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Observer Feb 3/17 Observer Feb 6/17

GERMAN PIERS AND WHOLE STEAMSHIP COMPANIES PORT WERE KEPT UNDER A DOUBLE THEIR GUARDS STRICT GUARD ALL NIGHT AT PIERS IN HOBOKEN

Rumor Persists That Machinery of the Vessels Tied Up Here Has Been Put Out of Commission, But Government Officials Fear Dash to Sea, Possibly for Purpose of Carrying Supplies to a Raider—Collector Malone Silent, Makes a Midnight Tour of the Harbor—Some Hemmed in by Ice.

SEARCHLIGHTS SWEEP ALL CORNERS OF BAY

Mysterious rumors, lights flitting about the harbor at night, the secretiveness of officers and crew of German ships, and the secrecy of customs officials brought to Hoboken, New York and all Eastern ports today, the thrills and tension of an international crisis.

Despite persistent patrolling of the Hudson River and the inner waters of New York Bay by Dudley Field Malone, collector of the port, and his assistants, the belief has grown that several of the big German ships here already have been damaged to such an extent that they would be worthless if seized by the American Government. In fact, it has been rumored that the machinery of the ships has already been put out of commission.

This same report declared that new orders had been received from Germany by members of the crews of the Teutonic vessels. This, it was said, was the reason for the presence on the vessels of all employees.

Collector Malone refused to make any statement, but it was learned from an official in close touch with the situation that fears are felt here that commerce raiders may be off the American coast, and that German vessels may attempt to get to them with supplies.

This official pointed out that ships engaged in coastwise trade do not need clearance papers. The German ships, or any others for that matter, could leave for coast points and then veer to sea. For that reason, it was said, no ship will be permitted to clear without a permit.

The port of New York was under rigid watch again last night. Searchlights from United States destroyers swept the bay. The collector made his third "Owl" boat voyage. Strong guards were maintained about the piers where German ships are tied up.

It has been pointed out that if the crews of the German ships have damaged or decide to damage the machinery of their vessels there is nothing to stop them. Laws of the United States cannot apply, it was stated, because the ships are legally German soil and the crews have a right to do as they please with the machinery.

In this connection it was stated that when relations were tense a year ago the ships were inspected. Aboard one of them a roaring fire was found in one boiler, while the one next to it was cold. Inside the cold boiler was a satchel containing blue print diagrams of the machinery of several ships. This was confiscated and now is in the possession of the Treasury Department. It would be invaluable, it was said, in case of a break and the ships were seized, for repairing any damage would be made much easier.

Guards have been redoubled about the German ships by their crews. No one is allowed to go aboard, even agents of the Treasury Department being barred. A bridge connects two of the ships and on top of this there is constantly an officer on guard.

A dash to sea by any of the vessels is not anticipated. Ice has gathered in such quantities along the Jersey shore of the Hudson, where the vessels are lying, that it would be virtually impossible for them to swing out.

ARMORY UNDER GUARD.

The Fourth Regiment Armory, on the top floor of the Hoboken City Hall, is now under a guard under command of Lieutenant Esterly and Sergeant Halstead, of Company M. The men stay at the Armory all night, having prepared improvised sleeping quarters there.

The men are from Company M and are guarding the equipment and other regimental paraphernalia stored there. Captain Gerken, of Company M, is keeping in close touch with police headquarters and if any assistance is needed, will recruit his company to full strength in short order.

CHANGE IN THE PLANS.

Orders of a sudden change in the plans of the Federal authorities were received, it is understood, in Hoboken early yesterday afternoon which effected an abandonment of the original order to prepare the crews of the seventeen German liners at the Hamburg-American and North German Lloyd piers for transference to the detention quarters at Ellis Island. From undeniable sources it was learned that this was the plan mapped out first and that the seamen were to be put aboard barges and shipped down to the Immigration Station.

