

crash. The commanding officer has ordered the police to investigate tomorrow.

[Whitbourne is west-southwest of St. John's.]

ST. JOHN'S, N. F., May 14 (AP).—At 10 o'clock tonight Inspector General Hutchings of the Colonial constabulary received a message from Sergeant Dwyer, stationed at the barracks on Conception Bay. Informing him that Dwyer had heard that a man who was at Whitbourne Monday morning heard a noise in the clouds like a passing plane and soon afterward a heavy explosion.

The name of the man was not stated in the telegram received here. Whitbourne is twenty miles inland from Bay Roberts.

The Inspector General ordered Dwyer to proceed to Whitbourne tomorrow and make a full investigation, it being too late to take action tonight.

Reported Near St. Pierre-Miquelon. A telegram received tonight from St. Lawrence on the south coast of Newfoundland said that a plane was heard passing over that place in the direction of Nova Scotia about 10 o'clock Monday morning.

St. Lawrence is twenty miles from the islands of St. Pierre-Miquelon. [The plane referred to in the foregoing dispatch is unlikely to have been the one seen or heard at Harbor Grace since the time of passage, as reported, is identical at both places.]

Fliers Called "Safe" in Radio Hoax. Special to The New York Times. ATLANTA, May 14.—According to a radio message picked up Friday evening by J. M. Eubanks of 410 Copenhill Avenue, a radio amateur operating Station 4FL, the missing French fliers were then in Trinity, Newfoundland. The code message was as follows: "Nungesser and Coli have been located. The two aviators trekked into Trinity late Thursday afternoon. Their plane had been forced down by lack of fuel after six hours of continuous flying. They were bedraggled and weary. News follows by cable. Please describe to newspapers." The amateur stated that the message fell from his chair when the message clicked into his receiving set. "It appeared to be a general broadcast to all listeners," he said. "At all times the code was weak and with considerable interference. The call letters were faint and the message gathered together was being sent from a Canadian station operating on a low wave."

ST. JOHN'S, N. F., May 14 (AP).—Government officials today asserted there was no foundation for the report that Captains Nungesser and Coli had been found at Trinity, Newfoundland. Labrador Search Abandoned. Special to The New York Times. WASHINGTON, May 14.—Secretary Wilbur decided today not to send the navy dirigible Los Angeles to Labrador to hunt for the missing French fliers.

This decision followed a conference with Rear Admiral William A. Mollet, chief of the Bureau of Aeronautics. Such a trip to the region would be impracticable, largely because the supply of helium required for the trip is insufficient. It was found that the Los Angeles would have to travel approximately 2,400 miles each way and her cruising radius is not more than 2,500 miles with helium.

Rear Admiral Philip Andrews, commandant of the Boston Navy Yard and the First Naval District, has notified the department that the U. S. S. Widgeon and Mohave have been recalled from their search. Their work has been hampered due to the fog and inclement weather. They will return to their base and again prepare for sea so as to take part in the coming maneuvers and to be ready in case they are ordered to search for American aviators hop off for the flight to Paris.

Rear Admiral Andrews also stated that the Coast Guard vessels in the district were stopping their search operations today.

**THINKS FRENCH FLIERS LOST IN NEWFOUNDLAND**

Dr. Robert T. Morris Believes Woodmen Will Find Them Sooner or Later.

The probability that Captains Nungesser and Coli are at this actual time lost in the wilds of Newfoundland and may not be found for three or four weeks was suggested yesterday by Dr. Robert T. Morris of New York and the Com. of the New York State, who is familiar with the island area. Dr. Morris believes that there is a very strong chance that the two French aviators are somewhere on the east side of the large lakes in the interior of Newfoundland.

He thinks that in such an event they would have found their exit blocked by impassable and un navigable streams swollen by the melting snows of Spring and even should they follow the caribou trails they would lose themselves in the dense forests until some hunter or trapper found them. Therefore they are more likely to live off the country they will escape the sooner if they wait to be found.

