

NO RATE RAISE FOR THE B. & M.

Commerce Decision. It Is Feared, May Indicate Ruling in Big Case.

JUSTIFICATION DENIED Road's Contention That Increases Were Necessary Is Turned Down.

NO CHANGE IN TWO YEARS Carrier, It Is Said, Failed to Establish Tariff Was Unreasonable.

WASHINGTON, July 16.—A decision handed down by the Interstate Commerce Commission to-day was read with great interest by railroad men and others who are waiting the commission's decision in the advance rate case. The findings rendered by the commission involved advances made by the Maine Central Railroad on class commodity rates. These increases were based upon substantially the same group of reasons that are given by other Eastern roads in the advance rate case, and in this instance the commission flatly declined to grant the increases. The proposed advances by the Maine Central road involved rates from points on the Maine Central to all points in Central Association territory, but notably Chicago. The road contended that the advances in commodity rates were largely on paper, but in the class rates they sought to apply the differentials over the Boston rate, ranging from two to five cents a hundred pounds. Hereafter the Boston rate had prevailed for the territory affected.

Plan of the Railroad.

The commission's decision gives the following reasons advanced by the railroad in justification: "But while gross earnings have increased, increased expenses have so reduced the net earnings of respondent that it is probable that the usual 5 per cent dividend cannot be earned; that earnings should be sufficient to meet expenditures for enlargement to passenger stations, enlargement to freight stations and other structures, enlargement of bridges, increased weight of rail rebalancing and all similar items; that respondent has in contemplation corresponding increases on Eastbound class rates and also on the grain rates; that the proposed rates are low."

"These reasons," says the commission's decision, "are amplified in the testimony, but the foregoing summary includes the grounds set forth as a justification of the proposed increases."

The commission says in its finding: "The proposed rates are for long distances and to territory where competition is keen. The rates now existing, and which it is proposed to increase, were voluntarily established and have been maintained for more than six years; they are not lower for the distance haul than rates generally to the territory involved."

Present Rates to Continue.

The carrier is ordered therefore to continue the present rates for at least two years. The possible significance of this decision in regard to the advance rate findings about to be handed down was widely commented on here. The feature chiefly dwelt upon was that the commission had turned down the contention of the railroad that the increases were necessary because of its earnings per ton mile and the increase in general operating expenses. The case is of course not involved in any way in the advance rate case except that the Maine Central is one of the roads in the Eastern Association territory which are petitioning for a general increase.

CANADIAN ISSUE APPROVED.

Northern Railway Company Transfers Stock to Government. OTTAWA, July 15.—The mortgage deed of trust securing the issue of \$45,000,000 of value debenture stock of the Canadian Northern Railway guaranteed by the Government was settled and approved to-day and will be executed immediately. The Canadian Northern company transfers to the Dominion Government in trust 22,000,000 shares of the par value of \$40,000,000 out of the total authorized capital of \$100,000,000. Covenants and undertakings are required from Sir William Mackenzie and Sir Donald Mann personally by which they jointly agree that all outstanding temporary loans by the Canadian Northern Railway Company and its constituent companies secured by deposits will be paid out of the proceeds of such deposited or pledged securities.

MASHER GETS THIRTY DAYS.

Detectives Follow Perseverant Wooc and Catch Him Unawares. Thirty days in jail was the penalty imposed on Eduardo du Bois, a well-to-do Brazilian, 40 years old, whose persistent attempts to flirt with Frances de Caux, a stenographer, 18 years old, living at 225 Greenwich street, resulted in his arraignment before Magistrate Rogers in the Butler street court, Brooklyn, yesterday. The arrest of Du Bois followed a complaint to the police of the Du Bois street. On each day for several days, according to the testimony, he had waited for Miss de Caux at the Manhattan end of the Brooklyn Bridge, squeezed into a seat beside her in whatever car she took and tried to hold her hand. Detectives went on watch Wednesday. They waited until the car reached Prospect Park, where Miss de Caux got off. When Du Bois followed and attempted to speak to her he was arrested.

