

Former Hered Reporter War Refugee WORKED WAY HOME AS STEWARD ON SHIP Tells Plight of Americans In Italy

Scenes at American Consulate in Genoa Described by Washington Newspaper Man, Who Came Back on Carpathia.

A story of human interest, throwing sidelights on the plight of American tourists in Europe, and declaring forth how the narrator, when stranded in Europe without funds, worked his way back to the United States as a steward, was unfolded yesterday by Ralph Webster Benton, of 422 O street northwest, formerly a reporter for The Washington Herald.

Benton sailed from Naples August 11 on the Cunard liner Carpathia, which with 564 Americans aboard, docked at New York last Wednesday.

"It was in the Eternal City when the war clouds gathered," said Benton yesterday. "Widespread excitement was caused by the announcement in the newspapers that Austria had declared war on Serbia, and this condition became more intense as the extra editions from hour to hour told of the rapidly succeeding events. There were no more of the walls of buildings along the principal thoroughfares began to be plastered with official posters calling out the reservists. The mobilization had started. There were Frenchmen and Germans and Austrians bidding farewell to their loved ones, and hoarding trains for the war zone.

"There was no interruption to railroad traffic in Italy, the nation being neutral, so I decided to continue my itinerary. I had already visited England, Holland, Belgium, Germany, Switzerland, and part of Italy, so my intention was to go to Naples, thence to Pisa, and on to Genoa. It was my intention to proceed to Genoa via the Simplon, but reports from Switzerland led me to believe that tourists were meeting with untold inconveniences and misfortunes, and that prices were soaring, so I applied to the consul general at Genoa for advice.

Directed by U. S. Flag.

"A big American flag flying from an upper window at Via Vittorio Veneto directed me to the consulate. Somewhat to my surprise, I was unable to enter the consul's office because of the hundreds of Americans who were jamming the hallway, some waiting for official announcements, some waiting for mail and cablegrams, and some waiting for financial assistance. There were no desks, and the clerks from all sections of Europe. Many were absolutely penniless. Some reported that their automobiles had been confiscated. Many complained that they had lost their luggage. Nearly all had their checks and letters of credit, which they were unable to cash. In all Italy there was only one company—and that an American company—which continued the cashing of travelers' checks.

"It was taking eight and nine days to get checkers across to America. Hundreds of cables were sent, but they waited for days and days, but no funds came. And while they waited their hotel bills continued to grow and the little funds they had became less and less.

"The consulate was crowded with several young women tourists who found themselves without funds got positions. At 10 o'clock in the morning and 3 o'clock in the afternoon the consul, Dr. J. E. Jones, formerly of Washington, gathered the refugees in the largest room of his suite and made public whatever announcements he had. He told of the various sailings of the Carpathia, and of accommodations, and instructions from Rome and Washington. He concluded each of these meetings by announcing that although the Carpathia was permitted to book as a member of the crew.

Passport Is Obtained.

"It was after 5 o'clock when I rushed into the consulate and inquired of Dr. Jones if he could prepare an emergency passport for me. Ordinarily a deal of red tape and the payment of a fee are associated with the issuance of passports, but all these formalities were waived at the outbreak of the war.

"What evidence have you of your citizenship?" Jones asked me.

"Where do you come from?"

"Washington."

"What is your business?"

"Newspaper reporter."

"What paper were you last connected with?"

"The Washington Herald."

"You're all right, old man," he concluded. "If one was in the newspaper game in Washington myself. And he pulled out a passport form and began to fill in the color of my hair and eyes, the shape of my nose, the nature of my forehead, the complexion of my face, and other points of identification.

"At 5:25 o'clock young Cahill and I pulled out of the Genoa station for Naples. The station was thronged with Italian soldiers.

