

HAIF IN HOLD FOR EXODUS
Trains and Steamboats for Many Resorts Crowded With Vacationists.

VAST RUSH TO SEASIDE
Railway Men Recall Big Travel Movements as Not Much Greater.

CAMPERS ARE NUMEROUS
Mountains Will Have Many Visitors—New England Points Also Favored.

New York started on its four day vacation yesterday with a severe storm razing and accompanied by an unprecedented rush to the railroad terminals and steamship piers. Added to the other little pleasures of the strike of the railroad shippers helped things along. Estimates made by railroad officials last night placed the number of persons who left the city during the day at close to 500,000.

Taking advantage of the opportunity to leave the city either Friday night or early yesterday and remain away from offices and shops until Wednesday morning, virtually every one who could get away to resorts, either distant or nearby, crowded into the special trains which were run at frequent intervals by all of the roads. The rush of tourists had not ended last night and stragglers in large numbers are expected to keep up a steady stream through the railroad stations to-day.

In fact, the entire period will be unusually busy, according to the railroad men, as those who are unable to get away until to-morrow night will be traveling and by Tuesday afternoon the return rush will be getting under way. Standing room in Grand Central Terminal was a premium from 9 o'clock in the morning until 6 o'clock at night. Coupled with the trouble which the Central had with the striking shopmen, the unusually large rush to the Adirondacks, Maine and the further points of travel kept the trams busy to the limit. Passengers moving without undue congestion or trouble. Fully uniformed inspection men under the direction of inspector William J. McGee of the Third District were on duty, aided by almost as many plain clothes men. No arrests were made and no accidents reported.

At the Pennsylvania Station, where more than 300,000 persons took trains during the day, there by breaking all records for travel from that depot, things went very smoothly. The direction of Stationmaster W. H. Egan. There was a general absence of congestion with few exceptions, these being chiefly the Atlantic City and Long Branch trains which carried nearly one-third of the passengers.

Early Crowds Bay Tickets.
As early as 6 o'clock in the morning long queues began to form at the ticket windows, where about a score of extra helpers had been put to work. In the Grand Central the crowds were composed mainly of campers, who were looking for points along the Hudson and into the New Haven road. Pennsylvania Station was thronged with excursionists for Atlantic City and the New Jersey coast resorts. The Hudson and Philadelphia roads ran forty-five extra trains, mostly to Atlantic City Long Branch and the Rockaways. This figure is exclusive of the Flatbush Avenue terminal, where a large number of day coaches were put into operation and will continue to run to-day for the short trips to points between Atlantic Avenue and the Rockaways. Relief trains were run from Philadelphia from Pennsylvania Station and nearly every Atlantic City or Philadelphia train ran in several sections.

On most of the trains the passengers were packed in the day coaches in close imitation of the New York subways at the rush hour. Despite the unusually large traffic, the trains were reasonably on a fine schedule, and the other end showed that they were arriving on schedule.

From the Pennsylvania Station 140 regular trains left yesterday, each train taking extra coaches and averaging about fourteen coaches to the train. Nearly 100 extra tickets and baggage men were on duty. No children got lost and no difficulties under which the operation of the trains was carried on.

At Grand Central the congestion was more serious, and the more distant points in Maine and the Adirondacks yesterday's travel was confined mostly to points along the New Haven and short hauls up the Hudson. The majority of the trains of the New York Central and Albany. The troubles of Stationmaster W. A. Cramer and his force were increased when the storm drove hundreds of persons who were not taking trains into the terminal for shelter. According to the officials of the New York Central the "traffic" was second only to that in 1915 when the elevated and subway tieup drove thousands into the terminal to take trains for points between Hudson and the outskirt.

Many Extra Cars and Trains.
There were 160 extra Pullman cars put on during the day by the New York Central and thirty extra trains ran on the shorter trips between this city and Albany. The troubles of Stationmaster W. A. Cramer and his force were increased when the storm drove hundreds of persons who were not taking trains into the terminal for shelter. According to the officials of the New York Central the "traffic" was second only to that in 1915 when the elevated and subway tieup drove thousands into the terminal to take trains for points between Hudson and the outskirt.

