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QUEEN MARY BRINGS 2,331 HERE SAFELY

Passengers Tell of Blackout and Calm Acceptance of War Declaration

MANY NOTABLES ABOARD

Remarque Says War Will Not Be Waged at Front, but on Women and Children

The Cunard White Star liner Queen Mary arrived safely yesterday morning with 3,562 aboard. Among her 2,331 passengers were the usual quota of notables and 250 extra persons who slept on cots in public rooms. Celebrities and cot passengers alike told a story of a completely blacked-out sailing, a sad but calm acceptance of the news of the declaration of war, and admirable morals and service on the part of the crew.

The notables included J. P. Morgan, Myron C. Taylor, Dean Virginia Gildersleeve of Barnard College, the Raper of Surawak, Bab Hope, Dr. Solomon Goldman, president of the Zionist Organization of America, and Erich Maria Remarque, who made the horrors of the last war and its aftermath vivid to millions of readers in "All Quiet on the Western Front" and "The Road Back."

The news of the declaration of war was broadcast about 8 A. M. Sunday. Few passengers were in the public rooms to hear it, but it spread rapidly through the ship. The Rev. F. J. Moore of Cincinnati, a former passenger, was at holy communion when he first heard it. He passed it on to the officiating minister and special prayers were said.

A transcription of Mr. Chamberlain's address was broadcast at 11:30 A. M. Divine services followed shortly afterward. Nothing was said about the war, Miss Gildersleeve said, but every one was deeply moved and the hymns took on a new significance. After the final benediction, every one stood and sang "God Save the King."

Cruiser on Guard

Miss Gildersleeve said she then went on deck, where "a grey shape on the horizon materialized into a British cruiser." Other passengers saw it, too. Miss Gildersleeve said they were relieved to know they were being guarded.

The King's speech was broadcast while the passengers were at luncheon. It was heard in deep silence. At its close the passengers again stood and sang "God Save the King."

Miss Gildersleeve, who had been in Stockholm presiding at the International Conference of University Women, said that ashore from the black nights and the final sad day, the voyage was much like any other one, with music, dancing, bass races and games. The crew, despite extra passengers being "stuffed everywhere," was "wonderful," she said.

W. E. Ferguson of Queensland, Australia, who shared the library with nine other men, and whose wife shared the tea dance room with forty women, said the cot pas-

THE QUEEN MARY ARRIVES WITH PASSENGERS



Some of those on the crowded liner with tales of last-minute war preparations on the Continent. At the right Miss Virginia Gildersleeve, dean of Barnard College, and in the center Mr.

BREMEN REPORTED FLEEING TO MEXICO

Continued From Page One

cover in Tampico, where the German tanker Phrygia also had anchored Sunday night.

Other vessels were expected. Another German freighter, not known by name, was reported to be in Puerto Mexico.

An Italian vessel arriving in New York Harbor reported having encountered two British warships 200 miles east of Nantucket Lightship. The ship, the 8,000-ton freighter Giulia, in command of Captain Felix G. Neri, sailed from Genoa

Normandie. No visitors are permitted on any of the piers.

While the Queen Mary was speeding westward on the last day of her passage, after the war declaration made her prey to the enemy, American Government officials took further steps to assure the safe passage of vessels flying our flag.

American Vessels Busy

The Maritime Commission made its second check-up of some fifty American passenger vessels and freighters on which Americans might be evacuated from the warring nations.

Several American ships were scheduled to sail either yesterday or today from foreign ports, carrying only small groups of passengers, but officials said the aggregate of these carryings would reduce appreciably the list of Americans besieging American consulates abroad.

orders calling German home as early as Au days before Germany land. The German then informed the press the next scheduled stop would not be made and radio communication aboard would be suspended.

The Columbus ship and La Guayra and others, in the Dutch West Indies, Aug. 25, taking on board following the passage. The vessel left Curaçao day, but returned on Aug. 29 and 30.

Then they were to return, believing they straight back to New York. They were put ashore on Saturday, the main Army invaded Poland.