Sooner or later, Dr. Morris believes, Newfoundland woodsmen will run across the two aviators or their airplane. An observer in an airplane, if one were there now, he would see the two men or the White Bird from a long distance if the French airplane is resting, as it may be, on the smooth surface of a lake.

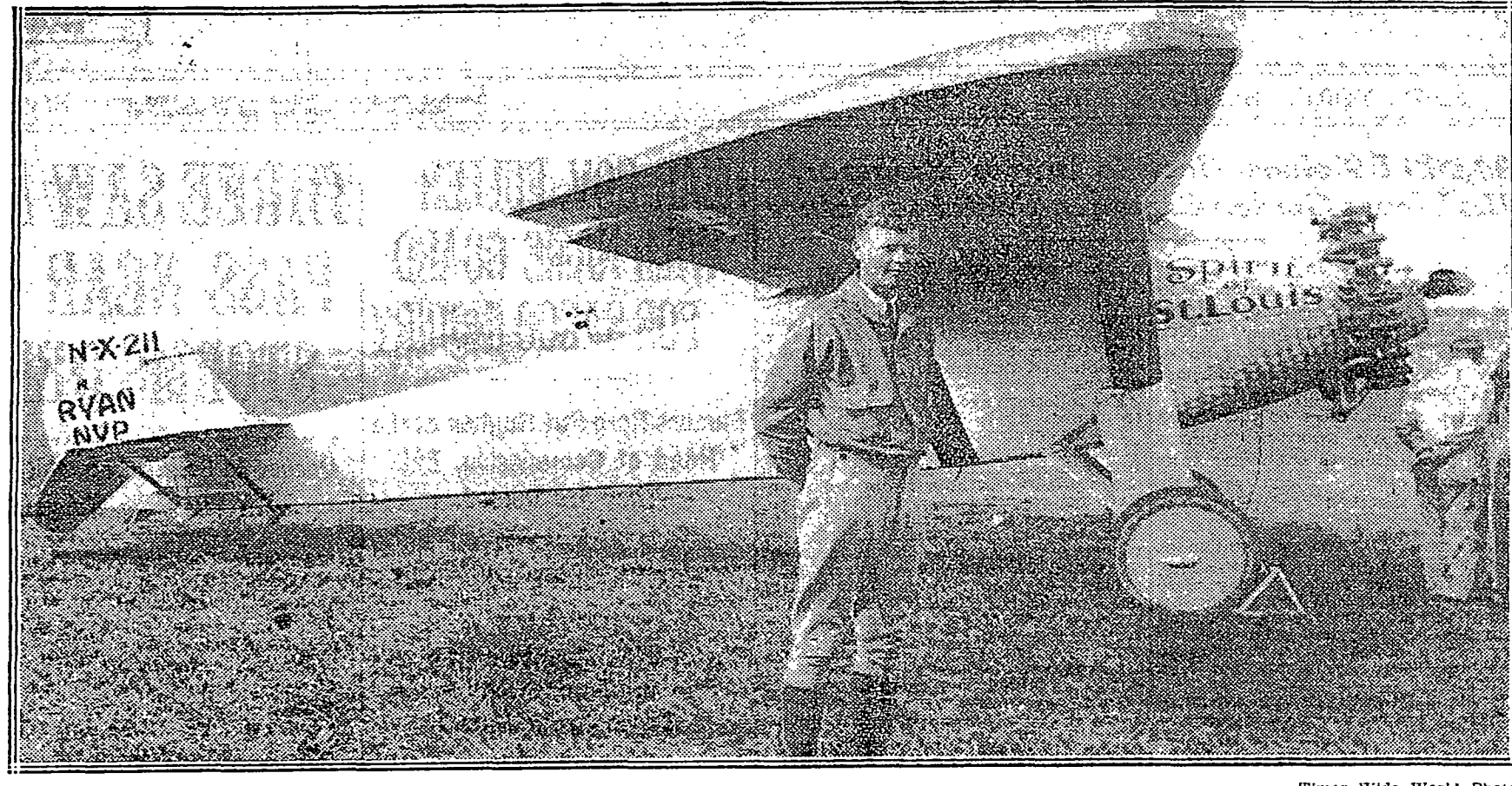
Also it would be possible for any searching party to see from a long distance the curling smoke of any fire that the aviators had built. "If the airplane which was heard by several people in Newfoundland last Monday was really a plane of Nungesser and Coli," said Dr. Morris yesterday, "there is my guess by exclusion."

