EXPLAINS HOW WAR AFFECTS RAILROADS

W. M. Acworth Visiting U. S. and Inspecting Carrier Systems of East.

TALKS OF WAGE QUESTION

W. M. Acworth, the distinguished British railway authority, is visiting the United States and inspecting several of the railway systems of the East. He is keenly interested in the wage controversy now going on between the railways and the train service employees, which he avers is similar in its general aspects to that which led up to the great British railway strike of 1911.

Mr. Acworth is a director of the underground railways of London and has written a number of books on railway development and regulation. He is no stranger to the United States, having made many trips to this side of the Atlantic, and having been for many years in touch with the railway situation here. He is a close personal friend of leading railway officials of the country.

"The war has made heavy drafts upon the railway workers of Great Britain," said Mr. Acworth yesterday at the Plaza. "Probably 20 per cent. of the railway operatives are in active service. From the London underground system, which employed about 25,000 men at the outbreak of the war, some 8,000 have enlisted. On all the lines somewhat similar conditions exist.

"The places of those who have volunteered have been filled to some extent by keeping older men in service instead of retiring them. On the London buses 500 women are employed as conductors. On all the lines forces have been reduced by cutting off a large proportion of the passenger trains.

War Adds to Traffic.

"The war, of course, has brought a great increase in traffic to the roads. The important part that the railway system plays in enabling a nation to meet the shock of war was exemplified by the work done in handling the first expeditionary force sent from England to the Continent. The troops embarked from Southampton, and the troop trains conveying them passed over the line at intervals of twelve minutes during daylight hours day after day until the whole force was on the troop ships. Orders were issued that if a train fell behind its schedule it was to be sidetracked and the troop ship was not to be held for the delayed troops. It is remarkable that not a single train fell out of the procession. This is a record of which railway men in England are justly proud.

"I note that your railway companies are facing demands from their train service employees for an increase of wages and that if the controversy is not adjusted in the course of the conferences now going on between the managers and the employees the country may be confronted by the possibility of a strike that will tie up all the transportation lines. That is a consequence that should be avoided if possible.

"In England we had a brief experience of such a condition in 1911 when a general strike of railway workers was called. The strike itself lasted a little less than a week, and while it was on traffic was not entirely suspended, but during that brief period it inflicted a tremendous loss not only upon the workers themselves and upon their employers, but chiefly upon the industry of the country as a whole.

"The situation leading up to the strike in a way was similar to what I understand your present situation to be. The sum involved in the demands of the employees was a very large one in the aggregate, amounting to many millions of dollars. The managers claimed, as I understand your managers do, that they could not meet these heavy increases out of the income of the lines. In one respect, however, there was an important difference between the situation of the British workers and that of the men who are asking a wage advance from your companies. That difference is in the pay received.

Average $6 a Week.

"The average wage of British engine drivers were certainly not more than $10.50 a week. Conductors received not above $9, while firemen and brakemen received $7 a week or less. The average pay of all railway workers was not more than $6 a week. Those rates of pay I believe are rather less than one-third what train service men here receive, and there was a general feeling that the pay of railway employees was too low.

"It happened that the railway strike occurred at the time of a serious international crisis—the Algeciras affair—and there was a chance that the country might be drawn into war. For that reason the Government intervened and insisted that the interference with transportation be ended without delay. A plan was adopted at the instance of the British Board of Trade for the establishment of boards of conciliation to adjust differences between the employees and the companies. These boards are made up of representatives of the employees and the managers. In case of failure to agree they appoint one outside person to act as arbiter of their differences. This system on the whole seems to have worked satisfactorily.

"Since it was recognized that a settlement of the strike by means of arbitration would be likely to result in the granting of considerable increases in wages, and since it was recognized that there was merit in the claim of the managers that the revenues of the roads were insufficient to justify any considerable advance in the rates of pay, the companies received from the Government what amounted to a promise that they would be allowed to increase freight rates. This was embodied in the following words:

"The Government will propose to Parliament next session legislation providing that an increase in the cost of labor due to the improvement of conditions for the staff would be a valid justification for a reasonable general increase of charges within the legal maxima if challenged under the act of 1894.

"At the following session of Parliament the Government attempted to redeem this promise, but the bill introduced aroused opposition by reason of including some other matters, and in the press of legislation it failed to pass.

