

WILSON SINKS SOFTLY TOWARD GREAT SLEEP

Life of Nation's War President Ebbs Steadily and End Is Seen Near.

CONTINUED FROM PAGE ONE

rearrange his pillows and to be eased about in his bed.

Apparently more comfortable, he indicated that he wanted his wife, Mrs. Wilson, coming to the bedside, took the outstretched hand in hers and held it silently, until he drifted off into another snatch of sleep.

When Mr. Wilson roused again he thought of another friend and breathed faintly, "where's Grayson?" The friend and physician who was now conducting the last losing round of a battle with death, which actually began before Woodrow Wilson's first term in the White House was ended, came to the bedside, that seemed to satisfy the former president, and he lapsed into quiet again.

Except for the broken, fast-passing figure on the bed, the room hardly looked like a chamber of death. Cheerful chintzes drape the windows which look to the south, toward the Potomac and an indigo ridge of Virginia where he used to play. On the walls are some family pictures, that of the first Mrs. Wilson being one of them. Photographs of his grandchildren look down upon him.

In a corner stands a desk, a personal one, devoted wholly to personal affairs. Upon it papers and books are arranged with the order of precision which marked his nature. Everything lives just as he left it when Dr. Grayson ordered him to bed.

Some one was always on watch in the sick chamber. Either Mrs. Wilson or Dr. Grayson was there. Two white capped nurses, the same who attended the former president during the critical days of his illness in the White House, moved noiselessly about.

Downstairs, a few close relatives waited and went about with conversations in subdued tones. Telegrams and letters poured in by the hundreds and were listed and acknowledged by volunteer secretaries from among the family or friends.

Calling cards by the dozen, many bearing names of national note, were silently left at the door in person by those who left their automobiles at the bottom of the hill and walked up to pay what they sorrowfully knew was a last mark of respect.

None but Dr. Grayson and Mrs. Wilson had the freedom of the sick room; other members of the family tipped-toed there occasionally. Bernard M. Baruch, Mr. Wilson's closest friend and confidant of all those who were associated with him during the days of the war and the fight over the peace treaty, could have been admitted to Mr. Wilson's chamber had he wished, but he preferred to remember the former president as he had last seen him. He remained downstairs, doing what he could to lighten the work of the others, preferring not to tax in the slightest the fast waning strength of the sick man upstairs.

None of the few within could look about the house with death without being reminded of some cherished memory of the man who was passing so quietly and yet so steadily. There was the bag of golf sticks standing in the corner of the hall; it has rested there since Mr. Wilson moved in. There were the book shelves crowded with volumes which followed him to Washington from Princeton. On the balustrade was the cane "the third leg" as Mr. Wilson humorously referred to it, which he used to help himself about since paralysis made his left side helpless. In the family dining room, at his place at the table, stood the empty chair, on which he used to steady himself while he murmured grace before sitting down to meals—even in other days when he was so ill that his voice was hardly audible.

In the bed chamber close beside him on a little table lay a well-worn volume—the Bible—from which he never failed to read a passage before going to bed. Each night since he began his last battle with death, Woodrow Wilson probably has said his prayers as he always did, although no human ear heard him.

As Mr. Wilson grew weaker and weaker, the weakness apparently of the flesh and not of the spirit, for even when he found himself unable to articulate there were signs of recognition in his eyes for those he wanted to see.

Never once has Mr. Wilson given indication of a thought about public affairs, to which he has never given evidence of any pain; he has been given no opiates, and while he has been given stimulants no heroic measures, such as applications of oxygen, have been resorted to.

Dr. Grayson said the most distressing circumstances attending the physicians' task was their inability to do more than relieve the patient of pain.

"He is in no pain whatever," the doctor said, "and it's hard to stand by and not be able to do more for him."

Throughout last night Dr. Grayson remained almost constantly at the former president's bedside. A soft light burned in the quiet chamber.

and a nurse tipped-toed here and there, always on watch. During a good part of the time Mrs. Wilson, too, was in the sick chamber, bearing courageously the strain of the long hours of her vigil.