COLONEL FAVORS HENNESSY; WHITMAN REPLIES TO T. R.

Continued from First Page.

State counties has been causing considerable alarm in Bull Moose circles for weeks, and was one of the strongest arguments advanced for the Colonel heading the Progressive ticket himself. Some of the Progressives seemed to have a deadly fear of Sulzer announcing himself a full fledged Progressive.

Commenting on the Sulzer bokey, one of the Colonel's friends intimated that many of those who battled for the Lord objected to Sulzer's presence at Armageddon. "Plain Bill" is said to have a kind spot in his heart for the Bull Moose because they elected him to the Assembly from the Sixth Manhattan district just after he had been convicted by the court of impeachment.

Rather than antagonize the Sulzer followers the Progressives may support the deposed Governor for Congress in his old district. This concession will be made, it is learned, to keep "the same old Bill" from entering the gubernatorial primary as a full fledged Bull Moose. If Sulzer agrees to accept this compromise the Progressives probably will insist that he make the race as an independent Democrat.

When Mr. Whitman's statement disclaiming all responsibility for the now celebrated "Letter of Doubt" was read to Col. Roosevelt by the telephone by his political secretary, John McGrath, the Colonel said: "I have no comments to make to-night."

HENNESSY'S ATTITUDE.

Friends Quote an "I Am a Democrat" Telegram. John A. Hennessy's attitude toward candidacy for any office this fall was last night said by his friends to be summed up in a telegram which he sent to the *Kickerbocker Press* in Albany a week ago Saturday, announcing that he was not a candidate on William Sulzer's ticket. In that telegram Mr. Hennessy said: "Use of my name on ticket headed by William Sulzer wholly unauthorized. Should I be a candidate for any office I will enter the Democratic primaries and tell the people why."

WHITMAN DENIES ATTACK.

Authorship of Letter to Duell is Emphatically Repudiated. Charles S. Whitman said yesterday that he neither wrote nor authorized the "C. S. W." letter denouncing William Barnes which Col. Roosevelt made public on Wednesday night under the apparent impression that it was a draft of a communication from the District Attorney to the Non-Partisan Whitman League and intended as a bid for Progressive endorsement in the campaign for Governor.

The real truth about the letter, its source and intent, therefore, remains a mystery. If Mr. Whitman knows who did write it he didn't say so. Charles H. Duell, Jr., who does know, was so busy practicing law yesterday that he wouldn't say a word. Most of the day he huddled even leave his private office at 2 Rector street to see interviewers. His father kept him bottled up.

The father, ex-Judge Duell, who was chairman of the Roosevelt city committee in the recent election activity of 1912, before the Progressive party was formed, seemed to think it was time that the son, whose earnest effort to engineer an alliance between the Colonel and Mr. Whitman went on the rocks, was protected against himself. Parental solicitude was manifested in this explanation from the Judge.

"I will not permit my son to make any statement at this time. He has been drawn very unfortunately into a controversy when he set out with the best of intentions to bring together two persons, who, it seems, could not be brought together. My son," added Judge Duell soberly, "is a very young man, you know, and I shall not permit him to talk now. If he says anything it will be after every body else is through. Meanwhile I am sitting on the lid."

Whitman Holds Conference.

Mr. Whitman's reply to Col. Roosevelt's Wednesday night attack was written yesterday afternoon after he had talked with his campaign manager, Frederick C. Tanser, and the Republican county chairman, Samuel S. Koehnig. When it was pushed Mr. Whitman went to his summer home in Newport to meditate three until early next week. The reply was temperate, even mild. Mr. Whitman ignored most of the things that Col. Roosevelt said about him. I said he had no desire for personal controversy with Col. Roosevelt, and that his public record was sufficient answer to any question whether or not, if elected governor, he would wear any man's yoke. He did not mention Mr. Barnes. Most of his statement was a copy of a letter which he had written to the District Attorney, Mr. Duell, Jr., on February 19, wherein he said the time was ripe for an alliance of progressive Republicans and members of the Progressive party and all other good citizens sharing State of corrupt party control. This is the letter which, according to the Colonel, Mr. Duell read to him on the way to Washington soon after the Colonel's return from Brazil. Tanser wrote Mr. Duell, Jr., on Wednesday, Col. Roosevelt said the version he gave "is substantially but not verbally exact."