AQUITANIA JUST ESCAPES
COLLISION IN HEAVY FOG

Big Liner, Approaching Quarantine, Is Almost Rammed by the Argentina—Harbor Traffic Tied Up by Murky Blanket.

Traffic in the harbor was at a standstill until well after noon yesterday as a result of the dense fog that settled down like a blanket about 7 o'clock in the morning and was not dissipated until after the thunderstorm. No collisions occurred between vessels, but there were several narrow escapes, among them a close call between the steamships Aquitania and Argentina at Quarantine.

Revenue cutter loaded with customs inspectors and newspaper men had several miraculous escapes in a trip down the bay, avoiding a collision almost by inches four times in succession. Officers of the Aquitania reported that they hit into the fog early Friday morning and that at 2 o'clock that morning they grazed the side of a fishing smack off St. George's Bank. Sir James Charles, captain of the vessel, said the first word they had of the accident was shouted from below on the starboard side. Glancing down they could see the fishing boat, which seemed to be towing a number of dories, and a member of the crew showed the vessel's lights. The boat was knocked overboard. The fishing craft let down a lifeboat and the man was picked up quickly.

The captain said that the fog lifted later in the day and that they did not encounter it again until early yesterday, when they picked up anchor and started to make the trip up the bay from Quarantine. They had nearly got under way when the fog blanket settled down again and the vessel was forced to drop anchor once more. It was about this time that the Argentina, which had come from Naples, started to quarantine also. She was plowing along through the water and did not see the Aquitania until she was within ten feet of the latter's port side.

The skipper of the Argentina changed the bells and there was an immediate reversal of the engines with a consequent churning of the water in the vicinity of the two vessels, but the collision was avoided. Persons aboard the Aquitania felt certain for a time that she had been hit.

The Coast Guard cutter Haritan left the Battery at 7:10 A. M. The cutter headed right for the Quarantine station through the dense fog and had got less than halfway across the bay when she found the ferryboat bearing down on her. A collision was averted by a reversal of the engines and the cutter continued, only to find herself under the bow of a Japanese vessel a few minutes later. The next narrow escape was at the Battery, where the cutter was missed by but a few inches, and finally the cutter completed her series of escapes by just missing the stern of the Argentina.

The dense fog prevented yesterday the great alien rush to Ellis Island and admission to the United States. The Greek steamship King Alexander, carrying more than 500 aliens, had been reported for two days as literally racing against time so that she might land her cargo. She numerically represented almost 20 per cent. of the yearly quota for Greece, but she did not arrive. Reports last night were that the vessel had become stuck in the fog and probably would reach port to-day.

In the meanwhile other vessels from southern European ports arrived with their cargo. The Italian liner, which was missed by the King Alexander's passengers may be turned back by the immigration authorities. The rejection, if such develops, would be under the provisions of the 20 per cent. of the yearly quota in one month's provision of the law. It all depends on how many Greeks the vessels that arrived at quarantine had on board. The Atlantic, and there was no way last night of ascertaining just how many there were.

12,000 Aliens Expected.
Ellis Island literally was on edge waiting for what it expected would be the greatest alien rush in its history. Records of the steamship companies showed that 12,000 aliens would arrive yesterday, to-day and tomorrow, with the prospect that at least 7,000 of them would be aliens seeking to take advantage of the new quota for each fiscal year. Robert E. Tod, Commissioner of Immigration, had every available inspector, interpreter, guard and matron on hand, but the day passed without the development of the late afternoon, when the fog had lifted sufficiently to permit the vessels that had been tied up at Quarantine to make their runs, aliens began to arrive at the island, but not in the numbers anticipated. Commissioner Tod issued instructions that the island be kept open for every alien who might be at his post. Mr. Tod hopes to pass the majority of the new arrivals to-day.

There were only 12,000 aliens transferred to the island during the day, and of these only 2,000 were admitted for further questioning. The island has sleeping accommodations for 15,000, so that the remainder of the day and tomorrow the immigration will be crowded to capacity by Tuesday morning.

