BRITISH WARSHIPS AND PLANES GUIDE WILSON SHIP TO DOVER

King George, emerged from the station the crowds jamming the streets broke into prolonged cheers. At the same time guns began to thunder out a salute, and dozens of airplanes soared overhead. The bells and chimes all over the city also pealed a welcome.

During the procession from the station flags, hats and handkerchiefs were waved. The President was uncovered throughout the drive to acknowledge the cheers.

WELCOMED BY THE BRITISH KING AND QUEEN.

The scene inside the Charing Cross Station was not less cordial, although not so noisy. The reception party included King George, Queen Mary, Princess Mary, Premier Lloyd George and all the members of the Cabinet, the heads of the army and navy, Premiers of the various dominions, a representative of India and other officials. There was a guard of honor from the Scots Guards, while the band of the Grenadier Guards played "The Star-Spangled Banner."

The King and Queen and Princess Mary greeted President Wilson with cordiality and they in turn evidently were impressed most favorably with the general reception to the President. President Wilson, accompanied by King George and the Duke of Connaught, inspected the guard of honor, after which they returned to a place immediately in front of the car in which they had travelled from Dover. Premier Lloyd George and the members of the Reception Committee were then presented to the President.

After the introduction the King suggested that Mr. Wilson step into his carriage.

LEAVES KING'S SIDE TO SHAKE HANDS WITH AMERICANS.

"If you'll excuse me, I'll just shake hands with these men," said the President. He walked a dozen paces to a group of American officers and shook hands with them, then rejoined the King and entered the carriage.

American naval and military officers travelling with the President were presented to King George by the President, and then the entire party walked through the gaily decorated station to the waiting carriages in which they rode in procession to Buckingham Palace.

The scene within the station was unusual. All traffic had been suspended and the station was decorated with flags and crimson carpet. At the entrance and at the platform where the Presidential train arrived there were triumphal arches with shrubs and flowers and surmounted by golden eagles. The reserved inclosure opposite the President's car was resplendent with flowers and bunting. In the inclosure with the King and Queen were Great Britain's leading statesmen, her great naval and military leaders and a number of American officers.

The parade moved smoothly according to programme. It was witnessed by such an outpouring of people and amid such enthusiasm as London had never known except upon the occasion of coronations and of Queen Victoria's Jubilee. There was general agreement among Londoners that no visiting head of a State had ever been given such an ovation as that accorded the American President.

The progress of the Royal and Presidential party was in semi-State coaches, each driven by four dark horses, with two postillions in scarlet coats, white breeches and black silk hats, with two footmen in long buff overcoats sitting behind. The coaches were escorted by squads of scarlet-coated outriders.

There were intervals of one hundred feet between the units of the parade. First came a detachment of police and then a General and his staff with the troops of the household cavalry four abreast, in khaki and with drawn swords. Next came the King's carriage, in which President Wilson sat at the right of King George. The Duke of Connaught sat opposite them. Another troop of cavalry followed and then came the carriage with Queen Mary, with Mrs. Wilson on the right and Princess Mary facing them. Then came a third cavalry troop and after it the three remaining carriages of the procession.

KING DRESSED AS A BRITISH FIELD MARSHAL.

The gleaming coats of the outriders scattered along the procession gave an effective dash of color. The King was dressed in the service uniform of a British Field Marshal. He remained covered throughout the journey, permitting President Wilson to accept the demonstration. Mrs. Wilson carried a large bouquet of flowers and wore black. Queen Mary was dressed in a dark costume, with a light-colored hat.

As the procession passed through Pall Mall Dowager Queen Alexandra, Queen Maude of Norway, Princess Victoria and Prince Olaf unceremoniously came out of Marlborough House and stood on the pavement. The crowd fell back so as to clear a space for the Queen. As the President's carriage passed he leaned forward to salute the royal group, who waved a welcome to him. The same act of welcome was repeated when the carriage with Queen Mary and Mrs. Wilson passed.