Reply in Full to the Colonel.

This is Mr. Whitman's reply to Col. Roosevelt in full: "On February 19, 1914, I wrote a letter to Charles H. Duell, Jr., saying in substance that in my opinion candidates in the coming State election should be selected with reference to their fitness, and for no other consideration; that the direct primary law afforded the only method by which this could be brought about, and that I saw no reason why all good citizens, regardless of political faith, should be opposed to such a plan. I attach a copy of this letter from my files. "I have stated this in effect publicly a great many times in the past, and my opinion expressed in my letters to Mr. Duell is exactly my opinion to-day, and I have no hesitation in expressing it. FEBRUARY 19, 1914. Mr. Charles H. Duell, Jr., 2 Rector street, New York City: My last talk I agree with you that the time is ripe for an alliance of the Progressive Republicans and members of the National Progressive party, as well as of all good citizens sharing State of corrupt party control, which, in my opinion, is mainly responsible for the corrupt conditions which have been clearly shown in the various examinations held during the last year. These conditions are not localized and the men and the policies responsible for them are not confined to any one party; but it is my belief that a fusion might be so conducted that we can elect to important office responsible men whose reputations guarantee that the great departments of this State will be taken out of political and partisan control. Although I have been a public officer a good many years and have had in a general way a knowledge of public affairs, I myself had never realized, until brought into close contact with them during the last few months, the tremendous powers exercised by the various State officers of whom the public hears little. "I believe that the election of a competent and honest State Engineer is almost as important to the people of this State as is the election of a fit Governor. There are vast powers exercised by the State Superintendent of Public Works, by the Comptroller, by the Commissioner of Highways, by the Attorney-General, by the Secretary of State and, even, by the Lieutenant-Governor (an officer whose duties are generally regarded as of no very great importance), owing to the fact that all these incumbents sit as members of various boards and commissions; and I have been impressed during the investigations which have been carried on under my direction by the tremendous influence and control over State affairs exercised by these officers, almost entirely without the knowledge of the people. Of course the selection of the right kind of man for Governor is important, although I doubt if the administration of the State Engineer's department was ever so important. If indeed it was not corrupt, than it was during the first term of Gov. Hughes, who of course had no direct control over a department presided over by an elected officer. I am sure that you understand my feeling with regard to the whole matter. I am in favor of making up a ticket composed of men every one of whom has been carefully selected with a view to his individual qualifications and fitness to discharge the great office for which he is a candidate, and all these State offices are great and powerful offices. The method by which such a selection can be presented to the people is of course provided by the direct nominations law. If such a ticket, so carefully selected, is to win at the primaries there must be united and concerted action and careful preparation on the part of those honestly interested in the welfare of the State. I am heartily and unqualifiedly in favor of such a movement. Very truly yours, CHARLES S. WHITMAN."

NEW EFFORT TO SETTLE STRIKE.

Outside Interests Try to Patch Up Drivers' Differences. Another attempt will be made to-day, this time by outside interests, to settle the strike of the building material drivers against the Meade Transfer Company. In the meantime the Building Material Teamsters Union, which several days ago declared off the sympathetic strike of teamsters at the Equitable Building and the Yale Club building, will await the result before declaring the sympathetic strike on again. The stand of the company at present is that it never agreed to take back all the men who struck originally pending arbitration, but is willing to take them back by degrees; that there is nothing to arbitrate; that it is ready to make even an agreement with them, but not on a closed shop basis, and that it will not discharge any competent strike breaker.