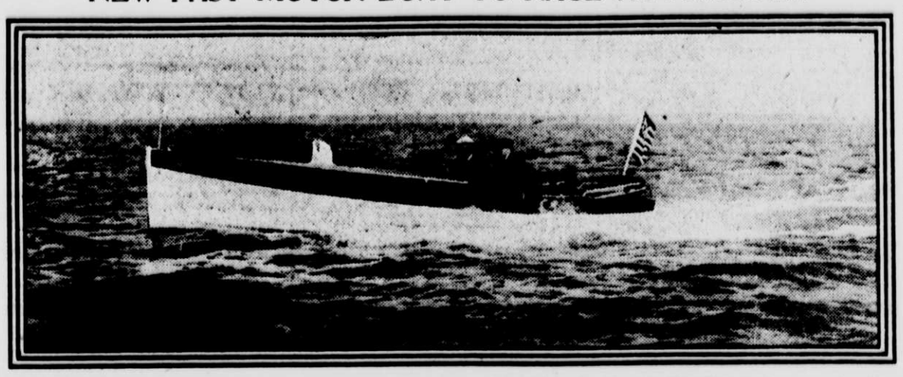
"A year later, however, in 1913, the Government again brought forward the matter, explaining that they were virtually pledged to its enactment, and at that time it was adopted. Under this act the roads imposed increases of about 4 per cent. on the bulk of freight traffic. According to one of our railway officials this represented an increase of about 2½ per cent. in the net revenues of his road.

"Our system of railway regulation is naturally somewhat different from yours. Of course we do not have regulation of rates and other matters by a large number of State commissions and Legislatures, such as complicate the situation and sometimes add to the difficulties of the roads over here. While general supervision of transportation matters rests with the Board of Trade in England, we have a railway commission which hears and decides complaints as to rates. This body corresponds somewhat to your Interstate Commerce Commission in the judicial side of the latter, but it is purely a judicial body. It does not undertake investigations on its own account, and as maximum rates which the railways may not exceed are prescribed by law most of the cases before the commission relate to alleged discriminations between localities.

"One thing, however, our experience has amply demonstrated, as no doubt yours will do; that is, that there is an intimate relation between traffic rates and wages. As the money paid out by the railways is all drawn from the public any increase in wages must in the end be borne by the public.

"The patriotism of our railway men during the war has been splendid. They have had some temporary increase of wages to meet the war prices, but the rise in wages has been by no means equal to the rise in prices, and of course at no time do our employees receive any such wages as do your train service men over here."

NEW FAST MOTOR BOAT TO RACE AUTOMOBILE



For the first time in history an automobile will be pitted against a fast motor boat for a long distance race. Within the past week there has been quietly launched at Rye, on Long Island Sound, a specially designed fast motor boat, which has been put in fine condition for a phenomenal effort against time between this city and Nova Scotia. Nothing has been spared to meet every contingency that may arise and to insure the utmost speed. The engine, which is the product of a leading marine engine manufacturer, is the last word in marine engines, and the boat has been tried out over the course.

It is understood that in addition to the race against time there is some talk of pitting an automobile of a touring car type against the boat for a large wager. If this is brought about, it will be the first time such a race has been run, and its unusual feature will create a vast amount of interest. No restrictions are placed upon the contestants, except that the boat and automobile must be driven by the principals involved. Experts will watch this contest with unusual interest, because it may disclose the type of engine and boat that will solve the problem of the small high speed naval craft here and abroad.

10,000 CHEER IRISH SONG AT MEMORIAL

More Than Half as Many More Hold Overflow Meeting in Madison Square.

FUND OF $26,500 RAISED

Ten thousand men and women, forming what Supreme Court Justice Peter A. Hendrick described as the largest crowd of persons of Irish extraction ever assembled under one roof, stood in Madison Square Garden at exactly 9 o'clock last night and cheered while a band played the air of "A Nation Once Again," an anthem inspired by the birth of the Irish "republic."

At the same hour other audiences in Baltimore, Indianapolis, Chicago, St. Louis and San Francisco, assembled for the same purpose—to pay homage to the sixteen Irishmen executed after the Dublin uprising—were being stirred by the same strains played by other bands.