Before 11 o'clock streets in the west end were filled with holiday throngs afoot and in motor cars watching hundreds of workmen putting the finishing touches to the decorations, some of which had been blown down during the night.

The inrush of people toward the line of march from the station to Buckingham Palace during the hours before the President's arrival was an unusual sight for London. All side streets were filled with spectators and hundreds of automobiles were in the crush, their roofs covered with onlookers. The Ambulance Corps was kept busy attending to those who had fainted.

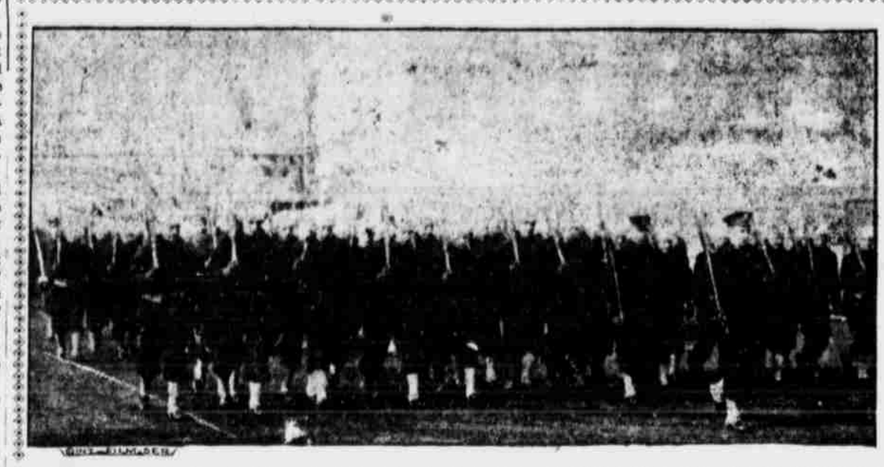
After the procession had passed tens of thousands began to rush toward Buckingham Palace and the park about the Palace was the scene of a strenuous, but good-tempered crush.

St. James Street made a brave display. Across the street was a huge blue banner with the words "The Citizens of Westminster Welcome President Wilson" in gold letters.

Sightseers poured in during the morning from all points toward the centre of interest. There were thousands of soldiers and sailors, many hundreds of school children shepherded by nuns and teachers, hundreds of flag vendors, burnt cork minstrels with banjos, bishops in black gaiters, Generals in various uniforms, and women and girls in their new Christmas furs. Many brought their lunch in boxes or baskets.

From the War Office and other Government buildings in Whitehall, British and American flags were flying from the same staff. Photographs of President Wilson were displayed in windows all along his route.

BLUEJACKETS OF BIG FLEET ON PARADE



WILSON DRIVES WITH KING THROUGH DECORATED STREETS LINED WITH GUARD REGIMENTS

LONDON, Dec. 26.—The drive of President and Mrs. Wilson from the railroad station in London to Buckingham Palace was made through streets lined with the Guards regiments in khaki. Fresh flags hung overhead and covered the buildings, while windows, balconies, sidewalks and open spaces were filled with people, many of whom wore the American colors.

First came the sovereign's escort troops from the Household Cavalry, with helmets and steel cuirassea. Then came the carriages with King George and President Wilson and Queen Mary, Mrs. Wilson and Princess Mary. These were followed by three others, which passed almost unnoticed, as all eyes were for Mr. and Mrs. Wilson and the royal family.

Although the trip was a short one it lay through a most interesting section of London. From Charing Cross the route ran along the north side of Trafalgar Square, with the Nelson Monument towering on the left and the National Gallery on the right, its gray walls almost covered by huge American and British flags. It continued along Pall Mall, turning northward at St. James Place and up St. James Street to Piccadilly—the chief landmarks along this stage being the solid, weather worn buildings of the old London clubs now decked with bunting they keep for special occasions.