At that time of day and at this time of year they could not have crossed over into Nova Scotia or New Brunswick without being seen by the natives. The idea would leave them in Southern Newfoundland.

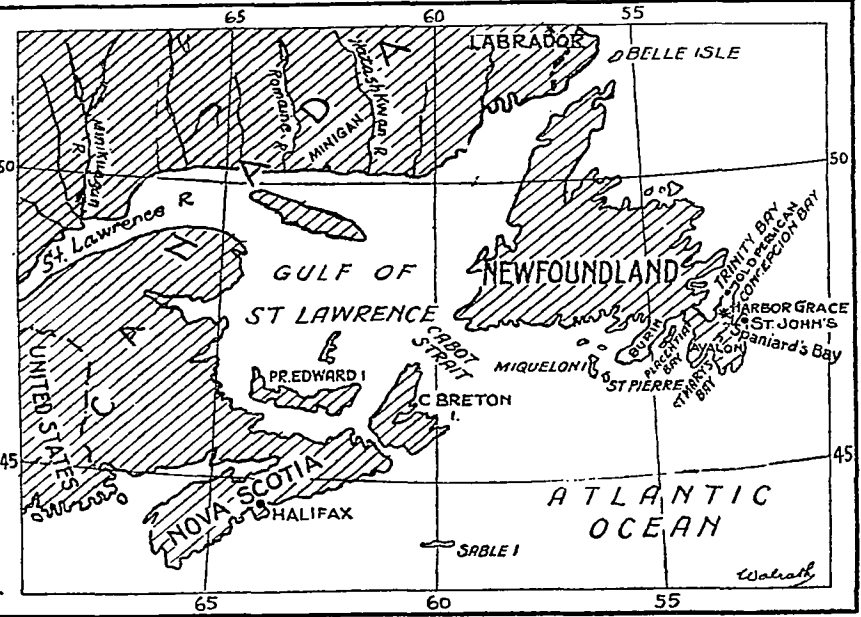
"In that region there are many large lakes for landing purposes," he added, "but they would not be able to walk through the woods, excepting along caribou paths—which do not lead to settlements. They could not cross streams and marshes that are now swollen with melting snows. They could not go up down the streams except with the aid of expert canoeing."

"They would find an abundance of fish in the lakes," he said. "Muskrats may be poled out of bank burrows and grouse may be killed with sticks or stones. Rock tripe is a common delicacy on many of the rocks and this has served for food for thousands of voyagers. The birds of omundia ferns are as large as chestnuts. Fish are abundant if the aviators can fish up fishing-tackle of any sort."

**THE "SPIRIT OF ST. LOUIS" AND ITS DARING YOUNG PILOT**



Times Wide World Photos.



**SCENE OF THE NUNGESSER-COLI "MYSTERY"**

Reports from the area around Harbor Grace, Newfoundland, that a white plane was seen Monday morning by three persons add new zest to speculation as to what may have become of the French fliers. A further report came from Whitbourne, further south in this same area and not far from Harbor Grace, that a lumberman had heard a plane explode there Monday morning.

**HOPE FOR AVIATORS NEARS END IN PARIS**

Doumergue Thanks Coolidge for Our Sympathy and Aid in Nungesser Search.

**LINDBERGH CHARMS FRANCE**

His Lone Flight Appeals to French, Who Think Odds on Him and Bellanca Are Even.

Courtesy, 1927, by The New York Times Company. Special Cable to THE NEW YORK TIMES.