The Garden was so closely packed at 8:15 o'clock, a quarter of an hour after the time set for the meeting to begin, that latecomers were being turned away by the hundreds. The crowds in the surrounding streets were so dense that two of the speakers, W. Bourke Cockran and Representative John J. Fitzgerald, were unable to reach the doors and were lifted through a stage window by a policeman. Two overflow meetings, attracting a total attendance estimated at 6,000, were held in the square.

Before the indoor meeting closed a collection was taken and $26,500 contributed for the relief of the families of the sixteen men executed and other sufferers in Dublin.

The big hall was literally swathed in green, only the yellow of the Irish harp, the red, white and blue of American flags stretched across the platform and at intervals on the walls, and the orange, white and blue of tiny Irish republican flags relieving the emerald. Even the carnations worn by the speakers were green.

The sale of the small Irish pennants was conducted by a group of young women headed by Miss Elizabeth Gifford, whose sister was the wife of Joseph Plunkett, one of the sixteen men executed after the rebellion.

The mention of the name of Patrick H. Pearse, president of the "republic," brought the biggest demonstration of the evening. The cheering was almost as great when Justice Hendrick, who presided, said:

"We denounce the murders of these Irish patriots by England."

And there was another demonstration when Jeremiah A. O'Leary declared:

"The liberty of Ireland is an American question. The Declaration of Independence makes it so. It says: 'All men are created equal.' That means Irishmen in Ireland as well as Americans in the United States."

There were cheers, too, at the mention of the name of Charles Stewart Parnell, cheers that changed suddenly to hisses when the Rev. Dr. A. A. Berle of Boston spoke the name of John Redmond.

"No one dares say 'hyphenate' to any American with Irish blood in his veins," said Justice Hendrick in opening the meeting. "We are Americans first, last and all the time, and it is as Americans that we denounce these murders."

"As one result ofthe Dublin tragedy no responsible American statesman of this generation will dare to propose an alliance with Great Britain," declared Dr. Berle. "Patrick Pearse tore the mask of hypocrisy from England."

W. Bourke Cockran stirred the crowd by shouting:

"The massacring of these unarmed men remains a monument not merely to the treachery of the British Government but to the cowardice of the British soldier. The only way to end these tragedies and prevent their recurrence is to tear out, root and branch, the political system which makes them possible."

When the collection was called for Anthony McOwen sent to the front a diamond badge worth $500. Among the large subscriptions were: Nicholas F. Brady, $1,000; Thomas Hughes Kelly, $1,000; James K. McGuire, formerly Mayor of Syracuse, $1,000; "German friends of families of the heroic dead," $1,000; W. Bourke Cockran, $500; women of New Rochelle, $2,000.

Some of the well known persons in the audience were Justice Edward Gavegan, Justice John W. Goff, Wilton Lackaye and James O'Neill, the actors; Mrs. Mary Elizabeth Lease, Judge J. M. Wall of Bound Brook, Congressman Joseph F. O'Connell of Boston, Sheriff Eugene F. Kinkead of Hudson county, New Jersey, and Dr. Constantine J. MacGuire.

NOYES SAYS POETRY IS REAL LITERATURE

Professor Cites Tennyson and Stevenson as Best Aids to Appreciation.

PRINCETON, N. J., June 10.—"Read Tennyson, and after him Stevenson, his essays and letters." This is the advice of Alfred Noyes, the Princeton professor of English, to those who would cultivate a taste for poetry. It was in answer to a query as to how those who have not acquired a liking for poetry can learn to appreciate it.

"The reason why I have chosen Tennyson is because he sums up the poetic achievements of many centuries," Mr. Noyes said. "He puts into verse so many of the poetic opinions of the past, from Theocritus and Virgil through Spenser and Milton to Pope and Keats. He stands in the same relation to English literature as Virgil to that of Rome. You may wonder why I have advocated the reading of Stevenson's essays and letters. Prose though they are, they have within them wonderful poetic qualities."

Mr. Noyes dictated what he said with regard to Tennyson and Stevenson, but when the question was asked him what he thought of the appreciation which the ordinary American student has for poetry he took the pencil from the interviewer's fingers and jotted down the following:

"The man who does not appreciate poetry is of course not appreciating literature either, for the main part of the literature which has come down to us is in substance and form poetry—the word has been misapplied and misunderstood, but it remains true that while

"'Captains and conquerors leave a little dust;
And kings a dubious legend of their reign;
The sword of Cæsar is but rust,
Yet Virgil doth remain.'