The procession drove westward along the north side of Piccadilly, also a tract of clubs and big hotels and palatial residences, notably the home of the Duke of Devonshire, with the Red Cross flag over it, and the residence of the Duke of Wellington, at the entrance of Hyde Park, where the procession turned.

Between Piccadilly and Buckingham Palace there stretches a green park which was dark with people. The party drove past Wellington Arch and along the southern side of the park, flanked on the right by the wall of the Palace ground, and then into the broad plaza before the Palace and through the iron gates into the Palace forecourt.

Probably the most interesting part of the spectacle for the President was the people who were crowded everywhere to greet him. The day being a holiday, workingmen and women had a chance to turn out, with their small children. They made the most of their opportunity and to no stratum of British humanity could the President have made a stronger appeal.

While the formal features of the event were well staged and managed, the human factor presented the most interest. The interior of the grimy old station, where King George welcomed Mr. Wilson, was carpeted with red, and walls and roofs were hidden behind masses of flags. Club windows were mostly monopolized by men, while the hotels and stores along the way were filled with gay parties only less interesting than those on the streets.

That such masses of American flags could be produced at such short notice was a revelation of London's resources, and none appreciated them more than the American soldiers and bluejackets among the spectators

BRITISH BANDS AT DOVER HARBOR PLAY STAR SPANGLED BANNER AS WILSON'S SHIP ARRIVES

DOVER, Dec. 26.—The steamer Brighton, on which President Wilson crossed the Channel, had a quick and smooth passage and arrived at Dover just about mid-day. She was met at Calais by Sir Charles Cust, the King's Equerry, and Vice-Admiral Sir Roger Keyes, who accompanied the party to Dover. Four French destroyers escorted the Brighton to mid-channel, where British destroyers and a dozen airplanes took over the duty.

As the Brighton entered the harbor the salute in honor of the President was fired from Dover Castle. This was the first time since the beginning of the war that this honor has been accorded any visitor. The Brighton's path was along the line of ships of the Dover patrol, all of which were flying American flags and their crews lining the rails. The bands, which, when the Brighton was sighted, had played "God Save the King," now took up the "Star-Spangled Banner," each ship's whole company standing at attention.

The Brighton was flying the President's flag, Admiral Keyes's pennant and the British naval ensign. Mrs. Wilson, who was on deck, took the greatest interest in the evolutions of the British destroyers.

The President, who appeared in splendid spirits when he stepped ashore, was immediately greeted by the Duke of Connaught and the other members of the welcoming party. After reviewing the guard of honor he passed through the covered way to the station, where the Mayor and the Corporation in their scarlet robes of office extended a formal welcome. The reading of the address was done by Sir A. Bodking, the city's Recorder. The President replied briefly to the address. He said:

"We have come through many serious times together and therefore can regard each other in a new light as comrades and associates, because nothing brings men together like a common understanding and a common purpose.

"It is therefore with deep emotion and peculiar gratification that I find myself here afforded the opportunity of matching my mind with the minds of those who, with a like intention, are proposing to do the best they can and that can be done in the great settlement of the struggle."

As President Wilson walked to the train a dozen girls wearing the American colors strewed petals of roses in his path. All this time the airplanes had been hovering over the pier and the station, and as the special train bearing the President left for the capital the airmen also headed for London, accompanying the train all the way.

BAKER ASKS ACT TO BUILD UP ARMY AFTER FINAL PEACE

Too Small to Police Border and Meet Other Needs Following Demobilization.

WASHINGTON, Dec. 26.—Immediate legislation authorizing resumption of voluntary enlistment in the Army and the repeal of provisions of the Selective Service Act limiting enlistments to the period of the war was urged to-day by Secretary Baker in a letter to Chairman Dent of the House Military Committee.

"This legislation is urgently necessary," the Secretary wrote, "because as soon after the proclamation of peace as the existing emergency will permit those who have enlisted or been drafted to serve during the emergency, must all, in accordance with the law, be discharged. Demobilization of these men is now being rapidly made and it is expected soon to release them at a rate of over 20,000 a day or 200,000 a week.