The remainder of the big house on S street, to which Mr. Wilson retired from the White House, was dark and quiet after Mr. Grayson and his two colleagues, Drs. Ruffin and Fowler, had held their evening consultation of more than an hour and had announced at 10:30 that the former president gradually was losing ground.

After a slight in the sick chamber Dr. Grayson left the Wilson residence at 3:45 this morning for a brief visit to his own home before the morning consultation with the other doctors an hour later.

"He is slowly ebbing away," he said. "He is a brave man. He knows that life is ending. He knows that Mrs. Wilson has been conscious or partially conscious, he added, frequently during the day and night that had elapsed since the crisis came. He said also Mrs. Wilson was "bearing the strain courageously."

Even before the physician made his appearance and members of the household were astir, a new procession of friends and admirers of the former president began to pass by the house to leave their cards as a sign of their sympathy, or stand quietly at a respectful distance. A police line again prevented vehicles from passing through the nearby streets.

SECRETARY HERBERT HOOVER, who lives a few doors above the Wilson home, was the first of those who stopped to leave a message of sympathy. A little later Cordell Hull, chairman of the democratic national committee, came also to leave his card.

One of those who called was former Minister Calderon of Bolivia. "Mr. Wilson was a great friend of Latin America," Mr. Calderon said. "We are deeply distressed because of his serious condition. His loss will be ours in no small degree even as it will be yours in this country."

The staff of the Argentine embassy called in a body to pay respect and leave cards.

In the case of representatives today Chaplain Montgomery referred to former President Wilson's illness in his prayer.

In this silence, with subdued breath, he said to pray for the most distinguished one, as he lingers in the shadows of eternal morning. In that hushed chamber, reverent thoughts for the weary warrior of peace and good, give restful assurance to all sad and heavy hearts. Shelter and keep them safe. Thy secret place and shadow of the most High, bestow thy blessing on him as he awaits the summons to enter his Father's house in heaven. For evermore through Jesus Christ our Lord. Amen.

FOREIGN NATIONS ARE SYMPATHETIC

BY THE ASSOCIATED PRESS.

LONDON, Feb. 2.—Woodrow Wilson's critical illness was an outstanding feature of the world's news in the newspapers that passed through the streets of Washington were printed under prominent headlines, and the introductory paragraphs recalled the activities of the ex-president in his life.

Mr. Wilson has a great number of friends and admirers here who maintain that when the influences of his illness are taken into consideration, the death will end the contention of many writers in this country that he belongs in the category of the great presidents, and was a worthy successor to the illustrious Lincoln.

French Press Sympathetic.

PARIS, Feb. 2.—Woodrow Wilson's illness caused great concern this morning. The newspapers are very sympathetic in their reference to the former president. They recall his brilliant qualities and the great role he played at the Versailles conference.

Italian Press Sorrow.

ROME, Feb. 2.—News of the grave condition of former President Wilson in the United States has caused a deep sorrow throughout Italian opinion, generally diffused with him regarding the Fiume and Adriatic questions, his lofty ideals were widely recognized.

JACKSONVILLE GIVES PRAYER FOR WILSON

BY THE ASSOCIATED PRESS.

JACKSONVILLE, Fla., Feb. 2.—All Jacksonville passed at 4 o'clock this afternoon and offered a prayer for the recovery of Woodrow Wilson.

Promptly at that hour the whistle blew at the waterworks plant and the great crowd of men, women and child within the range of its sound was called upon to pause and join in the mighty silent prayer. The proclamation was made by a man calling upon all citizens, business firms and utilities to observe the moment of prayer, which lasted as long as the whistle blew.

MARION JESSUP IS VICTOR IN TOURNEY

NEW YORK, Feb. 2.—Mrs. Marion Jessup, Wilmington, Del., won the final of the indoor lawn tennis tournament at the Heights Casino, Brooklyn, today. Absent from the final match were Miss Scherman, who had been defeated in the first round, and Miss Lillian Scherman, who had been defeated in the second round. The score was 6-4, 6-3, 6-4.