"The study of Greek and Latin is bound up with the study of Homer, Æschylus, Sophocles, Virgil, Lucretius and Horace. It is impossible to divorce Italian literature from Dante or English literature from Shakespeare. Indeed, so far as English literature is concerned if you look back two or three hundred years you will find that the English poets are English literature. The historians, the philosophers, are superseded or studied as curiosities, with rare exceptions; but the poets write not for an age, but for all time, because they not only think but also express their thoughts in durable form.

"The study of poetry means nothing more and nothing less than the phrase literally implies—the study of creative literature in its most essential form."

DENTAL CLINIC TO OPEN AT VANDERBILT

Provision for 100 Patients a Day as Start of Columbia's New School.

Columbia University took the initial step yesterday in the organization of the Columbia Dental School by an announcement of plans for the establishment of a dental clinic at the general Vanderbilt clinic of the College of Physicians and Surgeons. An appeal for $1,000,000 as an endowment fund for the dental school was recently issued.

The dental committee, composed of many of the leading dentists, which is cooperating with Columbia in the efforts to found the dental school, has undertaken to organize the clinic, and several prominent dental specialists have consented to head the seven departments. These men will have efficient staffs of five dentists under them. Arrangements will be made to care for about 100 patients a day.

Dr. Samuel W. Lambert, dean of the College of Physicians and Surgeons, who is keenly interested in the plans for a dental school on a university basis, recently pointed out the crying need for such a clinic at Vanderbilt. The dependence of good health upon well kept teeth is now being realized very generally, even among the poorer classes.

In order to make it possible to open the dental school at Columbia next September every effort will be made by the members of the dental committee to obtain individual pledges of $1,000 or more yearly for five years. As soon as an annual income of $12,000 for five years is assured the school will be opened. A careful canvas of the city will be made and Dr. Henry S. Dunning, chairman of the committee, said yesterday he was confident that the necessary funds would be forthcoming.

NEW LINE FROM SPAIN OPENS.

Among Passengers on First Trip Is Exiled Zelaya of Nicaragua.

The first steamship to arrive on the new service from northern Spain to New York established by the Compania Trasatlantica, arrived yesterday when the Alfonso XIII. came in from Vivo with sixty-three cabin passengers, 147 second and 483 steerage.

Jose Santas Zelaya, formerly President of Nicaragua, was on board and explained that he had come to visit relatives. In December, 1913, when he was last here, he was an exile. Others on the passenger list were Alejandro Padilla, Spanish Ambassador to Mexico; Enrique Deschamps, Haytian Minister to France, and Joseph E. Cosby of the National City Bank.

BANK CLERKS GO ON OUTING.

600 Entertained at H. P. Davison's Country Place.

Employees of the Bankers Trust Company and the Astor Trust Company and their employees-in-law went up to Peacock Point, Glen Cove, L. I., yesterday on the Mandalay and had their annual outing at Henry P. Davison's country place.

There were about 600 bank clerks with their wives and wives to be, and, no doubt about it, everybody had a perfectly bully time. The Bankers Trust won the baseball game, 4 to 0, on Mr. Davison's polo field.

The best time, of course—and it's always the best time on these excursions—was the trip home. Take it from an impartial observer, every deck chair on the top deck was squeezed up against another deck chair, and every deck chair contained a representative of one of the two sexes.

When the silver cup for the best dancing couple was offered almost everybody was on deck to take a chance. Mr. and Mrs. W. A. Allen were voted the prize dancers.

CHECK ON "TURN BACK" CARS.

Public Service Commission to Curb Ousting of Passengers.

The Public Service Commission issued an order yesterday directing street surface railroad corporations to report to it daily the number of cars turned back before reaching the point indicated on the destination sign carried by the car.

"In numerous instances it has been reported to the commission," says a statement issued by that body, "passengers have been turned out of cars at certain points without any apparent reason and with no connecting car to carry the ousted passengers on to destination. While it is recognized that in numerous instances the company acts under necessity because of a block on the tracks or some other equally good reason the commission desires to keep close check upon this practice in the belief that it can be cut down at many points and much discomfort for passengers be done away with."

The order takes effect on June 28.

SUMMER RESORTS. NEW YORK—Lake Placid.

SUMMER RESORTS. NEW YORK—Lake Placid.