PARIS, May 14.—By dawn tomorrow it will be a week since Captains Charles Nungesser and François Coli, full of hope and confidence, left Le Bourget airfield and disappeared into the Atlantic wastes, and the hope dies hard it is now almost dead.

The only chance which is here considered possible is that they came down somewhere on the east coast of Newfoundland or Labrador coast and reached land safely somewhere far from the possibilities of the sea.

Today, in the name of the French people, President Doumergue sent to President Coolidge a warm telegram of sympathy and expressed his confidence for the active aid in searching for the missing aviators which America has given.

"It is such a great joy to those we have lived through," the President says, "France has with emotion felt how your great aid and sympathy extended to her such helpful sympathy."

As far north as the Faroe Isles and the coasts of Iceland and Greenland even claims for the missing aviators have been carried without the least success. But hope still clings to the possibility that they are alive in some secluded bay of the Canadian or Northern United States coasts or aboard some small trader which has no wireless.

As the tragedy of that last high adventure is passing from the public mind, interest has increased enormously in the possibilities of the success of the efforts of the Bellanca crew and of Captain Lindbergh.

Lindbergh Hop Appeals to Paris. The latter's lone attempt has made an special appeal to French imagination. They describe Lindbergh as "the kind of a Hawker" and in the apparent nonchalance of his adventure they find something of the same spirit as Vedrines used to showy when he did his crazy things like landing on the roof of the Lafayette store.

As to Captain Lindbergh's chances even some say, "it is that kind that often have the most luck," and if there is any betting done it would be fifty-fifty between Lindbergh and the Bellanca crew.

Tomorrow's weather is forecast here as likely to be fair with some clouds and perhaps a few showers, with the wind southwest and warmer. Over the sea a southwest wind between moderate and strong is expected for at least 200 miles from the coast. These conditions are not ideal, but they are fairly good if they continue until the United States aviators reach this side. There are no reports available here as to midocean conditions.

The American fliers will have an advantage over the ill-fated Nungesser flight in that the North Atlantic is now well populated with ships on the lookout, and should a forced landing take place, there are many chances of being picked up are greater nearer this coast than they were for the Frenchmen coming down on New York from the north. While the weather conditions are for this time of the year generally more favorable.

**Plan Memorial for Lost Fliers.**

PARIS, May 14 (AP).—The National Aerial League is considering the erection of a memorial to Captains Nungesser and Coli which would com-

morate their gallant transatlantic attempt, whether or not they are found. The idea is meeting with considerable support in the newspapers and is expected to crystallize soon.

Meanwhile Second Lieut. Paul Taronon, undaunted by the apparent fate of Coli and Nungesser, has been his partner in another transatlantic flight, is continuing his preparations. He hopes to be able to make a trial flight with his Bellanca plane at the end of the month.

Profiting by the lessons of the Nungesser flight, Lieutenant Taronon will have a relief pilot and will carry a wireless set and an operator. The faint breath of hope that Captains Nungesser and Coli may yet be found has been fanned by further dispatches corroborative of the news that their plane was heard over Newfoundland.

Today's editions of the newspapers were filled with cable dispatches describing the hunt for the missing aviators. The papers today have been for nearly a week. The papers today, on every day since the White Bird took off, Le Bourget, were eagerly bought and scanned by the public, which was particularly touched by the liberal rewards offered by Raymond and the Hays Agency, which was particularly touched by the liberal rewards offered by Raymond and the Hays Agency, which was particularly touched by the liberal rewards offered by Raymond and the Hays Agency.

**PLANS TO FLY HERE FROM AMSTERDAM**

Baltimorean Is Said to Have Ordered a Fokker Plane, but the Company Denies This.

LONDON, May 14 (AP).—An Exchange Telegraph dispatch from Copenhagen quotes the local representative of the Dutch Air Navigation Company as saying that Van Lear Black, a wealthy American, has ordered an airplane for a flight from Amsterdam to New York.