"Monday evening we reached Naples and went direct to the Cunard agency. The chief steward of the Carpathia, who was on for 22 months, and told us to take our luggage to the 'aft' gallery. I didn't know exactly where that was, but we were certain of it when we saw the sign, so we started in that direction with the hope of eventually falling into the 'glory hole,' which proved to be a large room at the rear of the vessel, so we were fortunate in finding it. We were met by two bunks that apparently were unoccupied, and before long were on deck dressed in regulation white coats, which generously had been loaned to us by an English steward named Hunter, who continuously was on deck possessing twelve jackets.

Passengers Go Aboard.

"At 3 o'clock on the afternoon of Tuesday, August 18, the gangway was thrown open, and the long line of passengers

was admitted to the steamer. There were 564 passengers, and 120 of the number were assigned to berths in the steerage. Cahill and I in the morning had been put to work polishing silverware, but when the passenger rush started in the afternoon, we were ordered to stand by below in the steerage. An officer in a white uniform instructed us to usher the passengers into their staterooms, to aid them with their baggage, and later to make up their berths. It was a pitiable sight to see those tourists as we ushered them to the little rooms where they were to spend their long nights. Never before had they suffered such inconveniences and faced such experiences. The Cunard officials told them that the service would not be up to the standard, that it was a time of war, and that they had their choice either of contenting themselves with the accommodations or else going ashore and having their money refunded. All decided that they wanted to get back to America despite the conditions. The Cunard officials were glad to make the steerage as attractive and comfortable as possible. The Square was covered with a big rug, American flags were draped around the rails, palms were placed here and there, and comfortable-looking wicker chairs were arranged in the space. The company had furnished the steerage, but their efforts had not been entirely successful. The cabin was divided into a single suite to eliminate all traces of the Italian emigrants who ordinarily crowd the steerage on every trip across the Atlantic.

Stokers Made Prisoners.

"When the war broke out the Carpathia was at Plume, the only steamer of Hungary. The vessel was given several hours to leave the harbor and to reach the nearest British possession, Malta. All the stokers were Austrians and Hungarians, and many of the other members of the crew were of the same nationalities, including the steward, the cooks, several of the bakers, and some of the stewards. At Malta English officers came aboard and took off all of the Austrians and Hungarians, and the crew as prisoners of war. As a result, the English stewards were ordered from the steamer to the hold, and they stowed the vessel all the way to Naples. It took us four days to reach the harbor of Gibraltar, as a heavy fog near the strait held us up during an entire night. On Saturday morning we passed through the strait. An English torpedo boat sped out to meet us. We signaled her and she signaled to us to proceed. Shortly after noon we sighted a third-class English cruiser on our port side, and she ordered us to stop.

"I was placed in charge of the fruit locker and was appointed assistant salad man. All of the crew assured me I had drawn the short end of the stick, but to me it did not seem so soft. Carrying boxes of fruit up four flights of stairs from the hold is not exactly soft, but I can assure you that the work was not soft. For I can show the scars they left with me. And certainly cutting onions for salad for 500 people is not soft. I was ordered to wash dishes and to try silverware, while I was trimming grapefruit, slicing oranges, peeling salad potatoes, making up dishes of fruit, sampling the various wares, and incidentally cutting my fingers about every half hour. The passenger list was so large that there were two stokers for each meal. The dining stewards declared that it was the hardest trip they had ever experienced.

"We docked at 3 o'clock last Wednesday afternoon. Cahill and I tried to get the El specie that was coming to us, but we were informed that the ship was not paying off until Friday. Her home sounded better to us now than it ever did. We were told that the El specie was a very prominent family in St. Louis. There is a reference to the Papin family in Beckwith's Creoles of Old St. Louis, page 124, which would be of interest to members of the family.

Bill Lindsay is dead. He had been white we would be mourning as we would the loss of Walter Johnson. He was one of the five really great pitchers of the world.

Americans in Genoa turned out at the docks to bid farewell to the unfortunate tourists who sailed first.