Lake Placid
HEART OF THE Adirondacks

IN ALL the world there is no place like Lake Placid for Rest, Recreation, for Health, for Pleasure. Nowhere else is there such abundance of beautiful scenery, enjoyable recreations, diversions and solid comfort. Fishing, Hunting, Tramping, Camping, Golfing, Tennis, Coaching. While in the heart of the Great Wilderness and with all of its freedom, the requirements of creature comfort are at your command and at prices to suit all purses.

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Through Parlor and Sleeping Cars to Lake Placid.

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Under New Management NOW OPEN
All the attractions of the Sea Shore, combined with the most up-to-date service of a first-class Resort Hotel, with many added features and attractions.
5 Fine Dancing Floors. 2 Dancing Orchestras.
Open Air Concerts and Dancing Every Afternoon and Evening.
Miss Betty Mudge, Social Hostess, recently of Rector's.
The Brighton Marine Band.
CUISINE UNSURPASSED—NEW ELECTRIC GRILL
POPULAR PRICES PREVAIL
Dinner de Luxe in Palm Room, $1. Rhode Island Shore Dinner, $1.50.
All Domestic Beers on draught, 5 cents.
Meals, per person, $10.50 weekly. Room, for 2, $35 for month of June.
Special rates for suites of rooms with bath.
JOHN F. REYNOLDS, Prop.

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Fall River Line
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Commonwealth and Priscilla
Afternoon and Evening Concerts by the Fall River Line Orchestra, are All-Year Features
Leave Pier 14, N. R., Foot of Fulton St., Daily
Lv. New York.....5:30 P.M.
Due Boston (Back Bay).....8:22 A.M.
Due Boston (South Station)....8:27 A.M.
$1.00 and $2.00 Outside Staterooms. Inside Staterooms have outside ventilation and are always cool and comfortable.
Tickets, Staterooms and Information at City Ticket Office, 171 Broadway. General Offices, Pier 14, North River
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Comprehensive tours to the Grand Canyon, California, Yellowstone Park, Canadian Rockies and many other famous resorts. Alaska tours include Alaska Voyage, Atlin Lakes, Yukon River, the Klondike, and a new tour to Valdez and Seward, including the magnificent coast and mountain scenery of Prince William Sound and Cook Inlet. Automobiles used for travel through Southern California and for sightseeing wherever practicable. Stopovers arranged anywhere. Expert travel service.
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Remarkable two months' tour to Peru, the land of the Incas, and Bolivia, visiting Lima and the Oroya Railroad, Arequipa, Cuzco, Lake Titicaca and La Paz. Stops at Havana, Panama, Ecuador and Jamaica. Finest steamers. Special trains. Experienced tour managers. Price, including all expenses, $600.00.
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Pleasantest Short Trip Out of New York
Superior service and low fares to Savannah, Macon, Augusta, Jacksonville, Atlanta, Birmingham, Montgomery, and all Southern points.
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CUNARD
NEW YORK—LIVERPOOL
*CALIFORNIA.....SAT., JUNE 17, NOON
CARPATHIA.....SAT., JUNE 24, 5 P.M.
*CAMERONIA.....SAT., JULY 1, NOON
ORDUNA.....SAT., JULY 8, 5 P.M.
*TUSCANIA.....SAT., JULY 15, NOON
*To Liverpool and Glasgow
NEW YORK—FALMOUTH—LONDON
PANNONIA.....WED., JUNE 28, 5 P.M.
ANDANIA.....SAT., JULY 8, 5 P.M.
ALAUNIA.....SAT., JULY 8, 5 P.M.
21-24 STATE ST., NEW YORK.