The machine, a Fokker, is equipped with three Lynt motors. Mr. Black has engaged G. S. Jeandorffer, a Dutch pilot, the dispatch adds. The flight will probably be by way of the Faroe Islands and Iceland.

AMSTERDAM, May 14 (AP).—The manager of the Fokker factory stated today that Van Lear Black had discussed with his company the question of building an airplane for a flight from Amsterdam to New York. He had also been negotiating with the Royal Dutch Air Service for a pilot.

Van Lear Black and Van Lear Black Jr. are listed in the Baltimore Social Register.

**SAINT ROMAN HUNT GOES ON**

French Concentrate Search for Flier Along African Coast.

PARIS, May 14 (AP).—Captain Saint-Roman and Commander Mouneyres, who disappeared on their flight from the coast of Africa to Pernambuco, Brazil, are still being sought in the vicinity of the Cape Verde Islands, near their starting point, St. Louis, Senegal.

Inasmuch as search of the Brazilian shore line had developed nothing, the Ministry of Marine is now searching along the African coast for the fliers who have not been heard of for more than a week.



Times Wide World Photos.

Above, Captain Charles Lindbergh standing beside the plane in which he will attempt the transatlantic flight. Below, Captain Lindbergh and his mother, Mrs. Evangeline Lindbergh, who visited him at Curtiss Field yesterday.

**MRS. LINDBERGH BIDS CALM GOOD-BY TO SON**

Pat on Back and "Good Luck" Is Her Farewell to Flier After Trip From Detroit to See Him.

**PROUD OF DARING YOUTH**

If He Must Fly to Paris, He Must, Is Her View, and She Tries to Help by Not Bothering Him.

A smiling, good-looking woman gazed up at her tall son at the Garden City railroad station yesterday, put her hand on his shoulder and patted it. "Well, son," she said, smilingly, "good-bye and good luck."

That was Mrs. Evangeline L. Lindbergh's farewell to her son, Charles, who probably in the next day or two will be winging over the broad Atlantic on the venturesome trip to Paris. She might have been bidding him good-bye on one of his mail flights, on two of which she flew with him, so lacking in demonstrativeness was her parting.

Mrs. Lindbergh is proud of her son, so proud of him that it shows in every glance of her eye as she watches him, but she does not speak of it. She has confidence in him and feels that if he must fly to Paris he must, and all she can do is to help by not bothering him.

"She has been wonderful that way ever since I started flying," said Lindbergh.

There is a deep bond between mother and son, one of perfect confidence and affection which does not need expression. They know each other well. And so when Mrs. Lindbergh said good-bye to her son yesterday it was the quiet farewell of a brave woman to a brave son which did not need words.

The same in early in the day from Detroit, and Lindbergh went to the station to meet her. He took her back to the field in a friend's car, and she showed her the plane. They made a somewhat shorter, her dark hair just touched with gray, smiling up at him. Some one asked her if he had been a good boy.

"Just look at him," she exclaimed. "It was a sufficient answer, for Lindbergh is about as clean looking a specimen of man as could be found here."

"No," she said, with a deprecatory smile, "I wouldn't mind if we were somewhat shorter, but we come of an un-demonstrative Nordic race."

They went to lunch together at a quiet restaurant in Hempstead, and then were driven to the train. They chatted together until the train came in, and Mrs. Lindbergh gave him her farewell pat on the back. Just as she was doing so an impetuous youngster ran up with an autograph book, and while Lindbergh signed it his mother stepped on the train and waved goodbye to him with a smile from the window.

**FLIERS TEST PLANES AWAITING GOOD DAY**

Continued from Page 1, Column 7.

exception of some small boys, who gazed at him with open-eyed admiration and envy. The feeling of the crowd toward Lindbergh was evident when he went into the hangar for the first time this afternoon on his second flight of the day. As he appeared in the open space alongside the ship, the onlookers began to clap and kept it up until Lindbergh ducked into his box of a cockpit and out of sight. After he had warmed up his motor, the plane was almost about and he quickly started off.