"The only men who will remain in the service in the service are those men enlisted in the regular army on or prior to April 1, 1917, and whose enlistments have not yet expired.

"This small number has been cut down by casualties and other vicissitudes until the entire military force of the United States that can be retained in the service will be absolutely inadequate and insufficient to perform such essential military duties as policing the Mexican border, garrisoning our insular possessions, manning the sea coast defenses of the United States, occupying permanent posts and garrisons, guarding and protecting the large amount of recently acquired Government property and maintaining and operating the camps and contonments in this country to which troops retured from overseas may be sent for prompt demobilization.

WALL STREET.

Liquidation in stocks still continued in the morning session. Coppers sold lower, but the undertone was firmer. A great help to the copper list was the declaration of the Inspiration dividend of $2 per share, same as was paid for the previous quarter. Almost immediately after this announcement the coppers rallied, with Inspiration the feature of the list. Tractions were steady, while the market continued to show strength.

CLOSING STOCK QUOTATIONS.

	High.	Low.	Last.	Net chg.
Am. Beet Sugar	62⅝	60⅝	61½	—1⅝
Am. Can	46½	45⅝	46	+ ⅛
Am. Locomotive	60⅝	60⅛	60½	— ⅛
Am. Smelt. & Ref.	75⅝	74⅝	75⅝	— ⅛
Am. Steel Fdry.	85	83⅝	85	+ ½
Am. Tel. & Tel. Co.	98½	97½	98	— ⅛
Anaconda Mining	60⅝	59⅝	60½	— ⅝
Atch., T. & S. F.	90⅝	90	90⅛	— ⅝
At. Gulf & W. I.	108⅝	106	108½	— ⅝
Baldwin Loco.	75¼	71⅛	73	— ⅛
Balt. & Ohio	52⅝	52	52⅛	— ⅛
Beth. Steel B. stk.	61½	60½	61	— ⅛
Brkyn R. T.	26½	25⅝	26	— ⅛
Central Leather	56⅛	54⅝	54⅞	—1⅛
Can. Pac.	156	155	156	+ 1
Ches. & Ohio	55⅛	54½	55	— ⅛
Ch., M. & St. P.	40⅝	38½	39⅛	—1⅛
Chino Copper	33	31⅞	31⅞	—1⅛
Corn Prod. Co.	48	46	47⅞	+1⅝
Crucible Steel	66⅝	66	66⅛	— ⅝
Dist. Sec. Corp.	50½	48	49⅝	— ⅝
Erie	17⅛	16⅝	16⅞	— ⅛
General Motors Co.	129½	128	129⅛	+ ⅝
Great Nor. pf.	94½	94	94⅛	— ⅝
Inspiration Copper	44⅞	41⅛	44⅝	+1⅝
Interboro Con.	5	4⅝	5	+ ⅛
Interboro pf.	26⅛	18⅝	27⅛	+ ⅝
Lehigh Valley	54½	53⅝	53⅝	— 1
Maxwell Motor	27⅝	27⅛	27⅝	
Mer. Marine c.	38⅝	35⅝	36⅝	— ⅝
Mer. Marine c. pf.	112⅛	110⅛	111	—1⅝
Mex. Petroleum	108½	106	107⅞	+ ⅛
Miami Copper	23⅝	22⅝	23⅝	
Midvale Steel	43⅝	43	43⅝	— ⅛
Missouri Pacific	34⅝	33	34⅝	+ ⅛
N. Y. Central	75	74⅛	74⅝	+ ⅝
N. Y. C. & H.	31⅛	30⅝	31⅛	+ ⅛
Northern Pacific	93⅝	92	93	— 1
Pennsylvania R. R.	44⅝	44⅛	44⅝	— ⅛
Reading	79⅛	78⅛	78⅝	— ⅛
Republic Steel	74	72	73	—1⅛
Southern Pacific	98	98	98⅛	— ⅛
Southern Railway	29⅝	28⅛	28⅛	— ⅝
Studebaker Co.	50⅝	48½	50⅝	+1⅛
Tobacco Products	81	80½	80⅝	
Union Pacific	126⅝	125⅝	126⅝	— ⅝
U. S. Ind. Alco.	101⅝	100⅛	101	— ⅝
U. S. Rubber	76⅛	75⅝	76	— ⅛
U. S. Steel	94⅝	92⅞	93⅞	—1⅛
U. S. Steel pf.	113	112⅝	112⅝	— ⅝
Utah Copper	71⅛	71⅛	71⅛	— ⅛
Wabash, B. & M.	42⅝	42⅛	42⅛	