GOLD HILL SENATORS ESCAPE ALL BLAME

Investigating Committee Absolves Everybody and Everything in Its Report.

WASHINGTON, July 16.—Nobody is to blame for having boomed the Gold Hill mine on Senate stationery. That in substance is the finding of the Senate committee which has investigated the remarkable chain of circumstances that led to the circulation on the Wall Street curb of a Gold Hill report struck off on Senate committee letterheads in the offices of two Senators who are stockholders in the mine. The committee's report, which was laid before the full Committee on Privileges and Elections to-day, contains not a word of condemnation for anybody or anything. There is nothing in it that would discourage the most timid from emulating this effort to exploit the North Carolina goldcraze on Senate stationery.

Even Walter George Newman, the promoter who used the President's room at the Capitol to give the praises of Gold Hill and who enjoyed the extraordinary privilege of going on the floor of the Senate, might find encouragement in the report to try his luck again. The nearest the committee comes to pinning direct responsibility to any one is in this paragraph of its report: "Mr. Walter George Newman, the organizer and promoter of the Gold Hill Consolidated Company of Gold Hill, N. C., on or about the twenty-ninth day of May, 1914, had about forty copies of the following letter made for his own use upon the official letterhead of the Committee on Rules, of which Senator Overman is chairman, and upon the official letterhead of the Committee on Census, of which Senator Chilton is chairman, and Mr. Newman distributed said copies among his friends and persons interested in said mining property."

Then follows the letter which modestly placed the value of the mine at \$80,000,000 and which, according to the testimony brought out, was circulated on the Senate committee letterheads among Wall Street curb brokers. The report of the investigating committee says that Senators Overman and Chilton were absent from their offices when Newman called and had the copies made and that they never at any time consented to the use of the letterheads and never had any knowledge of their use until shortly before the inquiry was begun. "So far as it appears from the evidence," says the report, "Senator Overman, Senator Chilton, Senator Thompson, Senator Swanson and Representative Flood are the only Congressmen interested in the mining company and each of these Congressmen bought and paid the prevailing price upon the market for their stock and none of them received any special favors or inducements from Mr. Newman to purchase said stock and none of them were in any way responsible for the use of the United States Senate stationery and we therefore absolve them from any blame in connection with this matter."

J. Skelton Williams Exonerated. The committee also exonerates John Skelton Williams, Comptroller of the Currency, from any blame. The investigators find that he was not and never had been a stockholder in the Gold Hill company and was not in any way peculiarly interested therein. The committee finds that the Government expert who was sent by the Treasury Department to Gold Hill to make an investigation was sent for the purpose of ascertaining whether or not there had been any development in Gold Hill production that would warrant the reopening of the assay office at Charlotte. The Treasury Department decided that there had been no such development.

In finding that Newman had about forty copies of the Gold Hill letter struck off on the Senate paper the committee's figures do not agree with those given by Newman himself on the stand. Today's report by the committee was unanimous and was signed by Senators Thompson, Lee and Hughes, Democrats, and Kenyon and Clapp, Republicans.

SAID HE DROVE WALDO'S CAR.

But Chauffeur Is Accused of Violent Hackensack Speed Law. HACKENSACK, N. J., July 16.—"Fell, there, young feller, you're traveling twenty-eight miles an hour and the auto speed limit here is twelve miles," shouted Frank Kirk, motorcycle policeman, to a chauffeur after stopping the automobile this afternoon. "Gee whiz, officer, can't you pass this up? I know a lot of the boys in New York," was the chauffeur's plea. "Besides, this car belongs to ex-Ambassador Waldo and the gentleman in the tonneau is Waldo's uncle."

"I'm sorry, but you'll have to go to headquarters," said the unsympathetic policeman, and the chauffeur, John May of 525 East Eighty-fifth street, gave up \$25 cash to guarantee his appearance here for a hearing to-morrow. The license number on the automobile was 419 N. Y.

