

FLED ON KROONLAND AS THE WAR STARTED

Passengers on Red Star Liner
Tell of Confusion Following
Orders to Mobilize.

SAW THE BELGIANS ARM

Army Lieutenant Says Germans
Based Their Hope on Taking Ad-
versaries by Surprise.

The Red Star liner Kroonland arrived yesterday from Antwerp, and as she sailed under the American flag her Captain was not afraid that she would be captured. Among her 250 cabin passengers were many Americans who had intended to sail on the Imperator and the Provence. They engaged passage on the Kroonland on Saturday, Aug. 1, leaving their baggage behind them in their haste to get home.

Lieut. James C. Waddell of the United States Coast Artillery, who had been spending his vacation in Switzerland and the Tyrol, was among those on the Kroonland. He crossed Germany on the last train which was allowed to run through the country.

"I left Starnburgh, near Munich, at 5 o'clock in the morning on the first day of the war," he said. "As I traveled northward, I noticed a spirit of uneasiness, but this was not so marked as to cause anxiety until I got to Frankfort. Here orders were received from the Kaiser that our train would be the last to go through. Many American tourists crowded about the gates at the station, but were refused admission.

"From this point on I saw on all sides much restlessness. Train officials lost their heads, and soldiers were moving everywhere in blundering haste. Only the women were left in the fields to gather the crops which were ready for harvest. At Cologne an English architect stepped out on the platform to look at the bridge. He was arrested as a spy by the soldiers, and after he was released he was attacked by a mob of citizens. There were many German regular and reserve officers on my train, with whom I talked.

Germans Counted on Speed to Win.

"All were of the opinion that this was Germany's one chance to enlarge her empire; to double its size if they could only strike quickly. Speed was their paramount idea. They relied wholly upon the advantage to be gained by striking the first blow. So the soldiers were rushed from concentration camps like so many dogs thrown into the chase. Everything was done in a "get-there-quick" manner and utter disregard for the value of carefulness in military tactics. When the train arrived at the Belgian border new orders came from the Kaiser to the effect that this train would not be allowed to pass beyond the German frontier. We learned also that German banks were refusing their own paper money. This was a disappointment to the Americans aboard, who desired to sail from Antwerp on the Kroonland, the only ship sailing.

"At the Belgian frontier we were told that the Belgian Army was mobilizing and saw Belgian troops hurrying to the fortifications in order to reinforce the garrisons there. There was an air of determination about them. The small train leaving the Belgian border was filled before we arrived. As it was a freight and passenger train combined, I ran to the far end of the station and jumped into the box car, which was about the size of an American goods box. It was awfully dirty, but proved to be an excellent observation car.

"In many places the fortifications could be seen from the railroad track, especially those about the city of Liege. They consisted of an outer and inner line, and extended almost around the city. The natural topography of the city was advantageous to the defender, and the fields with steep bluffs and commanding crests were a big factor in strengthening the fortifications. They have many artificial and natural obstructions in their front. These serve to detain the assaulting columns when in firing range of the breastworks. The Belgian troops could be seen occupying the two lines like so many flies. At the station in Liege I was fortunate in finding a train to Antwerp, where I arrived late at night. All night long the streets of Antwerp were crowded. News of the German Army's approach was received and new dispositions of the troops were made in order to receive the attack.

"The next morning the suspense of waiting for an attack was still more intense. When the Kroonland sailed at 9 A. M. on Aug. 1, she was crowded with Americans who had expected to sail on other boats and who had lost all of their baggage. The English fleet was off Dover, seemingly ready to leave at a moment's notice.

"My personal opinion of the battle of Liege is that the Germans could have made their advances more profitably by a careful siege with a possible night attack than by a daylight assault in a massed formation."

Women Warned to Leave.

Mrs. Adams D. Claflin and Miss Haines of Boston, who had been traveling through Europe, said that they were resting at Dinant, Belgium, on the

banks of the Meuse, on Friday night, July 31, when an American woman arrived in an automobile at the hotel and told them she had been arrested twice by German soldiers. She advised them to leave for America at once before the war started. Mrs. Adams and Miss Haines said they packed up at once and left for Antwerp, where they arrived next morning, and engaged passage on the Kroonland.

William Buckner, who lives in Paris and is General Manager of the New York Life Insurance Company's offices in Europe, arrived on the Kroonland. To demonstrate the rapidity with which events transpired in Paris, he said:

"On the Wednesday before we sailed there was nothing more than a keen interest in the news, but when I went downtown the next morning it seemed as if pandemonium had broken loose. Everybody was trying to lay in a stock of provisions and the markets were soon sold out. On July 31 the German Ambassador in Paris advised all Germans to leave the country, and the panic in the German colony added to the excitement. For the first time since the law was passed in 1871 to provide for an emergency, paper currency the Bank of France issued five and twenty franc bills."

Mr. and Mrs. Ferdinand Fleischman, of New York, started from Baden-Baden on July 29 as soon as they heard that the sailing of the Provence of the French line had been cancelled. They went to Antwerp to catch the Kroonland. At Mulhausen, on the German frontier, before the train went on to Petit Croix, the French frontier station, Mr. Fleischman said the baggage cars were left behind and all Frenchmen on the train were made to get out. When the train proceeded toward Paris he said the German soldiers wheeled a machine gun on to the tracks to prevent any more trains from passing.

TWO LINERS DUE TODAY.

The Philadelphia and Potsdam Re-
ported by Wireless.

Capt. Arthur R. Mills of the American liner Philadelphia, which is on her way from Southampton to this port with 1,240 passengers, including John A. Wilson, a cousin of President Wilson, reported by wireless that his ship was 400 miles east of Sandy Hook at 10 o'clock last night and would arrive at Quarantine tonight and be at her pier at 8 o'clock tomorrow morning.

The Holland-America liner Potsdam, from Rotterdam, signaled the Siasconsett wireless station last night that she would be at her pier in Hoboken about 10 o'clock this morning.

CEDRIC PASSENGERS WORRIED.

Ship Fled Through Fog with Lights
Out to Dodge German Cruiser.

After running for days through a dense fog, the White Star liner Cedric, which sailed from Liverpool on July 30 and was ordered into Halifax by the British cruiser Essex, arrived here yesterday. As soon as she made fast to her pier, Capt. J. O. Carter went to his room to get some sleep, as he had been on the bridge night and day for three days.

The Cedric left England before the declaration of war. She brought 220 first, 356 second, and 265 steerage passengers. The story of the voyage was told by George A. Garfield, Treasurer of the American Writing Machine Company, of this city, who cut short his stay abroad when he saw that war was imminent.

"The Cedric," said Mr. Garfield, "sailed from Queenstown on a Friday morning. On Saturday, Sunday, and Monday brief wireless messages were posted indicating the serious situation abroad. Nothing occurred to cause any uneasiness among the passengers until the night of Tuesday, Aug. 4, when we saw that the ship was running without lights. On Wednesday morning a notice was posted to the effect that the Cedric had received orders from a British warship to proceed full speed for Halifax.

At noon of Saturday the Cedric started for New York and ran into a dense fog in a few miles. The fog continued all of that day and on Sunday, but the ship ran on without blowing a whistle. The lights were darkened Sunday night and the fog lifted Monday morning, when the Cedric ran at full speed for New York.

It was said on the Cedric that the reason the passengers were not brought to New York by rail was because the railroad could not provide cars enough to transport them.