FRIEL DECLINES TO FRET AT McMANUS HOLDOUT

ST. LOUIS, Feb. 2.—Bill Friel, business manager of the St. Louis Americans today said that Marty McManus, second baseman, had returned his 1924 contract to the club. McManus wants more money. Friel, however, expressed the opinion that Marty would not be able to stand by him. "He is in no pain whatever," the doctor said, "and it's hard to stand by and not be able to do more for him."

PRESIDENTIAL CONVENTION BALLOT

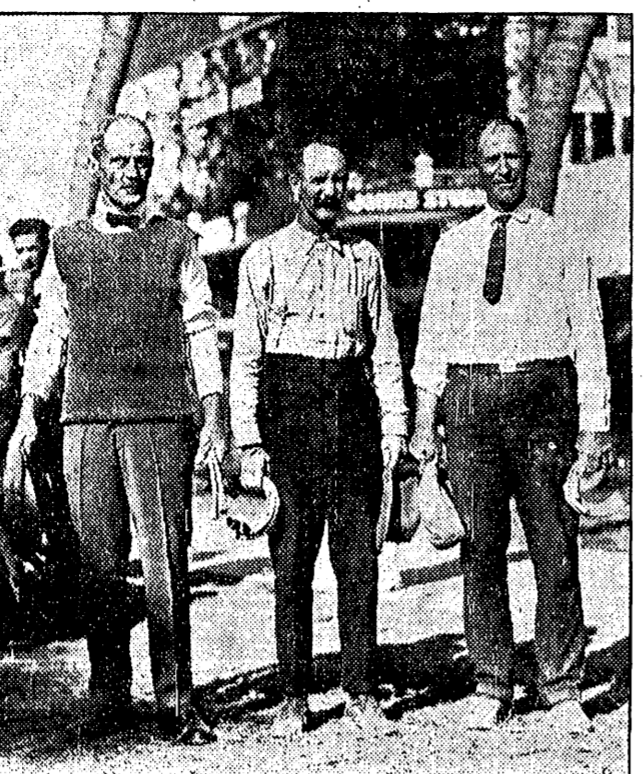
FEBRUARY 3, 1924.

I wish to record my vote for _____ to go as representative of Southeastern Florida to the _____ Presidential Convention in 1924.

Signed _____

This ballot will not be counted if received at the office of The Miami Herald later than TEN days after date. Name of the candidate must be plainly written. It is absolutely necessary to write in the name of the convention for which candidates are selected. It is selected by you as many times as you have ballots clipped from The Herald. Ballots must be placed in a sealed envelope or parcel and addressed Convention Editor, The Herald.

MIAMI'S PREMIER HORSESHOE TOSSERS



Left to right: J. H. Brill, W. E. Buckminster and J. B. Michael. W. E. Buckminster is the victor of the Miami Horseshoe club as a result of his victories yesterday over J. H. Brill and J. B. Michael. Michael was the club champion until yesterday.—Photograph by W. J. Crawford of The Herald Staff.

SPANIARDS SWING NIFTY RACKETS AS JAI ALAI BEGINS IN HIALEAH FRONTON

Three Thousand Fans Pack Great Building in Opening Night and Enjoy New Game Presented for the First Time in the United States.

JAI ALAI said "Hello" to Miami last night and we'll say for Miami that it is here to stay.

A gathering which nearly filled the great fronton in Hialeah, turned out to see a game of which the vast majority of the spectators knew nothing.

OLAVEAGA and Mateo romped off with the doubles match for the men when their opponents played a phenomenal game, by coming through in the singles. The results: Duples, 20 points; girls: Blue, Angeles and Josefa, 20; white, Pilar and Marichu, 14. White served from line 9, blue from line 11.

Singles, 6 points; Black, Angeles, 6; white, Curcio, 0. Singles, 6 points; men: Black, Epifanio, 6; red, Josefa, 3; white, Marichu, 3; yellow, Ursula, 3; white, Marichu, 3; blue, Matilde, 1. All served from line 11.