SISTER OFFERS \$100 TO FIND LOST YOUTH

She Fears Death of Mother, Who Collapsed After Son Disappeared.

Before suddenly leaving the home of his sister at midnight a week ago last Thursday Paul A. Abolita, 17 years old, of 19 River street, Danbury, Conn., had the photograph taken which appears with this article. A few days before he had had a quarrel with his sister, Miss Sadie Abolita, who holds a confidential position with a city official and lives at the Hotel Empire, Broadway and Sixty-third street. His mother became unconscious on hearing that he had disappeared and has been at the point of death ever since. The physicians attending her say they are unable to diagnose her ailment. Dur-



Paul A. Abolita.

ing her waking periods she continually calls for her son. Miss Sadie Abolita called at Tur SBN office last night and offered \$100 reward for information which will lead to the finding of her brother. She is sure her mother will die soon unless she hears from her boy. A general alarm was sent to all precincts in the city and also to near cities. Miss Abolita received a post card from her brother the day after he left saying he wanted to earn money he owes before he returns.

TROLLEY KILLS N. Y. WOMAN.

Mrs. W. G. Appleton of Dobbs Ferry Is Struck in Pennsylvania. CARLEISLE, Pa., July 16.—Mrs. W. G. Appleton of Dobbs Ferry, N. Y., who was visiting the Mount Holly Inn, south of Carlisle, with her husband, was struck by a Cumberland Railway trolley car close by the inn and instantly killed early this evening. Mrs. Appleton with an umbrella raised was walking on the trolley track. Wet rails prevented the air brakes from operating and her body was dragged by the car. Her son, Dr. Floyd Appleton, rector of St. Paul's Episcopal Church, Harrisburg, had just arrived at the inn to visit his parents. George Heale, the motorman, said that he had tried every effort to stop the car, which was turning a curve, and that he had only a brief view of the victim, Mrs. Appleton was 68 years old.

HELD FOR AUTO VICTIM'S DEATH.

New York Physician May Be Indicted for Homicide. Dr. Matthew S. Borden of 316 West Seventy-ninth street, Manhattan, whose automobile killed Mounted Policeman John Mee of the Flushing precinct on Broadway near Fourteenth street, Flushing, Wednesday, was held in \$5,000 bail for the Grand Jury on a charge of homicide by Magistrate Fitch in the Flushing police court yesterday. "I should like to waive examination pending the Coroner's inquest," said Dr. Borden. "You can do that in this case," said the Magistrate. "I'll hold you to await the action of the Grand Jury."

Driver of Car That Killed Man Indicted for Manslaughter.

Frederick M. Moelen, driver of the automobile which struck and killed Leon Strauss in Brooklyn on June 24, was indicted yesterday for manslaughter in the second degree. He pleaded not guilty and was admitted to bail in \$5,000. LOS ANGELES, July 16.—C. E. Van Loan, the sporting and short story writer, was seriously injured here to-night in an auto accident.

DR. GILMAN RESIGNS AS SETTLEMENT HEAD

Chief Worker for Five Years Denies Friction Caused His Action.

Dr. Robbins Gilman, who has been head worker at the University Settlement, at Rivington and Eldridge streets, for five years, has resigned. He hopes to engage in the same line of work elsewhere. He said yesterday that his resignation had nothing to do with the recent misunderstanding with the resident workers. The resident workers wanted one of their number to be a member of the settlement council, in addition to Dr. Gilman, who always had been regarded as the representative of the resident workers in the council. Failing to gain their point otherwise the resident workers became members of the settlement corporation and, as such, voted one of their number into the council at the annual meeting.

Dr. Gilman insisted that this member of the council be withdrawn or that the resident workers resign as such. They resigned. Later their member of council was withdrawn and the resident workers returned to the settlement. Dr. Gilman has felt since that in such a situation there were elements that, in the future, might cause a misunderstanding; so he resigned, in order, if possible, to avoid such a situation. His action was taken without suggestion from the council, the members of which believed that the difficulties had been settled definitively.