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"stuffed everywhere," was "wonderful," she said.

W. E. Ferguson of Queensland, Australia, who shared the library with nine other men, and whose wife shared the tea dance room with forty women, said the cot passengers had "got on the ship by the skin of their teeth and were very satisfied with it."

Mr. Remarque was obviously deeply distressed.

"I would like to tell you in a few sentences what I think of the war," he said with a despairing shake of his head, "but I can't. I think there is no reason in the whole world for any war, think what you will. This will not be a war on the front. It will be a war on women and children."

Mr. Remarque has lost his German citizenship and is traveling with an identification certificate from Switzerland, where he has been living. He has been working on a new novel dealing with refugees. His title is "Refugees."

Asked if he would fight, Mr. Remarque, who is 41 years old, said no. He could not fight against Germany, he said, but he implied that if there were civilian work for him in France he would be willing to take it.

Mr. Taylor, formerly chairman of the board of United States Steel and now chairman of the Inter-governmental Commission on Refugees, said he had been on a mission for the government and that he could not talk for publication.

Dr. Goldman, who was on board together with fifty other American delegates to the recent World Zionist Congress at Geneva, issued a prepared statement on the attitude of Zionists toward the war.

"Fighting For All of Us"

"The British and French are fighting for all of us," it said. "Despite the injustice perpetrated on our movement by the recent White Paper on Palestine, we instantly decided where our duty lies. In the present struggle Zionists, as always, will be found on the side of humanity and civilization."

"The new struggle for justice inspires Zionists with renewed hope. The Balfour Declaration was conceived and born when mankind was fighting for democracy. We believe that declaration will not only receive reaffirmation now but also its implementation. The Zionists of the United States will understand their special responsibility in this grave hour."

Others in the Zionist party included Mrs. Mazer P. Epstein, president of Hadassah; Maudel N. Fisher, executive director of the Jewish National Fund; Miss Nell Ziff, president of Junior Hadassah; Mrs. David de Sola Post and Morris Margulies, secretary of the Zionist Organization of America. Most of the Zionists were present at the Church of England service held on Sunday, Dr. Goldman said.

Bob Hope, the film comedian, was about the only passenger interviewed who had a smile for the war. He had sung a song at the ship's concert, he said. Its tune was that of "Thanks for the Memory," but he had composed new and topical words for it.

Among the other passengers were Mrs. Frank Hagas, wife of the Mayor of Jersey City, and her 11-year-old daughter, Peggy Ann, who were met by the Mayor at Quarantine; Harry M. Warner, president of the Warner Brothers Film Corporation; Mgr. Leonard Borgetti of West New York, N. J., who cut short his vacation in Italy to get home; Mrs. Ralph Haigh of Boston, who brought Julia, her 4-month-old baby, with her, and Millicent Mercer of Clifton, N. J., a student at Passaic Collegiate School.

An Italian vessel arriving in New York Harbor reported having encountered two British warships 200 miles east of Nantucket Lightship. The ship, the 5,000-ton freighter Giulia, in command of Captain Felix G. Neri, sailed from Genoa on Aug. 8 and called at Seville on Aug. 22.

By means of code flags the warships, believed to be cruisers, inquired for the destination of the Giulia and a description of her cargo. Captain Neri replied that he was taking general cargo to New York and the warships then bade him bon voyage. Captain Neri extended his good wishes and proceeded. He docked in Erie Basin, Brooklyn.

The Queen Mary docked in New York early yesterday with paint on her windows and blankets on the doorways, and joined the ranks of "indefinitely" laid-up vessels owned by nations at war. Other vessels of Britain, France, Germany, Poland and even neutral Italy were laid up long before war broke out, or were still hurrying silently yesterday to home waters or neutral ports where safety is offered.

Of the passengers on the Queen Mary about 1,500 were American citizens, although the purser's office was unable to say exactly how many. The total represented 350 more than the liner's normal capacity, and these lived during the five-day crossing in such public rooms as the library, the gallery, gymnasium and salon, but there was no real discomfort and the slight inconveniences were borne in good spirit.