Singles, 6 points; men: White, Olaveaga and Mateo 25; blue, Azurmond and Guillermo, 13. White served from line 11, blue from line 9.

Singles, 6 points; men: Green, Guillermo, 6; white, Mateo, 3; red, Curcio, 3. Singles, 6 points; girls: Arriola and yellow, Azurmond, 6.

Entries for today are: Duples, 20 points; girls, white, Ursula and green, Josefa, 10; white, Angeles and Josefa, 10. All to serve from line 10.

Singles, 6 points; girls, white, Anselita, green, Pilar, red, Mercedes, black, Matilde, yellow, Ursula, blue, Angeles, 20 points.

Singles, 6 points; men: white, Mir, green, Olaveaga, red, Ugalde, black, Curcio, 20 points. Singles, 6 points; girls: Arriola and yellow, Azurmond, 6.

GLENN CURTISS OFFERS A CUP IN TOURNAMENT

Amateur Event is Scheduled for the Municipal Course February 18.

PLAY in the Curtis Trophy golf tournament on the municipal golf course will begin February 18.

Glenn Curtiss will award a huge trophy to the winner of the event and the player first winning it three times will gain permanent possession of the cup. Each year, the winner of the cup will receive a duplicate of the trophy.

TENNIS PLAYERS MUST NOT WIRTE

NEW YORK, Feb. 2.—The United States Tennis association today announced a meeting today, decided by an overwhelming vote to declare an amateur competition after January 1, 1925.

The resolution was carried after a sharp debate in which opposition to the proposal was led by Frank J. Bobbitt of Philadelphia, voicing the sentiment of the middle states association and J. W. Thurston of Hartford, Conn.

Chief supporters of the move were Lloyd Fish of Boston and George T. Adeo, of New York, chairman of the amateur rules committee. The resolution was adopted by a vote of 17 to 10.

CANADIAN GOLF SITES CHOSEN FOR 1924 PLAY

TORONTO, Feb. 2.—The adoption of the United States ruling prohibiting carrying golfers over the border into Canada for the selection of Toronto and Montreal courses for the 1924 tour has been a matter of business transacted at the 25th annual meeting of the Royal Canadian Golf association held today.

The association also voted to inaugurate a series of matches in Montreal and Toronto after invading the United States. The resolution was adopted by a vote of 17 to 10.

WORK ON NEW RAILROAD WILL START SOON

Details of Proposed Florida Line are Made Public in Washington.

EVERY section of Florida is intensely interested in the proposed Florida Western & Northern Railroad company to connect the east and west coasts of the state with a main line railroad across the Everglades, touching Okeechobee City and connecting with the Seaboard Air Line.

Authoritative word has been given out that the objective of the Seaboard is to extend its line to Miami, the southern terminal to be at Miami Beach where the Fisher interests are developing the Peninsula Terminal company's docks and deep water.

While officials of the F. W. & N. and the Seaboard have refused to give out information that Miami eventually will be the southern terminal, they did not deny that such was the ultimate plan.

The railroad, as outlined in a proposal filed with the Interstate Commerce Commission at Washington, January 29, and as detailed by officials and others known to be interested in the project, will open the fertile Everglades to rail traffic and will readily connect all parts of the state, many points in which now are more than 500 miles apart.

The advantage accruing to Miami in having the Seaboard coming into this city has been estimated by E. G. Sewell, president of the Miami Chamber of Commerce, and by Miami business men as a great one. The connecting closely of the west and east coasts by a direct route is emphasized as the dream of all Southern Florida pioneers.

FULL DETAILS ARE GIVEN OUT IN WASHINGTON

By GLADSTONE WILLIAMS, The Herald's Special Washington Correspondent.

WASHINGTON, Feb. 2.—The Interstate Commerce Commission today gave out full details of the application of the Florida, Western & Northern Railroad company for the construction or extension of a total of 223 miles of main track in Florida.