Stock sales, 674,400.

Colds Cause Grip and Influenza. LAXATIVE BROMO QUININE Tablets remove the cause. Drug in one day. "Bromo Quinine." E. W. GROVE's signature on the box. 30c.—Adv.

THOUSANDS SEE SAILORS AND MARINES IN BIG PARADE

(Continued from First Page.)

Chateau-Thierry welled up in their minds, and the lumps welled up in their throats and the tears in their eyes.

The crowds became hysterical, swaying with the movement of the marines, waving their hands, wringing their hands in their direction, using their lung power to the bursting point and crying when they could cheer no more—actually crying because of utter inability to give voice to their sentiments. It was the most wonderful human exhibition ever seen in this or any other city.

It was impossible to estimate with any degree of accuracy the size of the crowd which was at the landing stages to greet the boys of the sea. They jammed the landing pier and made a great human fan far out into Riverside Park. Thousands upon thousands thronged every avenue of approach to the river. Inspector McGinnis with 300 police were there to handle the crowds and acknowledged that it was the most heroic job he had ever tackled.

The sun was brightly shining at the time and the surface of the water was smooth as a billiard ball. The men, with their bands, were seated in big cutters in tow of motor boats, in navy tugs and on steamers.

The sight of those boats strung along the river was sufficient to start the heart throbbing. The sight of the husky specimens of manhood in the uniforms of blue and white was enough to start the cheering. The recollection of what they had done across the sea made the sight all the more inspiring.

But the great moment came when the natty sailors sprang ashore and lined up quickly and without a break on the pier. Then the crowd let loose its pent-up feelings. A siren close by wouldn't have been heard, so great was the volume of noise that greeted the bluejackets who were the first ashore.

And if pandemonium were turned loose at sight of the sailors, what happened when the marines hopped ashore exhausts expression of language. The crowds tore off the roof and the roof was the sky. They uncovered and waved hats and handkerchiefs and flags. The women vied with the men in their shouts and the kiddies shrilled their noisy accompaniment.

When sailor and marine formed to march up the hill, up 97th and 96th Streets, the volume of sound went out of all bounds. The expressions on the faces of the heroes of the sea were wonderful to behold. Bound down by strict discipline, the men didn't turn a hair nor bat an eyelash, but here and there a tremor of the facial muscles betrayed the intensity of the owner's feelings; and there was a look of proud satisfaction in every eye.

The din increased, if that were possible, when the boys reached Broadway. The crowd increased and here again the police were put to their best efforts to keep in check the good-humored but patriotic throng. The crowd wanted to break through the police and throw their arms about their own sea fighters.

Promptly at 1.30 with naval precision the column began to move down Broadway from 96th Street. At the head of the column were the police, mounted and motorcycle. Then came a line of naval officers. Right behind them were Secretary of the Navy Daniels and Admiral Mayo, the former standing, hat in hand, bowing to the enthusiastic crowds, the Admiral seated and saluting.

