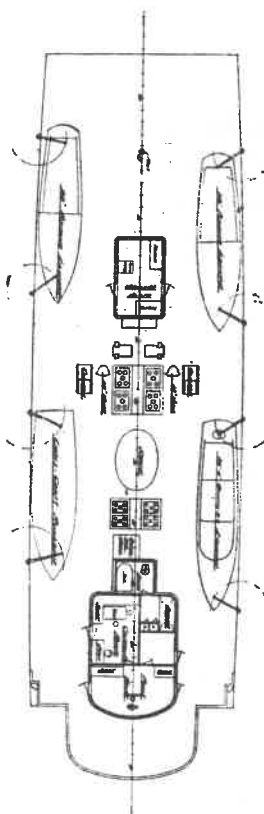
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UPPER DECK



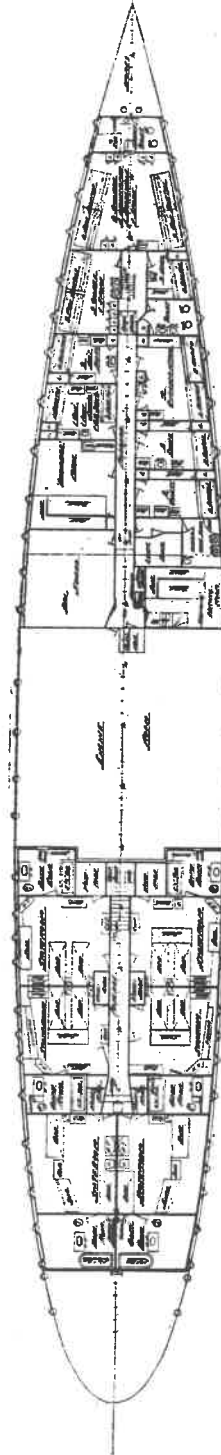
BOAT DECK



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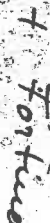


MAIN DECK



LOWER DECK

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MRPLES