The application, just filed, does not call for continuing the line from West Palm Beach to Miami, as reported, however, an official of the company today declined to deny that such is the ultimate plan. In answer to a question as to whether the company contemplated extending the road to Miami, D. Willoughby Middleton, vice president of the Florida, Western & Northern, with headquarters at Charleston, S. C., tonight wired The Herald correspondent as follows:

"I regret at this time cannot give information other than that in application for the Florida, Western & Northern, which is soon to be taken up by the commission, represents as follows: The application is a program for organized to construct and operate a railroad in interstate commerce, but it is not at the present time an operating corporation."

The construction proposed is both a new line of railroad and an extension of existing lines of railroad.

The general reasons why the present or future public convenience and necessity require or will require the proposed construction may be briefly stated as follows:

"The main part of the system of railroads proposed to be constructed will connect at Lake Garfield and connect at Lake Garfield with the lines of the Seaboard Air Line Railway company, and will provide through freight and passenger service from Miami to the north and west of Florida and points north and west. The proposed lines and connections will constitute the only cross-state railroad in central and southern Florida, and as such will meet a distinct public necessity."

Tampa is at present (as the basic connection for west coast points) 512 miles from the east coast, as compared with 183 miles by way of the proposed cross-state railroad, with Clearwater as a terminal point. The distance from St. Petersburg only 54 miles further, and with proportionate reductions under present mileage from the east coast to the central Florida and west coast points.

The proposed railroad will open up for development a large territory which is not now served by any railroad and will provide desirable territory now served by only one line.

"The proposed lines of railroad will be situated in the following counties: 'Coleman-West Palm Beach (Jupiter or Stuart) line—counties of Sumner, Lake, Polk, Highlands, Okeechobee and Palm Beach, approximately 208 miles.

"Valrico cut-off (Valrico to Walcome Junction)—county of Hillsborough, approximately 10 miles. 'Callahan cut-off—county of Nassau, approximately 14 miles.

"The route and terminal of the proposed lines of railroad or extension and the names of each incorporated city or village through which such lines or extension will pass, are as follows:

"Coleman-West Palm Beach (Jupiter or Stuart) line—Coleman, Center, Ft. Pierce, Ft. Pierce, Ft. Pierce, Eagle Park, Lake Garfield, Avon Park, Sebring, Okeechobee City, and West Palm Beach.

"Valrico cut-off—Valrico and Walcome Junction. 'Callahan cut-off—Gross and Callahan.

"The total number of miles of main track of the proposed and other extensions is 223."

OKEECHOBEE END TO BE STARTED IN NEAR FUTURE

OKEECHOBEE business men express satisfaction over the Florida, Western & Northern announcement. But another angle of a purely local nature has been injected into proposition.

The proposed new union station at Okeechobee is the history of any of Florida's cities. It is planned, according to authentic information in the lake city, to move the Florida East Coast station from West Palm Beach to the new site of the Union station at Okeechobee and Miami streets.

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Merchandise
Products mined
Services rendered, not salaries
Transportation service rendered

The proposed Florida Western & Northern railroad will follow, approximately the dotted line shown on the map. It will be the main line railroad, connecting with the Seaboard Air Line at Coleman and coming south and east through Auburndale, Lake Garfield, Avon Park, Sebring and Bunnell to Okeechobee. Its present eastern terminal will be West Palm Beach. Plans are under way to extend the line down to Miami, along the coast. The Valrico cut-off will be from Valrico to Walcome Junction and the Callahan cut-off from Callahan to Gross, both short lines. Seaboard main lines are shown on the map in solid black lines.

By the making of preparations to cut a diagonal right of way across the northern section of Okeechobee City for the line which will run from the water canal, through the Arbuckle muck lands.

Surveys for the F. W. & N. and representatives of the Jefferson Construction company of Charleston, S. C., which firm will handle the contract for building the road, have been in Okeechobee during the last two weeks arranging for the purchase and shipment of supplies to at least three points along the right of way, where work will begin at once.

It is understood in Okeechobee that supplies and material for the Okeechobee section of the right of way will be shipped in by boat through the St. Lucie canal and Lake Okeechobee, and that a portion, if not all, of the modern road building equipment of the W. J. Conners' highway department, as it is released from service in building the highway, now nearing completion, will be taken over by the F. W. & N. for the building of the roadbed.