The plane lifted easily after a short run and Lindbergh showed his nose up sharply for a climb that showed his speed and maneuverability. He made a short flight in a wide circle while his compass was tested, and then came down and the plane was wheeled back into the hangar.

Lindbergh Escapes a Crash. In the first test during the morning Lindbergh was forced to turn his plane quickly on the ground to avoid hitting some photographers, showing that he can see ahead through his periscope. But the sudden swerve broke his tail skid and he had to have a new one installed. A slight crack was also found in the cap over the center of the propeller, and it was taken off and repaired. This cap is merely for streamlining purposes, so the crack was of no importance and through the periscope, the plane is graceful in the air, and is streamlined as well as any of the planes in the race. It is a stock Ryan monoplane with Wright motor, except that five feet have been added on each side of the wing to lift the extra load of gasoline. Few changes were almost nothing to cause wind resistance except the struts.

Captain Lindbergh has not decided yet whether to take an emergency radio set. If he does so it will be very light, and not one with a generator. It would send for only a few miles. He said yesterday he would not take off until the weather maps showed he had a clear road to Paris, and that nothing any one else might do would swerve him from that decision.

Lindbergh finished work on his plane at dark last night. He looked somewhat worn and tired.

"I'm knocking off until 40 o'clock in the morning," he said, "I'm going to spend the night with friends in Fort Washington instead of at the Garden City Hotel, to make certain I'm not

**AIM TO TEACH BOYS HOW TO BE FLIERS**

Backers of Aviation Society Enlist Pilots' Aid in Training Nation's Youth.

**MORE AIRFIELDS SOUGHT**

New York Wing of Association Is Launched to Cooperate With Scouts and Legion.

A movement to make America "air-minded" by fostering the interest of youth in aviation gained impetus yesterday when the American Society for the Promotion of Aviation, organized three years ago by twelve army fliers and now numbering 2,000 men and women members, launched its New York Wing at a luncheon at the Hotel Roosevelt.

The program of the society calls for organization of groups of air pilots who will cooperate with Chambers of Commerce, the Boy Scouts, the American Legion and others in making it possible for every boy or young man who so desires to acquire knowledge and experience in flying. Its policy is to bring about construction of air fields convenient to every city and town in the country.

In an address, Thomas L. Hill, President of the society, attacked the policy of the United States in "forgetting" the thousands of aviators trained during the war, allowing them to "drift" completely away from aviation. He charged that this was a tremendous loss to the country, and asserted that it could be wiped out only by cooperation on the part of aviators themselves with some such organization as the "A. S. P. A."

"Such a league as this was formed in Russia after the war," he said. "It now numbers 3,000,000 members, and has given the Government 450 planes. Poland has such an organization numbering 300,000 members. It is the policy of this country an organization to do as much for us. We want to enable the American boy to do for aviation what he did for radio when we entered the war. Thousands of them, 17, 18, 19 years old, had trained themselves as pilots, and they are now an invaluable service to the country."

"Today there is hardly an airfield in the United States where boys are not driven away deliberately discouraging them in a fascination that can be of tremendous worth to the nation not only in time but in peace. We want to do this," he said. "We want to bring the United States up to par with other nations in the air."

The boys' coöperable of understanding aviation was illustrated, he said, by the fact that there now are in this country today twenty-five qualified pilots under the age of 18. "Give the young men an opportunity," he said, "to go to the merchants and business men and show them the advantage of having their own fields, make the air public property instead of the possession of a few, and under the guise of flying clubs cover the entire country with well built up an impregnable national defense."

Attacks Subsidy Methods. Lieut. Col. Harold E. Hartney, President of the General Airways Corporation, who was in the Air Service during the war, asserted that the "wrong methods of subsidization" in the Government's aviation program would make it impossible to have good planes and for mail routes. He said that while these "subsidies" amounted to \$4,500,000 here, in Germany they were but \$450,000, but that despite this Germany's "mile-pounds" of air transportation were thirty-nine times greater than ours.