New Appeal Board Arrives.
Meanwhile the members of the new appeal board appointed by the Secretary of Labor arrived on Ellis Island, expecting to begin their work tomorrow morning. The board will consist of George J. Harris, former Assistant Supervising Inspector for the Mexican Bureau of Immigration, and Thomas Thomas, former Immigration Inspector in charge of the Cincinnati territory.

There was no word to-day to exactly where this new board would have at Ellis Island, whether it would be authorized by the Secretary of Labor to act in a vicarious way for himself in the matter of appeals, or whether the members could only make suggestions or recommendations, a function hitherto performed by Commissioner Tod and his assistant commissioners. It took some time to get explanations from the bureau and department heads in Washington over the long distance telephone. In fact, Commissioner Tod said he was doubtful that he could only say in a general way that he and the new board would cooperate in every way possible to "smooth down the angles of the Dillingham act." In cases where families are parted by the 3 per cent. law, or mandatory exclusion, the Commissioner and the new board are working out a humane interpretation of the law.

EXPOSITION TO SHOW WOMEN'S ACTIVITIES
Work Done in Their 60 Vocations Will Be Feature.
The New York League of Business and Professional Women has decided to hold an exposition of women's activities during the month of November. The exposition will be held in the Waldorf-Astoria Hotel, and will feature the work done in their 60 vocations. The exposition will be held in the Waldorf-Astoria Hotel, and will feature the work done in their 60 vocations.

MONARCHIST RISING
FEARED IN GERMANY
Nationalist 'Putsch' Set for Anniversary of Peace Treaty.
The tide of monarchism is rising every day in Germany, and another "putsch" like the Kapp uprising is threatened for the end of next week by the nationalist party, as a demonstration against the Versailles treaty. The manifestation is expected to continue for several days, culminating on June 28, the anniversary of the signing of the treaty, and will come as a sequel to regimental displays, in which Hindenburg and Ludendorff were the principals. The nationalist party is threatening to organize great counter demonstrations against the widespread activities of the nationalists.

STANLEY OF KENTUCKY
TO TALK TO TAMMANY
The program for the Tammany Society Fourth of July celebration was made public yesterday by John R. Voorhis, Grand Sachem, who, incidentally, will celebrate his ninety-third birthday on July 26.

NEW LAVOY LETTER
SHOWS HER ALARM
Missive Comes to Light Telling of Threats.
A letter which purports to incriminate William Cressy as the murderer of Miss Edith Lavoyn, was made public yesterday by Elvin N. Edwards, Assistant District Attorney at Mineola, L. I. The letter, supposed to have been written by the late Mrs. Lavoyn, is being in such varied lines as manufactures, banking, investment, building, advertising, insurance, etc.

GREEK SHIP PAIS
IN RACE FOR PORT

King Alexander With Aliens Aboard May Be Astray in Fog.

MAY ARRIVE TOO LATE
Foreigners Will Be Barred From U. S. if Other Ships Have Filled Quota.

The dense fog prevented yesterday the great alien rush to Ellis Island and admission to the United States. The Greek steamship King Alexander, carrying more than 500 aliens, had been reported for two days as literally racing against time so that she might land her cargo. She numerically represented almost 20 per cent. of the yearly quota for Greece, but she did not arrive.

Reports last night were that the vessel had become stuck in the fog and probably would reach port to-day. In the meanwhile other vessels from southern European ports arrived with their cargo. The Italian liner, which was missed by the King Alexander's passengers may be turned back by the immigration authorities.

The rejection, if such develops, would be under the provisions of the 20 per cent. of the yearly quota in one month's provision of the law. It all depends on how many Greeks the vessels that arrived at quarantine had on board. The Atlantic, and there was no way last night of ascertaining just how many there were.

WAR RELIEF MONEY
WAS \$22,000,000
Y. M. C. A., K. of C. and Other Organizations Which United Efforts File Report.

The trustees of the United War Work Campaign, which was incorporated in October, 1918, for the purpose of raising funds for the war work of seven national organizations, filed an application in the Supreme Court yesterday for an accounting of the funds which they raised by popular subscription.