"As soon as the vessel had sailed, preparations were made for the chartering of an additional steamer. The Princess Mafalda was selected. A committee was appointed to assume charge of the arrangements, and a report soon was made that the prices of accommodations would be as follows: Single berth in de luxe cabin, \$1,000 and up; single berth in first-class cabin, \$300 and up; second-class accommodations, \$150; steerage accommodations, \$100. There issued a permit authorizing the vessel to land clamoring for transportation home. Scores wired for steamer reservations. One wealthy tourist paid \$15,000 for a single berth in a de luxe cabin. Scores paid sums that went above the \$1,000 mark. In Genoa there were more than 1,000 tourists who had registered for transportation home. The majority of those funds were not declared they would be content with any kind of accommodations—anything, just to get home.

There was the fear that prices in Italy would advance, but this disquietude was dispelled when the government announced that the service would maintain amounts to be charged for various articles of food.

"Tourists coming to Genoa from various parts of Italy brought the same word with respect to the attitude of Italians toward the European war. The universal feeling in Italy is against siding with Germany and Austria. A representative of the great marble and Carrara, who has hundreds of Italians under him, told me that if the Italian government should order the army to take the side of Germany, he would be precipitated in a twinkling. And this is the sentiment that came from all parts of Italy, so the Italian attitude was on Austria, and if they fight at all, they will ally themselves with the allies.

Carpathia to Sail.

"On the afternoon of Sunday, August 16, we were gathered in the consulate awaiting our afternoon steamer news. Shortly after 3 o'clock Dr. Jones brushed into the room, his hands, as usual, full of papers. He leaped to the top of a table and all could see him, and without formalities he probably would have received word that the Cunard liner Carpathia was sailing from Naples on August 17 for New York. He said that the Cunard company probably would have a little rough, but added that there would be no class distinctions, and that even those persons traveling in steerage would have good food and fine accommodations of the decks. He concluded by adding that the vessel was in need of a few stewards, and that this offered an opportunity for several persons who were willing to work their way back to the States.

His words appealed to me, for although I had no exact pennies, I was next door to it. I had my passage from Southampton to New York, but we learned that sailings from that port had been suspended. I had a letter from the agency at Genoa, reported that the company was unable at that time to refund the money on account of the war. The agency was receiving unavailable passage tickets in partial payment for accommodations on government-chartered vessels, but even had I resorted to that method, I should not have had sufficient funds to procure even steerage accommodations. For at the time I had less than \$20, I had a hotel bill that grew with remarkable rapidity, and I was very nearly broke for and when I realized that cable charges had to be prepaid, and that those who had cable days and days before were still without funds, I decided to try my luck. When Jones got off the table I pushed my way through the crowd and caught him by the arm when he was at the far end of the corridor near the door to his private office.

"Dr. Jones," I saluted him, "how about this steward stuff?"

"Hurry down to the Cunard office as fast as you can make it," he fired back and hurried into his office.

"I hustled to the office as he had directed me. It was Sunday, but the office was open. The chief steward telephoned to Naples, after I had a few minutes stepped from the telephone booth with the information that three stewards were needed. I told him I would take the next train for Naples, and as I hurried out of the office I ran into a young man whom I had just seen at the consulate. He was the agent he was Harry Cahill, of Boston, and that he, too, wanted to work his passage back to the States. I told young Cahill I would see him at the station, and I took a cab for the harbor, where I found the Cunard agent that I would need evidence of my American citizenship before being permitted to book as a member of the crew.

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Says as High as \$15,000 Was Paid for Single Passage to United States—Peeled Onions in Steerage for 500 People.

was admitted to the steamer. There were 564 passengers, and 120 of the number were assigned to berths in the steerage. Cahill and I in the morning had been put to work polishing silverware, but when the passenger rush started in the afternoon, we were ordered to stand by below in the steerage. An officer in a white uniform instructed us to usher the passengers into their staterooms, to aid them with their baggage, and later to make up their berths. It was a pitiable sight to see those tourists as we ushered them to the little rooms where they were to spend their long nights. Never before had they suffered such inconveniences and faced such experiences. The Cunard officials told them that the service would not be up to the standard, that it was a time of war, and that they had their choice either of contenting themselves with the accommodations or else going ashore and having their money refunded. All decided that they wanted to get back to America despite the conditions. The Cunard officials were glad to make the steerage as attractive and comfortable as possible. The Square was covered with a big rug, American flags were draped around the rails, palms were placed here and there, and comfortable-looking wicker chairs were arranged in the space. The company had furnished the steerage, but their efforts had not been entirely successful. The cabin was divided into a single suite to eliminate all traces of the Italian emigrants who ordinarily crowd the steerage on every trip across the Atlantic.