Qualified pilots were elected leaders for their districts: R. Sidney Bowen, Richmond County; Shirley Bralthwaite, Bronx County; Robert Carter, Manhattan County; Hugh Keavney, Queens County; Glenn Pike, Manhattan. Kenneth Porter was elected president of the county "fliers." Edward de Olle will head the New York wing.

The gathering voted to send to the French Government the following mes-

**German Navy Joins in Search For Missing French War Aces**

Copyright, 1927, by The New York Times Co. By Wireless to THE NEW YORK TIMES. BERLIN, May 14.—German warships have joined in the search for the missing French transocean fliers, Captains Nungesser and Coli. It was announced by the Reich's Navy Department that the cruiser squadron now in the Northern Atlantic somewhere near Newfoundland or the Canadian coast has received instructions to look for traces of the two men who brought down so many German aviators in the war, though opinion here is that hope of their being found is small.

sage of admiration and regret for the failure of Nungesser and Coli to reach New York. "The American Society for the Promotion of Aviation tends its deepest regret over the disappearance of two of France's ablest fliers and can not express its sincerest admiration of their daring and bravery. May they soon be found."

**BIG CROWDS THIN OUT AS HOPS ARE DEFERRED**

Police Make Elaborate Plans to Care for Throngs Expected When Fliers Take Off.

The announcement that adverse weather conditions would probably prevent any of the three transatlantic planes hopping off for at least twenty-four hours, resulted in thinning out the crowds that have waited patiently at flying fields for several days and nights. Instead of the throng of more than 15,000 that collected on Friday night there were less than 200 visitors at Roosevelt and Curtiss Fields last evening.

Contemplating a record-breaking crowd when the first ship leaves the ground, elaborate police arrangements have been perfected by Chief Abram Skidmore, head of the Nassau County Police. For the present, thirty-five men under Captain William Beckett and Sergeant Andrew Wilson, have been detailed to duty at the two fields.

Sergeant Wilson and twenty-two patrolmen are at Curtiss Field and Captain Beckett and twelve officers and five motorcycle policemen are patrolling Roosevelt Field. All automobiles were ordered to clear the fields shortly before midnight and with two uniformed men on duty in each hangar where the airplanes are housed, six men patrolled the field throughout the night.

When the first of the fliers leaves the ground the field for a distance of 100 yards on each side of the runway will be closed. A line of police officers and motorcycle policemen will patrol the course and prevent over-enthusiastic spectators getting in the way of the starting planes.

Chief Skidmore has arranged that every man of the Nassau County force can be reached by telephone at any hour of the night or day and that large crowds assemble at the fields a force of more than 200 policemen can be mobilized quickly.

Colonel B. D. Foullos, in command of the Army Air Service station at Mitchell Field has several hundred regular police officers detailed to duty in emergency and these will be sent to the field if they are needed.

**Dr. Paterno Tells Joseph P. Day and the Whole World**

Why He Purchased on the Palisades Opposite Riverside Drive

My Dear Mr. Day: You and many others have asked me the reasons why I have purchased and why I am now selling the present property located in the City of Englewood and part of the Borough of Englewood Cliffs, New Jersey, and I am pleased to answer these questions, as follows:

WHY I PURCHASED THIS PROPERTY I purchased this large tract of land, part of which is in the City of Englewood and part in the Borough of Englewood Cliffs, New Jersey, for the following reasons:

Because this property lies immediately north of the Hudson River Bridge Plaza. The southern boundary of the property is less than one mile north of Bridge Plaza. This brings these lots within ten minutes of the subway lines in Manhattan—the Broadway and the new Fort Washington Avenue subway, now in construction with stations at 151st Street and Fort Washington Avenue and 161st Street and St. Nicholas Avenue. In addition to all of the present transit facilities from this property to Manhattan.

Because the property lies very high, affording fine views in all directions.