Admiral Hugh H. Rodman and staff formed the lin epreceding the Secretary. The staff comprised Lieut. Commander J. H. England, Chief of Staff; Capt. L. C. Palmer, Lieut. Commanders J. H. Ingram, C. A. Lucas and Harold Dodd and Lieuts. A. T. Leonard, F. P. Keaney and J. T. Lanman.

Immediately behind the Secretary of the Navy came the officers and men of the battleships Pennsylvania, Utah, Oklahoma, Nevada and Arizona. It was estimated that each contingent had approximately 900 men in line.

When the parade reached 72d and Broadway, Admiral Rodman and his staff continued along the line of march, while the marching officers and bluejackets halted to let all the Marines of the fleet fall in behind the leaders. Then the men of the battleships New York, Texas, Arkansas, Wyoming and Florida followed in and the parade continued down Broadway to 59th Street.

The parade crossed from Broadway into Fifth Avenue through 59th Street and down to 42d Street, reaching that point at 2.30 P. M.

Windows in all the surrounding buildings were filled with wounded soldiers, who joined with the street throngs in giving ovations to the marchers and to the notables in the reviewing stand at 41st Street.

The Mayor and Mrs. Hylan arrived at the reviewing stand just a few minutes before the advance guard of the parade marched by. Others in the stand included Admiral Mayo, Rear Admirals Gleaves and Usher, Gen. J. Franklin Bell, Commander of the Department of the East; Col. W. E. Wood, Secretary of War Baker, Secretary of the Interior Lane, Secretary of the Navy Daniels, Gen. Peyton C. March, Chief of Staff; Joseph P. Tumulty, secretary to President Wilson; Assistant Secretary of State Polk, Rodman Wanamaker, Daniel G. Reid, Police Commissioner and Mrs. Enright, Col. Warren Leslie, Police Inspector Dwyer, Mrs. Guerney Munn, Mrs. Lydig Hoyt, Mrs. George Dewey, widow of the Admiral, and Attaches of all the Allied Nations.

A little yellow dog that "led" the parade created amusement among the spectators and the marchers alike. The dog insisted on circling about Admiral Rodman, at the head of the parade, and frolicked in front of the parade during the entire line of march. It is believed the dog was a mascot of the crew of one of the battleships and broke from its leash when the parade started.

The Navy's Secretary was accorded an ovation from sidewalk and shop, from windows and roofs, and he proudly and gracefully bowed to one and all. As soon as Admiral Mayo's identity was learned—it was guessed anyhow—another ovation followed.

VICTORIOUS FLEET REACHES CITY IN DARKNESS COVER; WELCOME MARRED BY STORM

Exactly as the warriors of the sea went forth under cover of darkness they returned. They came back as victors flying their battle flags, their homeward bound pennants trailing from their mastheads beyond the quarterdecks into the sea; but their triumphant entry was halted at the entrance of the harbor and they stole into their homes like wraiths, instead of victors of the war.

Millions lined the piers to shriek and yell and cheer their welcome. Scores of gayly decked excursion boats slipped out from their moorings with blaring bands and expectant crowds. But those on board saw only the shadows of the giants of the sea as they stole by. The boats were stopped before they had gone 100 feet from thir docks by the vigilant sea patrol which had been established to make certain that there should be no interference. Their passengers, who had paid their dollar for the privilege of a nearer view of the passing fleet, saw no more than those who had remained behind on shore.

No booming of cannon, no shrieking of sirens, no waving of handkerchiefs and wild hurrahs welcomed the phantom fleet as the shadows drifted by the Battery. They were all there ready for the outburst; but so were there also the mist, the fog and the snow.

The blowing of the sirens and whistles had to be called off for fear of their interfering with the fog signals of the incoming fleet.

The battling giants went into the North River as stealthily as if they were approaching Heligoland.

Then, with the perversity of fate, the snow ceased falling, the mist lifted and the more fortunate crowds further up the river saw the warships in all the glory of their gray lines, their flags, pennants and the gallant fighters who made up their personnel. But the moment for the great, noisy demonstration, the heart-throbbing welcome of a proud and grateful people had passed.