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GERMAN ARMY RUN ON LINES OF GIGANTIC CIRCUS



New war photographs showing German reservists putting up tents at Tempelhof Field, near Berlin, for the Kaiser's August 21st regiment (above) and transferring the grand tents used to give shelter to German troops.

Several years ago when a great American circus was showing in Berlin the Kaiser and the crown prince went to witness the pitting up of the circus tents. The young crown prince was enthusiastic as a school boy as he watched the marvelous efficiency of the canvas men.

"Why don't you hire the boss of the show to put a little system into the German army?" he asked his father. From the pictures shown above the Kaiser apparently took his son's advice.

A CORNER IN ANCESTORS.

By FRANCES COWLES.

THE WRIGHT FAMILY.

The Wright coat of arms, the Papin family in America—The Cones of Scotland and Massachusetts—Tichenor and Lunn Origins. The American Denny and Middleton Families and Their Distinctive English Kinfolk—The Bermis Family—The Withington Family and the Allison. The Humes and Bonnells of New Jersey.

follows: Gules a bend argent cottised or. That is a red shield upon which is a silver band running from the upper left hand corner to the lower right hand corner with a smaller gold band on each side of the argent one.

To C. M., who asks for information about the Tichenor and Lunn family.

The name Lunn is a corruption of the English name Linn, which is derived from a place called Lannashire, York. Apparently all the Luns and Lunnas are descended from a family originally located in that town. The coat-of-arms for the Luns is as follows: Per chevron or and gules, three lions passant, counterbarbed.

The name Tichenor, or Ticknor, as it is sometimes spelled, is derived from the Dutch word tekenaar, meaning designer. But the American family of the name came from Ipswich, Mass., England, who settled in Scituate, Mass., in 1606 and married Hannah Stockbridge. He was a sergeant in King Philip's War, and left several children from whom many of those bearing the name now are descended.

To R. L. S., who asks for information about the Denny and Middletown families, with coats-of-arms of the families.

The coat-of-arms of the Earl of Denny, created 1820, is as follows: Gules a saltire argent, between twelve crosses pattee or. All of the Denny coats-of-arms are alike, the same as this of the earldom of the family, which became extinct in 1698. There is one Denny family in America which claims descent from Edmund Denny, of Combs, England. He was born in Combs about 1590 and came to Leicester, Mass. He was a worsted weaver by trade and a man of considerable property. His son Daniel came to America and settled in Leicester, Mass., about 1710. The Southern family of the name of Denny are said to have gone from Pennsylvania into Virginia about the end of the eighteenth century.

The coat-of-arms of the Southern Middletons is as follows: Argent fretty sable on a canton per chevron or and sable, a unicorn's head erased gules, holding in his right paw a scroll inscribed with the motto, "I am Henry Middleton, gentleman, of Tuckersham, England, had three children, Arthur, Edward, and Hester. Arthur came to the Carolinas and had large property in the colonies, which was inherited by his nephew, Arthur, son of Edward. This Arthur had been born in 1681 and became royal governor of Carolina in 1733. He had a son, William, born in 1730, who returned to England and had a son, William, who was created baronet in 1804. Henry, and Thomas. The descendants of these sons, who remained in this country, have full right to bear the coat-of-arms described above.