But, appears now the downtown section of Okeechobee shakeup, and the question of where will the main business district of the city be located. It has been tried to change the location, according to Okeechobee business men, from Ocala and south on the Seaboard to the intersection of Parrott avenues by building office buildings on a 100-foot boulevard and the relocation of the F. E. C. station.

Real estate operators and business men of the city are in a quandary as to where to build so as to connect the city with the main business district of the city, which is one of the most important cities in the state.

CONSTRUCTION EXPECTED TO BE A YEAR'S WORK

THAT the Florida, Western & Northern will have its terminus at West Palm Beach was the consensus of opinion of those who are in closest touch with the situation and who are devoting much of their time and energy to seeing that the new line goes through. The fact that citizens of that community have subscribed in generous amounts of capital to insure the right of way and terminal facilities, together with the cordial good will and enthusiasm shown over the prospect of a new extension into the city, have virtually clinched the proposition. So far as could be learned there yesterday all the conditions of the Jefferson Construction company of Charleston, S. C., which will build the road, for bringing the road there have been met, and it is now up to the railroad company.

According to one of those who has been most influential in getting the construction company interested in the proposition, surveys have been made in the city for some little time, but no positive determination of the route to be traversed has been made. All interests are to be consulted, he said and the best possible route chosen.

It is said that two surveys are being made by those in the field at the present time. One is to take in consideration the possibility of an extension to Sebring and the other a route directly north from Okeechobee City to both the Seaboard Air Line and the Atlantic Coast Line, connections with both of these lines being contemplated.

As soon as the charter, for which the construction company has applied, is granted and the right of way obtained, it was said in West Palm Beach. The work will be completed in about one year's time after operations start. It is planned to have building operations carried on at different points along the route simultaneously and to center where material can be economically hauled, probably at Sebring.

Some idea of the nature of the contemplated structure may be obtained from the statement that 100-pound rails will be used in building the line grades are not to exceed 15 feet to the mile and curves to be kept to two degrees. Under these conditions an excellent running schedule can be maintained in the few days between Jacksonville. The distance will be about 30 miles longer than the present rail distance but the time can be bettered, it is believed.

From the way the idea is taking hold of the people of West Palm Beach, the new road is a success. Not only has the necessary amount of capital been raised, but the city and for terminal facilities been raised, but every civic organization has voted 100 per cent strong in its favor, while practically all the labor unions have endorsed it and given it their moral and financial support.

The community as a whole is united in this respect, for all realize the advantage of a competitive line into the city.

THE new line according to tentative plans given out in West Palm Beach will run from West Palm Beach to Okeechobee City, then to Sebring and from there north to Nalca in Polk county where it will touch the Seaboard Air Line and then proceed north to either Wildwood or Coleman where it will join the main trunk line of the Seaboard to Jacksonville. The other plan that has been mentioned is that instead of being extended as far west as Sebring the road may run directly north from Okeechobee City to Nalca and on to Jacksonville, where it will touch the Coleman or Wildwood line of that county. This route offers a little from that given out by the Interstate Commerce Commission.

This arrangement would give an all rail connection between West Palm Beach and Tampa that would be about 180 miles in length or not more than eight hours away. Under present conditions the distance is more than 500 miles and takes all day and most of one night to make the trip with two changes.

One other great advantage of such a route that it would traverse the heart of the Everglades, bringing that fertile region within a few hours time of any part of the state. Crops that at the present time have to be transported long distances by water will be shipped by rail reaching their destination in quicker time and in better condition than they do otherwise. This in turn means quicker and surer returns to the farmers in the section touched by the road.

GOING back into the history of a cross-state railroad, a prominent citizen of West Palm Beach and one actively identified with the new project said that several years ago, when the Seaboard built its extension to Nalca in Polk county, it was the intention then to construct the road to the east coast with West Palm Beach as the objective. The war coming on stopped the work and since that time the road has not seen its way clear to complete the line as originally contemplated.

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