MAYFLOWER FOLLOWS SILENT PROCESSION UP RIVER.

The Mayflower, with the Secretary of the Navy, the Patrol and other city craft followed the silent procession up the river.

The dreadnought Arizona was the first of the Victory Fleet to reach Quarantine. In the mist and swirling snow she appeared to the waiting crowds along Staten Island like a great gray ghost of the sea, just her outlines being visible. At the head of the procession was a low-flying seaplane. Then followed ten submarine chasers and two camouflaged destroyers.

Along the shore the crowd waved flags and cheered. No sirens sent out their blasts and the guns of the forts guarding the harbor were silent as the fleet passed in. Off Quarantine was the monitor Amphitrite, the veteran of the Spanish-American War, and off Staten Island was the old square-rigged Acams, the veteran fighter of the Civil War. As the fleet passed them their crews in their winter uniforms of pea coats and watch caps manned the rails.

As each dreadnought went by Fort Hamilton she broke out her homeward bound pennant, a great streak of red, white and blue, flying from the mainmast, each 200 feet in length, streaming far beyond the quarterdeck. Each warship flew three American battle flags from foremast, mainmast and the gaff.

On three of the sea monsters there flew from the foremast the flag of an admiral. On the Pennsylvania was that of Admiral Mayo, commander of the fleet. On the Utah's foremast was the flag of Vice Admiral Rodgers, and the flag of Rear Admiral Rodman snapped in the breeze from the foremast of the New York.

The three admirals' ships were in the middle of the fleet, the line of parade being the following: Arizona, Oklahoma, Nevada, Utah, Pennsylvania, New York, Texas, Arkansas, Wyoming and Florida.

The Arizona passed the Statue of Liberty, where the Mayflower, Secretary Daniels's boat; the Patrol and others lay, at 10 o'clock. The Arizona belched forth her salute of nineteen guns to the Secretary, as did each warship that followed at intervals of several minutes, the distance between each of the dreadnoughts being 800 yards. No answering shot came from the Mayflower until the Pennsylvania passed. Then she popped out seventeen guns to Admiral Mayo. At the end of the water parade were two large captive balloons.

Following the fleet up the river the Mayflower waited until the big mudhooks of the dreadnoughts had securely anchored them, and the ships were in full dress, with every flag in the locker flung to the breeze. Then the Secretary's boat started for the Secretary's review. She went up on the Jersey side of the river and down on the New York side. The bands on each ship as the Mayflower passed played "The Star-Spangled Banner," and the crew manned the rails.

On the New York side, the Mayflower was followed by the Aztec and the Patrol. Before the review the captains of the fleet boarded the Mayflower to pay their respects to their commander, the Secretary.

On the Mayflower besides Secretary Daniels were Secretary of War Baker, Secretary of Agriculture Houston, Gen. Peyton C. March, Chief of Staff of the Army; Barnard M. Baruch, Harry A. Garfield, Assistant Secretary of State Polk and Admiral Grant, Commander in Chief of the British Naval Forces in the Western Atlantic. Others invited to be guests on the Mayflower include the senior naval attaches of the Allied Nations, members of the War Council, Vance McCormick, Chairman of the War Trade Board; A. Mitchell Palmer, Alien Property Custodian; Samuel Gompers, Vice Admiral Albert Gleaves and Mrs. Gleaves, Rear Admiral N. R. Usher and Mrs. Usher, Major Gen. J. Franklin Bell and former Ambassadors James W. Gerard, Henry Morgenthau and Abram I. Elkus.

The other reviewing craft was the U. S. S. Aztec, with Assistant Secretary of the Navy Roosevelt and the House and State Naval Committees and foreign military and naval officers; the converted yacht Xarifa with members of the press and photographers, and the steamers Correction, Queens, Highlander and Fidelity with members of the Mayor's Committee and invited guests.

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