To B. M. G., who asks for information about the Bermis family in America. The name Bermis, or Berme, as it is sometimes spelled, is of pure English origin and bears the coat-of-arms: De gules a cinque fusces or poseses on a bend, that is a red shield on which are five gold fuses (a sort of elongated diamond shape) placed bendwise, or in the direction of the bend which is from the upper left hand corner to the lower right hand corner of the shield. The family in Europe is represented by the family of Papin de la Tevinerie of Anjou.

To I. L. H., who asks for information about the Hillman family.

The name of Hillman is of English origin and is a corruption of the name Hill on a bent cottised, or three roses of the field seeded of the second, barbed vert. Crest, a demi eagle, wings displayed, holding in the beak a rose gules. The coat-of-arms of the family in Pennsylvania is as follows: Quarterly or and sable. The first man of the name in this country was Joseph Bermis, who was born in England in 1760 and was a man of much ability and high position in Watertown, Mass. He had many descendants, among whom there were seven graduates from Harvard College before the year 1838.

To L. I. H., who asks for information about the Hillman family.

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Wright

MENS SIBI CONSCIA RECTI

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Denounces Extravagance.

When Fitzgerald Admits Record Budget, Gillett Flays Democrats.

An account of Democratic stewardship of the funds in the government Treasury was rendered in the House yesterday by Representative Fitzgerald, of New York, chairman of the Committee on Appropriations. Mr. Fitzgerald admitted that expenditures for the session represent the high-water mark in the preparation of the annual budgets of Congress. The appropriations for the session aggregate \$1,989,498,772. This is an increase of \$1,802,922 over the appropriations for the last year.

Representative Gillett, of Massachusetts, the ranking Republican member of the Committee on Appropriations, denounced Democratic extravagance, and called particularly the river and harbor "pork barrel," and asserted that in dragging out the appropriation bills beyond the beginning of a new fiscal year the Democrats are guilty of inefficiency and incapacity for business management.

Seek German Cruisers.

Japanese and British Ignorant of Their Whereabouts.

The whereabouts and movements of the two German cruisers in the Pacific, the Nuremberg and Leipzig, are causing some concern to the British and Japanese, according to information reaching States waters during the early stages of the war, and are known to have sailed westward, but their present location is unknown to the British and Japanese. The available British cruisers in the Pacific, and the Japanese cruiser Idzumi, which was on Mexican duty when the war broke out, are engaged in searching for the German ships, but thus far their patrol has been without result.

It is said that the chief reason for the taking of some of the German island possessions in the South Pacific by Great Britain is to deprive the German cruisers of the bases they would otherwise have for supply and operation.

IMPORTS FROM EUROPE GAIN ONLY \$3,000,000

Except Africa, the Continent Showed Smaller Increase Last Fiscal Year Than Any Other Grand Division.

SOUTH AMERICAN TRADE JUMPS

Imports into the United States of manufactured goods from Europe showed a smaller gain in the fiscal year ended June 30, 1914, than any other grand division except Africa, according to a report issued by the Department of Commerce yesterday.

During recent years, said the report, Europe supplied the most of all manufactured imports of the United States, but this year her exports gained but \$3,000,000 over 1913. The imports from South America jumped \$10,000,000.

The department's report states that the principal imports from England are \$20,000,000 worth of cotton cloth annually; \$10,000,000 in hosiery and edgings; \$10,000,000 in chemicals; \$8,000,000 of crude rubber; \$8,000,000 pounds of hides and skins; \$12,000,000 in manufactured iron and steel, including cutlery, and 75,000,000 ounces of wool.

Twenty million dollars worth of chemicals come from Germany annually and \$5,000,000 worth of toys. France furnished \$25,000,000 in silk, and the United States last year and \$20,000,000 in art objects.

Breadstuffs, fruits, nuts, oils, and wines come from Italy; diamonds, hides, and iron from Holland; and rubber from Belgium, lace, watches, and cheese from Switzerland, and linens from Ireland.

FAMOUS WOMAN, HER BIRTHDAY AND YOURS

By MARY MARSHALL.

September 13—Maud Ballington Booth.