A schedule of receipts filed with the petition for an accounting shows that the trustees took pledges and subscriptions amounting to \$22,924,889.41. Cash securities and income actually received were \$190,132,927.70. Disbursements were \$190,132,927.70. The difference between the total of pledges and the cash and securities received was \$13,725,877.21. An unexpended balance of \$50,000 and approximately \$44,000 of the \$22,924,889.41 are excluded from the accounting.

The seven welfare societies which constituted the united fund were the Young Men's Christian Association, the Young Women's Christian Association, the National Catholic War Council, Inc. (the Knights of Columbus), the Jewish Welfare Board, the National Jewish Welfare Board, the American Library Association and the Salvation Army, Inc.

When representatives met during the fall of 1918 to arrange for the joint campaign in November of that year, it was agreed that the subscriptions would be divided pro rata, the basis for such division to be as follows: Y. M. C. A., \$5,000,000, or 21.8 per cent.; K. of C., \$3,000,000, or 13.1 per cent.; National Board of Y. W. C. A. and War Camp Community Service, each \$15,000,000, or 8.8 per cent.; Knights of Columbus, \$5,000,000, or 21.8 per cent.; National Jewish Welfare Board, \$3,000,000, or 13.1 per cent.; American Library Association and the Salvation Army, each \$2,500,000, or 10.9 per cent.

The accounting submitted by Harold I. Pratt, treasurer of the trustees of the Y. M. C. A. War Fund, and other representatives of the organizations shows that the following division on a pro rata basis was made after the signing of the armistice, with agreements to continue the work of the organizations under approval of the heads of the War and Navy departments.

The National War Work Council of the Y. M. C. A., \$109,192,075.15; National Board of the Y. W. C. A., \$16,543,432.11; the National Catholic War Council, Inc. (the Knights of Columbus) \$22,730,802.01; the Jewish Welfare Board, \$3,818,471.72; War Camp Community Service, Inc., \$1,855,371.72; American Library Association, \$3,818,471.72; and the Salvation Army, Inc., \$3,818,471.72.

The expenses and losses incurred from the inception of the campaign November 11, 1918, to June 8, 1922, when the accounting was rendered, were listed as follows: National headquarters, \$158,957.27; general publicity, \$27,712.49; department, State and county, \$3,351,249.20; foreign, \$11,629.37; losses on accounts sold, \$25,242.11.

The accounting requested by the trustees of the fund was for all items except an unexpended balance of \$50,000 which is now in the treasury and two accounts amounting to \$44,236.87, which are at present subject to litigation. One of these is for \$28,300.73, the quota of Colorado, which has been tied up by E. G. Bonfil for reasons undisclosed. The other is for \$15,936.24, the quota of Jackson county, Indiana, also subject to the ruling of the circuit court in that State.

We have women manufacturers of paint, varnish and floor composition and presidents of confectionery, nurserymen, florists, landscape gardeners, purchasing agents, credit managers, cutlery workers and dozens of other lines that were unheard of for women a few years ago.

NEW LAVOY LETTER
SHOWS HER ALARM
Missive Comes to Light Telling of Threats.
A letter which purports to incriminate William Cressy as the murderer of Miss Edith Lavoyn, was made public yesterday by Elvin N. Edwards, Assistant District Attorney at Mineola, L. I. The letter, supposed to have been written by the late Mrs. Lavoyn, is being in such varied lines as manufactures, banking, investment, building, advertising, insurance, etc.

Power on Again at 2:30.
At 2:30 the signal "all clear" was flashed to the dispatchers, the power was turned on, and by one, the trains began to move. Shortly after 9 o'clock service in both directions on both the local and express tracks was resumed on normal schedule.

COLUMBIA SAILORS
MARCONI'S GUESTS

Yachtsmen Hear About Inventor's Plans—Fair Visitors in Party on Elettra.

"I am amazed at the progress in broadcasting here in America." Senator Guglielmo Marconi told one of the members of the Columbia Yacht Club, who were entertained aboard the yacht Elettra yesterday afternoon. "The English have made no such strides, probably because there is a ruling against broadcasting except for government purposes."