Coming from Wall street to Eldridge street, Dr. Gilman was immediately successful as head worker. During his ten years in Wall street he had done much voluntary work for the settlement and when an opportunity to do this work came to him he accepted it. The settlement has developed under his guidance, and at the present time is in the best of condition for the work in hand. Dr. Gilman's resignation has not yet been acted on by the council and there has been little discussion as to his successor.

FIG SUBWAY JOBS PLACED.

Service Board Signs Contracts Aggregating \$21,035,185. Subway contracts aggregating \$21,035,185 were signed by the Public Service Commission yesterday. It was the biggest day's work of this sort the commission has known. The dual system contracts executed thus far total \$140,411,036. Bids on other contracts will be received on Thursday and Friday of next week, and another batch in August and September.

The contracts signed yesterday were: East River tunnel from Whitehall street, Manhattan, to Montague street, Brooklyn, Booth & Flinn and O'Rourke Construction Company, \$5,974,809. East River tunnel from Old Slip, Manhattan, to Clark street, Brooklyn, same contractors, \$6,459,916. Eastern Parkway subway from Atlantic avenue to St. Mark's avenue, Cranford Company, \$2,195,292.

Section 2 of the Canal street subway in Manhattan, from Broadway to the Bowery, Underpinning and Foundation Company, \$1,822,994. Section 2 of the Broadway subway, from Twenty-sixth to Thirty-eighth street,

WILL OUST 3 TAMMANYITES.

Civil Service Commission to Drop a Secretary and Clerks. When the Civil Service Commission meets to-morrow President Moskowitz says three Tammany men will be ousted from their positions on the board. John J. Skelly, assistant secretary to the commission, is to be let out; also two clerks, Phillip J. Coffey and Claude P. Curtis, who have been in the employ of the city more than fifteen years. The two clerks, who were highly praised by Mayor Gaynor, will be put on the preferred list for clerks, but their chance of getting back in the service within a year is very slim. "The positions held by the clerks," said President Moskowitz, "are being abolished as unnecessary. The work can be easily distributed among other clerks. This is only the start of a general reorganization by which I hope to place the commission on a higher standard at less cost to the taxpayers."

CLARK'S FIELD BY ROBERT HERRICK

"Every reader who is seriously interested in American fiction will make his own acquaintance with the book."—Chicago Evening Post. "Worth reading and worth thinking about as a study of American life and as an extremely interesting depiction of the development of a human soul."—New York Times. "Few will dispute the statement that Robert Herrick is to-day the most significant of our novelists. He is always sincere, and he is always worth while."—Clark's Field is packed with meaning."—New York Tribune. "Easily in the front rank of serious American fiction."—Philadelphia Press.

1% PER MONTH UPON PLEDGE OF PERSONAL PROPERTY THE PROVIDENT LOAN SOCIETY OF NEW YORK

MANHATTAN: Fourth Avenue cor. 25th Street. BROOKLYN: Courtlandt Ave. cor. 148th Street. Grahame Avenue cor. Debevoise St. Pitkin Avenue cor. Rockaway Ave. PER CENT CHARGED UPON LOANS. REPAID WITHIN TWO WEEKS FROM DATE.

Subscription Terms: Domestic: One Month \$1.00, One Year \$10.00. Foreign: One Month \$1.25, One Year \$12.00. Mail your order NOW. Mention when to start paper.

THE SUN, New York, 1914. Sun Building. Starting. THE SUN (Morning Sunday Evening) for months. Enclosed find \$... Name. Address. Town. State.