Today is the birthday of Maud Ballington Booth, known to many thousands of prisoners and former prisoners throughout the United States as the "Little Mother." She is the wife of Ballington Booth, son of William Booth, the founder of the Salvation Army, and she was born in 1859. She was married to the young Salvation Army officer, no one dreamed that the sweet, small young woman, with manners so delicate that they might be called retiring and with almost timid "velvet eyes," would become one of the greatest of women speakers.

Mrs. Ballington Booth came to this country with her husband when he was made leader of the American branch of the Salvation Army, and it was when they were in this country that she organized that she had her first insight into prison life. She was asked one day to visit the San Quentin prison in California, and then she discovered the great need for betterment work among the prisoners. From this beginning has sprung up the organization known as the Volunteer Prison League, which numbers many thousands of members, both among prisoners and former prisoners. For Mrs. Booth does not confine her work to the actual prisoners. She early discovered that terrible as it is to be in prison, it is more terrible usually to get out of prison, and to face the world after years of seclusion, friendless and with the confidence of no one.

One of the benches of Mrs. Booth's work among prisoners is the maintenance of "Hope Halls," where former prisoners can find a home and friendly welcome while waiting to secure employment. Mrs. Booth has said that of all the men whom she has drawn into the Volunteer Prison League an average of 90 per cent turn out well, and are a credit to the association to which they belong. Prison wardens all over the country acknowledge Mrs. Booth's work among the prisoners as one of the most effective means of reforming the character of the men, and of making them obedient and contented during their stay in prison that has been devised.

The question of separation of Mr. and Mrs. Ballington Booth from the Salvation Army has been a subject of much interest in the United States. It is one that has been much discussed. Regrettably as it was that the Booth family should have been separated, it is a relief to know that Mrs. Booth has said that she is one of the most useful of living women. It has often been said in England that she is the only woman in America who can speak an audience that will fill a hall or church to overflowing and hold them spellbound for two hours.

HOROSCOPE.

"The stars incline, but do not compel." SUNDAY, SEPTEMBER 13, 1914.

Astrologers read in the stars today warning against any important initiative. The planets are unfeeling. Neptune alone being mildly beneficent in aspect.

Under this rule Saturn and Mercury are strongly adverse, and conditions are not fortunate for those who desire to make a strong impression through the medium of personality. It is not an encouraging rule for ministers or speakers who appeal to reason or emotion.

The aspect is forbidding for certain politicians. Plans made today will come to naught, the seers declare. There is a bad omen for whatever is written or printed. It is well to delay any action intended to win support or even approbation.

While the planets seem to indicate extreme interest in the fall elections, it is held by the seers that disappointment will be none the less. There is an ominous sign over men high in office who travel about the country as speakers, and women should beware of interfering in the social canvases, which will be particularly un lucky for those who seek nominations in suffrage States.

According to astrology, the autumnal equinox, the day when the sun crosses the equator, is a time of trouble. The sign is threatening for the public health and illness among persons in high place is indicated. In ancient lore the sign was believed to presage increase of water, caterpillars and worms, cloudy weather and unprofitable trade.

There is a promising augury for scientific and literary men, and honors for the clergy are prognosticated.

This is a lucky day for whatever is concerned with shipping. Those who are making sea voyages have a happy omen. The way is believed to be a propitious one for psychic research and for the development of immigration. It awakens latent emotions for romance and mystery and makes the mind susceptible to pleasant impressions.

Persons whose birthdate it is are counseled to cultivate serenity and peace, as they may have many annoyances. They should not speculate or take any "fast" letters that bring worries are probable, as there is a warning against false friends.

Children born on this day may have many vicissitudes in life. They should be guarded against an inclination to take risks. They may have inventive genius.

To Play for Title.

The Asbury Browns who claim the colored championship of the District, will meet an all-star team today at Andrews Park under the leadership of Jack Tyler and William Ham for the District title.

These clubs met last Sunday and played to a tie, and as there is a great deal of rivalry between the teams a good game is expected.

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