Woman Falls From Window.
Shortly before the storm broke Mrs. Joseph Anzalone, 912 Forest avenue, The Bronx, went to the window of her apartment to get some relief from the excessive heat which preceded the arrival of the downpour. Leaning out into the courtyard, she lost her balance and fell three stories. She was taken to Lincoln Hospital, where it was found that both ankles were badly fractured and that she was suffering from internal injuries. Her condition is serious.

Brooklyn Is Heavy Sufferer.
Brooklyn suffered severely from the storm and the traffic there was tied up for a considerable time. The Fourth Avenue Tunnel was closed for the most part from the effects of the storm and trains were held up between the bridge and Coney Island and points throughout the city. The angry and unrelenting rain, which poured down steadily on the open stations of the roads, or lammed close into the underground platforms of the subway.

When the water started to stream into the cellar of an apartment house at 140 Carroll street, the water ran out of the cellar and was carried back by the rush of water down the stairs. After some struggling he managed to reach the street and rushed to the corner and turned in a fire alarm, which brought two fire companies. When Saul told the firemen that he wanted them to get the water out of the cellar the firemen told Saul a few things.

Automobilists Are Marooned.
Motorists driving through the smaller towns throughout Long Island were faced with the prospect of either turning back or awaiting the coming of the rain. In many cases automobile batteries found they were marooned and that both in front and rear they were faced with the prospect of washed out bridges and impassable roads. Many parties passed the night inside the machines that took them on the first laps of their vacation tours.

Several streets in Passaic, N. J., were flooded during the storm, when Weasel Brook, which runs through the northern side of the town, overflowed its banks. Many automobiles were stalled, the water rising in some cases three or four feet high. Several frame houses were struck by lightning and two minor fires resulted.

Seeking an explanation for the unusual action of the elements both yesterday and in the evening of the 29th, a representative of The New York Herald interviewed several of the local meteorologists and astronomers on the subject. Dr. DeWitt Miller, meteorologist of the planetary forces had caused the long run of bad weather. Scientific men denied that the solar system has any direct or sudden effect on the local weather conditions.

Prof. C. S. Brainin, meteorologist at Columbia University, said: "As an astronomer and meteorologist I can safely state that there is no connection between the planetary system and local weather or unusual weather such as we have been having. The conditions governing such weather are strictly local, and are determined by the local conditions of the atmosphere and the surface of the earth. There are any, would be felt across the continent or throughout the entire world. The astronomers have not discovered any relation between the planets and the weather, but they have discovered disturbances noted in the solar system recently."

1.58 Inches of Rain Falls.
About the same weather conditions exist which have prevailed for the last three weeks, according to information from the Weather Bureau. With a low pressure over the lake region there was an eastern movement of moderate intensity, which caused yesterday's thunderstorm. Between 11:45 and 1:40 o'clock 1.58 inches of rain fell in and about New York, although more than an inch of the rainfall came in the twenty-five minutes during which the rain was at its peak. From 11:55 until 12:20, it was this heavy downpour which flooded the subways. There were showers during the evening, sudden and short.

The bureau opinion was that the storm marked the culmination of the month of rain. It was said that the storm, which had been building a long time before getting here, had spent its force and was about finished. The showers to come this week will be more of the intermittent variety and there will be considerable clear, sunshiny weather for the vacationists.

TAXI OWNERS CEASE
TO SWAMP BUREAU
No Rush for Bonds After Getting Week's Grace.
A week's grace granted to taxicab owners for obtaining bonds under the new State law, relieved the rush of owners yesterday in the motor bureau of the State Tax Department. About 1,000 persons who were waiting in line, however, were forced to leave by the rain.

Manhattan Storm Center.
In Manhattan the central point in the disturbance was apparently Carmine and Varick streets. The water there, turned back at the storm, was running two feet deep on the pavement. Patrolman Charles Gilroy, slouching through the flood, said it pouring through the subway grating like a waterfall.

At 12:30 the first warnings were sent into interborough headquarters of the danger from the water and the delay being caused by the inundations of the third rails, producing a short circuit. At 1:58 the power in the Fifty-seventh street plant was shut off, and the trains between Times Square and Housatonic street. As the power went off so did the fans and lights, and the inconvenience of the storm was added to the discomfort of heat and suspended motion.