American Line
ALL AMERICAN STEAMERS
Under the American Flag
N. Y.—Liverpool, Pier 62, N. R., Noon
Finland.....June 14 Philadelphia...June 17
White Star Line
N. Y.—Liverpool, Pier 60, N. R., Noon
Baltic.....June 21 Adriatic.....June 28
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Saturday.....June 24, 3 P. M.
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CONEY ISLAND
LEAVE WEST 129TH STREET.
9.00, 9.40, 10.30, 11.30 A.M., 12.30, 1.15, 2.00, 2.45, 3.30, 4.15, 5.15, 6.30, 7.30, 8.40 P. M.
LEAVE PIER 1, NORTH RIVER.
9.45, 10.20, 11.15 A.M., 12.15, 1.15, 2.00, 2.45, 3.30, 4.15, 5.00, 6.00, 6.40, 7.15, 8.15, 9.40 P.M.
AVE. STEEPLECHASE, CONEY ISLAND.
*10.55, *11.25 A.M., 12.25, 1.25, 2.25, 3.10, 3.55, *4.55, 5.25, 6.10, *7.10, 7.50, 8.25, 9.25, 10.40 P.M.
Trips marked * do not go to 129th St.
Trips marked † do not stop at Pier 1, N. R.
Str. "GRAND REPUBLIC"
SPECIAL UP HUDSON TRIPS
Sundays, June 11 and 18.
Stopping at HIGHLAND FALLS both ways. One hour at NEWBURGH.
Leave Pier 1, N.R., 9.30. W. 129th St., 10.30. Yonkers, 11.15 A.M. FARE from N.Y. 75c; from Yonkers 50c. Steamer's licensed capacity 3,000. Tickets limited to 2,000. No Staterooms. Restaurant and bar under Co.'s management. Time Tables are also on INSIDE Back cover of Telephone Directories. Tel. Rector 872.

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Lv. Clarkson St., N. R., 10.00 A. M.
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Return due New York, 8.00 P. M.
TWO HOURS IN BRIDGEPORT.
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Leave Pier 28, E. R., 9.30 A. M.
Foot East 22d St., 10.00 A. M.
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Tickets limited. On Sale only on Piers on day of Excursions.
The New England Steamship Co.

S. S. MANDALAY UP THE HUDSON To-day, June 11.
Stopping at Highland Falls for West Point. Leaving Battery 9.15, W. 129th, Round Trip 75 cts. 10:15, Yonkers 11:30 A. M.

BOAT RACES
At Poughkeepsie
SATURDAY, JUNE 17
See the races comfortably from the broad decks of the big Day Line observation steamers
"ALBANY"
"ROBERT FULTON"
Running special to the races.
Str. "Albany" leaves Desbrosses St., 9.40 A. M.; W. 42d St., 10 A. M.; W. 129th St., 10:20 A. M.; Yonkers, 10:50 A. M.
Str. "Robert Fulton" leaves Desbrosses St., 10.45 A. M.; W. 42d St., 11 A. M.; W. 129th St., 11:20 A. M.
After last race "Albany" returns from Poughkeepsie and Highland; "Robert Fulton" from Poughkeepsie.
Round trip, including viewing races from steamer. $2.00
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All Service Daily Except Sunday.
Direct Rail Connections to all points in the Catskills, Saratoga, the Adirondacks, the West and North. All through rail tickets between New York and Albany accepted. Music. Restaurant.
Steamers "Washington Irving" or "Robert Fulton" leave Desbrosses St., 8.40 A. M.; W. 42d St., 9 A. M.; W. 129th St., 9.20 A. M.; Yonkers, 9.45 A. M., landing at West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Information at Desbrosses St. Pier. Tel. 4141 Spring, N. Y.
Special Trip to Intercollegiate Boat Races, Saturday, June 17th.
Afternoon Boat
for West Point, Newburgh, Poughkeepsie, Kingston and way landings, leaves Desbrosses St., 1.45 P. M.; West 42d St., 2 P. M.; West 129th St., 2:20 P. M.; Yonkers, 2.45 P. M. Daily except Sunday.
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CATSKILL EVENING LINE—Leave daily except Sunday, foot of Christopher St., W. 129th St., 6:30; Yonkers, 7 P. M., for Catskill, Hudson, Coxsackie. Tickets interchangeable with those of Day Line. Tel. 1097 Spring.

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Leave Pier 18, North River, foot of Murray St., week days and Sundays at 6 P. M., due Boston about 7:30 next morning.
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MAINE STEAMSHIP LINE
A delightful 22-hour 350-mile water trip to THE CITY BEAUTIFUL. Steamship North Land will leave Pier 19, N. R., foot Warren St., June 15, at 5 P. M. Full Summer schedule (Sailings Tues., Thurs. and Sats.), also Mondays, 10:30 A. M. effective June 19.
Tickets at Piers, also tourist and N. Y. Transfer Co. offices.

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Worcester, $2.60; Providence direct, $1.60
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