The Queen Mary's passengers were quiet and thoughtful, having been informed only an hour or so before of the sinking of the Athenia, although they did not know at that time that many were lost.

Crew Silent About Voyage

Her arrival was half veiled in a heat fog that rose from the waters of the bay, and details of her voyage were similarly shrouded in mystery, for Captain R. B. Irving, her master and commander of the Cunard fleet, sent word to reporters that he was under Admiralty orders and unable to discuss the voyage at all.

Passengers reported that the liner was convoyed part way out of channel ports, beginning last Wednesday night, by men of war, and other naval vessels picked them up after they had passed mid-Atlantic. These latter vessels were seen by passengers sometimes only a mile distant, but more frequently as mere smudges of smoke on the horizon. Passengers' reports were in conflict, and ship officers would not discuss the convoy question.

Some time after the Queen Mary arrived, officials announced definitely that her scheduled sailing for tomorrow had been canceled and that the big ship would remain here indefinitely. At the West Fifth Street pier the liner lay only one pier above the Normandie, largest of the world's merchant vessels, and one pier below the Roma.

The Normandie arrived a week ago yesterday and the Roma, the only one of the Italian Line's regular Atlantic fleet not tied up in home waters, came to New York on Aug. 24.

Unusual police precautions were taken last night in the vicinity of the Queen Mary, the Normandie and the Roma. No one was allowed within 100 feet of the ships. A detail under Captain John J. Appel kept onlookers on the move and no automobiles were permitted to stop on the West Side Highway in the vicinity of the piers. A police launch was stationed alongside the Queen Mary and another alongside the

Normandie to sail either yesterday or today from foreign ports, carrying only small cargo but officials said these cargoes were precisely the kind of things missing from the Atlantic.

The largest American ship, the North Atlantic States Lines, has the usual of all ships to speed up the evacuation process.

Meanwhile the commission issued through naval command a warning to Atlantic naval ships on the courses and not to stage blockades on ships of belligerent nations.

It was suggested that the large American ships should have large American gunboats on each side of the line, and also at night.

These measures were suggested in identification at sea. It happened to run about a raiding submarine, it was said. The one was not a result of the Athenia sinking, but had been planned several days ago.

Among the American-flag vessels homeward bound are the Seaway carrying 187, and the Mormacshaw a new cargo vessel with normal passenger accommodations for ten persons. The Mormacshaw, equipped with extra lifeboat equipment, is on board. Both of these ships were due in Copenhagen yesterday, westbound.

538 on Ship Due Today

The President Roosevelt of the United States Lines is due here this morning with 538 passengers. The Veendam, Noordam and Westerland are at sea with heavy passenger lists and other ships of the Holland-America Line, one of the leading neutral operators, are being dispatched to European ports as rapidly as possible. A charter ship the Johan van Oldenbarnevel is due here this week with 650 passengers, according to Holland Line officials.

The American Export liner Exchorda will leave Marseilles Thursday carrying 200 Americans, 17 more than her accustomed number. The American President Line vessel President Adams, homeward bound from a world voyage, is expected to bring 350 passengers after calling at Mediterranean ports.

Captain Granville Conway, director of the Maritime Commission here, said two Federal-owned freighters, the Arctica and City Flint, were bringing thirty-five or twenty-eight passengers respectively, relatively as heavy loads as the Queen Mary's 2,331. The Pipestone County, another government ship will call at Bordeaux today and sail on as many extra cots as lifeboat equipment will legally permit.

In New York the Panama Transport Company tanker Hansa, carrying a cargo of oil destined for Rotterdam and Hamburg, put back into the harbor a week after sailing, because of European developments. The ship flies the flag of Panama and is operated by a foreign affiliate of the Standard Oil Company.

CRUISE PASSENGERS BACK

500 Dropped by the Columbus Havana Arrive by Train

Five hundred passengers, who were put ashore Saturday at Havana after the North German Lloyd cruise ship Columbus was called back to Germany, arrived here yesterday by train from Miami, four days after their scheduled return to New York. Their stories fixed the date of the