Power on Again at 2:30.
At 2:30 the signal "all clear" was flashed to the dispatchers, the power was turned on, and by one, the trains began to move. Shortly after 9 o'clock service in both directions on both the local and express tracks was resumed on normal schedule.

At 6:25 o'clock the westbound local track and the eastbound express track were opened for traffic, and at 7:40 o'clock the express tracks were opened. The westbound express track was restored to service shortly after 9 o'clock. At Varick and Carmine streets considerable damage was done to public and private property. The raging waters poured into the cellar of the public baths on Carmine street and forced the engineers to draw the fires in the furnaces and stop the abatements of several hours.

At 6:25 o'clock the westbound local track and the eastbound express track were opened for traffic, and at 7:40 o'clock the express tracks were opened. The westbound express track was restored to service shortly after 9 o'clock. At Varick and Carmine streets considerable damage was done to public and private property. The raging waters poured into the cellar of the public baths on Carmine street and forced the engineers to draw the fires in the furnaces and stop the abatements of several hours.

FAMILY UNITED WHEN
ALIEN BARS ARE LIFTED

Sons Are Admitted as Permanent Residents.

Federal Judge Chaffin in Brooklyn yesterday sustained a writ of habeas corpus through which Mendel Bernkiss, 14, and his brother, Lieb, 11, of Poland, are admitted to permanent residence in the United States. When their teachers and inspectors found that both of the boys had a scarp disease and they were not permitted to embark for the United States. The mother left them in Riga and came to the United States.

In December the boys had recovered from the scarp disease and they took passage for the United States, but upon arrival here found that Poland's quota of immigrants for the fiscal year already had been filled, and they were not allowed to land.

The Coney Island Welfare Association some time ago secured the temporary release of the boys by giving a bond for their return when wanted. They have since been in the home of the parents in Coney Island and have been attending school. Yesterday was the first day of the new fiscal year and Judge Chaffin admitted the boys because the quota of Poland's annual quota.

It makes fruit juices lively
White Rock
The Leading Mineral Water
Your grocer will deliver it to you in any quantity

DR. BUTLER TO LECTURE
IN LONDON NEXT YEAR
Will Speak Before Anglo-American Society.

Announcement at Columbia University yesterday confirmed recent cable advice from London that President Nicholas Murray Butler has accepted the invitation of the Anglo-American Society to deliver next summer the lectures upon American history, literature and institutions provided for by the Foundation of Sir George Watson.

This foundation is the outcome of the desire of English universities to make more adequate provision for the teaching of American history and institutions. Sir George Watson, who has offered to endow for \$20,000 a chair of American history, literature and institutions in a new department of the University of Edinburgh.

The inaugural lecture on the foundation was delivered by the late Viscount Bryce at the Mansion House, London, on June 27, 1921, with Earl Balfour, then the Rt. Hon. Arthur James Balfour, in the chair. President Butler was present at the lecture.

Practically unlimited manufacturing resources—an automobile of beauty, power and masterful abilities. See the new model 98 Standard Eight. Get a demonstration. Drive it yourself.

STANDARD EIGHT
The Car With Airplane Lubrication
Factory Sales Branches
1920 Broadway
1127 Atlantic Avenue
Newark
E. C. Huff Motors Car Co.
Pittsburgh, Pa.

MAIL the Coupon Now

BEFORE investing your July funds, mail the coupon below and look into Guaranteed Prudence Bonds.

The new leaflet describing our latest offering is now ready for distribution. It gives the details of a thoroughly safeguarded first mortgage investment, additionally strengthened by an endorsed guarantee of principal and interest. It explains how to obtain this guaranteed income—for a period of from three to fifteen years.

Send for the leaflet today. If you want the sure safety of a guarantee, you will be interested.

THE PRUDENCE COMPANY, INC.
Under the supervision of N. Y. State Banking Department
31 Nassau Street 162 Remsen Street
New York Brooklyn

TEAR OUT AND MAIL
The Prudence Company, Inc. / 31 Nassau Street, N. Y.
Gentlemen:
Without obligation to me, please send descriptive circular J-273 containing complete information regarding Prudence Bonds.
Name.....
Address.....