WHY I AM NOW SELLING THIS I want to create a real estate market in this section of Bergen County, which in turn means the creation of a great general real estate activity.

In offering an opportunity to the home-builder, builder, operator, speculator, investor and the business man, to come into this beautiful section of Englewood, which should create a greater building campaign and a general opening up of this entire section.

I have other holdings near this property which I plan to develop at a future date. Because, from my experience, gathered during the past twenty-five years in real estate, I know that this section to the north of the Hudson River Bridge Plaza, rapidly and should become very valuable property. The kind of real estate here is highly increased lot values that followed the building of the Brooklyn and Queens bridges should repeat itself in Bergen County, New Jersey with this Hudson River Bridge now started.

I believe I still have the same brain that had the vision of the future values of Upper Manhattan, New York, and made money for myself and my followers—and my followers here I expect will make the same kind of money that my followers in Upper Manhattan did.

I want to distribute this property among as many people as possible, in order to bring more and more New Yorkers into this Bergen County-Bridge Plaza zone. If I accomplish this I will then have created a real estate and building market that will justify my proposed large apartment building plans for this section of Bergen County. My advice to each purchaser at the Sale on May 23rd is to buy many of these Bergen County-Bridge Plaza lots as he can afford. This Sale may be the opportunity of a lifetime.

(Signed) CHAS. V. PATERNO, SEE PAGE 4, REAL ESTATE SECTION, FOR FURTHER DETAILS. "BIG BALLOON OVER THE PALISADES LOCATES PATERNO LOTS."

**Buyer and Manager Sporting Goods Trunks**

Frederick Loesser & Co., Brooklyn, N. Y., need a buyer and manager for trunks and sporting goods. Successful experience is necessary. The opportunity to make a good record and to profit by it is unusual. Applications treated in confidence if desired. Apply to Executive Office, fourth floor.

**WANTED Sales Executive**

- Who is around 40 years old.
- Who knows how to sell a grocery product to the grocery trade.
- Who desires to make his last year's and will bring with him a full record of a successful experience in marketing of grocery merchandise.
- Who is an organizer rather than a great individual salesman.
- Who knows how to get an extra margin of a national advertiser of suitable rank.
- Who now holds a good position which he has no intention of leaving.
- Who is willing to take his chances on his own ability if the best opportunity of his life were shown to him.
- Who wishes to receive what he is worth no matter what the price may be. Compensation is on a salary basis.
- Who would enjoy working in a happy business family of young men.
- Who has vision and progressive spirit and will bring with him a full record of a successful experience in marketing of grocery merchandise.
- Who may hesitate to answer an advertisement, but don't have false pride. Big men and big ideas come from big confidence men and those who have a willingness to adapt themselves to the needs of the advertiser.
- Don't ask. Write us if you yourself, giving full particulars of your experience and your communication will be held in strictest confidence.

Address Street & Finney, Inc., Advertising Agents, 40 West 40th St., New York.

**SALESMAN WESTCHESTER REAL ESTATE**

We will consider applications from men who have a general opening up of this entire section. I want to distribute this property among as many people as possible, in order to bring more and more New Yorkers into this Bergen County-Bridge Plaza zone. If I accomplish this I will then have created a real estate and building market that will justify my proposed large apartment building plans for this section of Bergen County. My advice to each purchaser at the Sale on May 23rd is to buy many of these Bergen County-Bridge Plaza lots as he can afford. This Sale may be the opportunity of a lifetime.

(Signed) THOMAS MAGNINIS, JR. THE HOMELAND CO. 18 East 41st Street, New York.

**Get Acquainted Sale**

We have taken from our regular stock 500 DRESSES including All Printed Chiffons, Georgette Frocks, Sport and Ensemble Suits and Summer dresses In Two Groups \$18.50 and \$27.50 Values up to \$59.50 Special 200 HATS at \$5.50

HEARS CORSETS MILLINERY AND GOWNS 743 FIFTH AVENUE Bet. 57th and 58th Streets, New York