Side-step That Blowout

You've been so used to gambling with blowouts, even in new tires, that you're likely to take our statements about

with a grain of salt—at first. Take all the salt you care to, but tuck this away in your memory—Empire Tires made of red rubber outlast all others. But we do not stop there—when we sell an Empire Red Rubber Tire we say: "We don't know how many miles a tire should give exactly, but this tire has got to give you satisfaction. If you don't get the mileage you think you should get—if you have a blowout before you could reasonably expect one, you bring that tire back and we will make it right. You must be satisfied." Get an Empire Red Rubber Tire on your car and learn how to buy a tire with a smile. Get the best of the leading supply dealers.

"The man with a red tire knows."

EMPIRE RUBBER AND TIRE CO. 240 W. 55th St., New York. Factory and Home Office, Trenton, N. J. Makers of "Pneus" and Rubber Tread Tires.

WILL OUST 3 TAMMANYITES.

Civil Service Commission to Drop a Secretary and Clerks. When the Civil Service Commission meets to-morrow President Moskowitz says three Tammany men will be ousted from their positions on the board. John J. Skelly, assistant secretary to the commission, is to be let out; also two clerks, Phillip J. Coffey and Claude P. Curtis, who have been in the employ of the city more than fifteen years. The two clerks, who were highly praised by Mayor Gaynor, will be put on the preferred list for clerks, but their chance of getting back in the service within a year is very slim. "The positions held by the clerks," said President Moskowitz, "are being abolished as unnecessary. The work can be easily distributed among other clerks. This is only the start of a general reorganization by which I hope to place the commission on a higher standard at less cost to the taxpayers."

CLARK'S FIELD BY ROBERT HERRICK

"Every reader who is seriously interested in American fiction will make his own acquaintance with the book."—Chicago Evening Post. "Worth reading and worth thinking about as a study of American life and as an extremely interesting depiction of the development of a human soul."—New York Times. "Few will dispute the statement that Robert Herrick is to-day the most significant of our novelists. He is always sincere, and he is always worth while."—Clark's Field is packed with meaning."—New York Tribune. "Easily in the front rank of serious American fiction."—Philadelphia Press.

1% PER MONTH UPON PLEDGE OF PERSONAL PROPERTY THE PROVIDENT LOAN SOCIETY OF NEW YORK

MANHATTAN: Fourth Avenue cor. 25th Street. BROOKLYN: Courtlandt Ave. cor. 148th Street. Grahame Avenue cor. Debevoise St. Pitkin Avenue cor. Rockaway Ave. PER CENT CHARGED UPON LOANS. REPAID WITHIN TWO WEEKS FROM DATE.

While Away On Your Vacation

The Sun Morning Sunday Evening Mailed to You Regularly

SUBSCRIPTION TERMS

(Postage Prepaid.) Domestic: One Month \$1.00, One Year \$10.00. Foreign: One Month \$1.25, One Year \$12.00. Mail your order NOW. Mention when to start paper.

THE SUN, New York, 1914. Sun Building. Starting. THE SUN (Morning Sunday Evening) for months. Enclosed find \$... Name. Address. Town. State.

ALL-THE-WAY-BY-WATER To BOSTON

The Twin-Screw Steel Steamships BUNKER HILL and MASSACHUSETTS of the Metropolitan S. S. Line

Leave Pier 18, North River (foot of Murray Street), week days and Sundays at 5:00 P. M., for Boston DIRECT. Due Boston 8:00 A. M.

To YARMOUTH and The MARITIME PROVINCES

Twin-screw steel steamships leave Boston at 2:00 P. M. daily except Saturday for Yarmouth, N. S.; a delightful sea trip of 17 hours. Through tickets from New York. The shortest and quickest route from Boston to the Maritime Provinces. Boston & Yarmouth S. S. Co., Ltd., under management of Eastern S. S. Corporation.

EASTERN STEAMSHIP CORPORATION

One Excursions Day

Lake Hopatcong \$1 NEXT SUNDAY—Also Every Sunday. Atlantic City \$2.50 NEXT SUNDAY—Also Every Sunday. HARD COOL NO SMOKE COMFORT