It later developed that only those seamen who expressed a desire to leave their boats and go before the Special Bureau of Inquiry at Ellis Island to undergo examination for permission to enter the United States were sent there. In some cases it was stated that only nineteen left, and in other quarters the information was given out that the sailors who wanted to enter the country and were shipped to the island in accordance with their wishes numbered forty. It was impossible to verify the reports in either instance until late last night, when it was learned that the Hamburg-American Line had placed twenty-five sailors from the fleet of merchant men on a government barge and the North German Lloyd Line six. Most of that number, it was stated, left their baggage behind intending to return for it if successful in securing lawful admission to this country.

The German ships have been at their piers now for the past two years, and during this time the piers have not been dredged, the result being that the mud has silted up and at low tide all of the vessels are resting on the bottom. In the event of the sea-cocks being opened it is probable that a foot or so of mud and slime would be admitted into the bottom of the ships, but this would be the full extent of the "sinking."

It became known last night that the commanders of the vessels have refused to allow the authorities to go below decks, and have questioned their rights to go on board the vessels at all. As has several times been stated in these columns the piers at which the German vessels are lying are owned, not by the city or by the steamship lines, but by American companies, with American charters, controlled, it is true, by the steamship companies, but nevertheless claiming that these piers are private property, owned by American citizens and that, under their charter, they have a right to refuse admission to anyone.

Furthermore, it is understood that, while tied up at these piers the vessels are the property of the companies owning the piers, so that it will be seen the situation is rather complicated.

Owing to the fear that there might be some attempt made to defend the vessels and the piers in the event of war being declared, the customs officials who are on duty at their piers are now stated to be carrying automatic revolvers.

Some fears were expressed that an attempt might be made to fire the vessels in the event of any occasion arising, it being pointed out that this would be one of the quickest ways of ruining the vessels and would at the same time put the entire port in grave danger, particularly if the burning vessels were turned adrift.

Fear Attempts to Blow Up

Ships Following Report of Submarinings—Even the Gates at Docks Are Barred and Watchmen Decline to Transmit Messages to Persons Inside—Tunnel and Railroad Companies Take Precautions Against Fanatics.

GOVERNMENT MARSHAL OFFERS AID TO POLICE

That grave concern was felt by officials of the German steamship lines in Hoboken, where seventeen of the merchant fleet are tied to docks, was manifest to-day when following the reported killing of an American named Wallace on the American liner Evestone, and the further report that another American vessel had been submarined while traveling through the "barred zone," the guard maintained about the North German Lloyd and Hamburg-American lines was doubled by the steamship companies themselves.

At the North German Lloyd Line the gates leading to the line offices have been wide open since the severance of diplomatic relations. This morning they were closed to visitors and three customs guards and four steamship guards were placed directly inside the large gates. In the office not far from the gates, superintendent Max Moller and Chief Clerk Gustav Frederichs were in consultation with officials of the line.

GATES CLOSED.

Although no reason was offered for shutting the gates and placing a heavy guard inside, it was assumed that this was done for fear that some fanatics hearing the report of the Americans being killed, may attempt to blow up the ships.

At the Hamburg-American Line the gates were closed and the customs guards held their positions inside. Outside the steamship guard of four men barred all visitors and even refused to carry messages to the customs men inside.

REMINGTON OFFER.

A report was current to-day that the big plant of the Remington Arms Company, at Fifteenth street, had offered the building and its entire force of 4,000 to the government in case of war. Manager Blakelee, of the company, when seen by a Hudson Observer reporter this morning stated that he was not authorized to give out any information and referred the newspapermen to the main office in Bridgeport.

"I can say nothing," he said. "You'll have to get all your information from our main office."

Chief of Police Hayes received word to-day from United States Marshal Charles Bolshweiler that he could have one hundred government men for immediate use in case of emergency. The Chief said if he required the services of any more men than he had he would be glad to accept the kind proffer of the U. S. marshal.

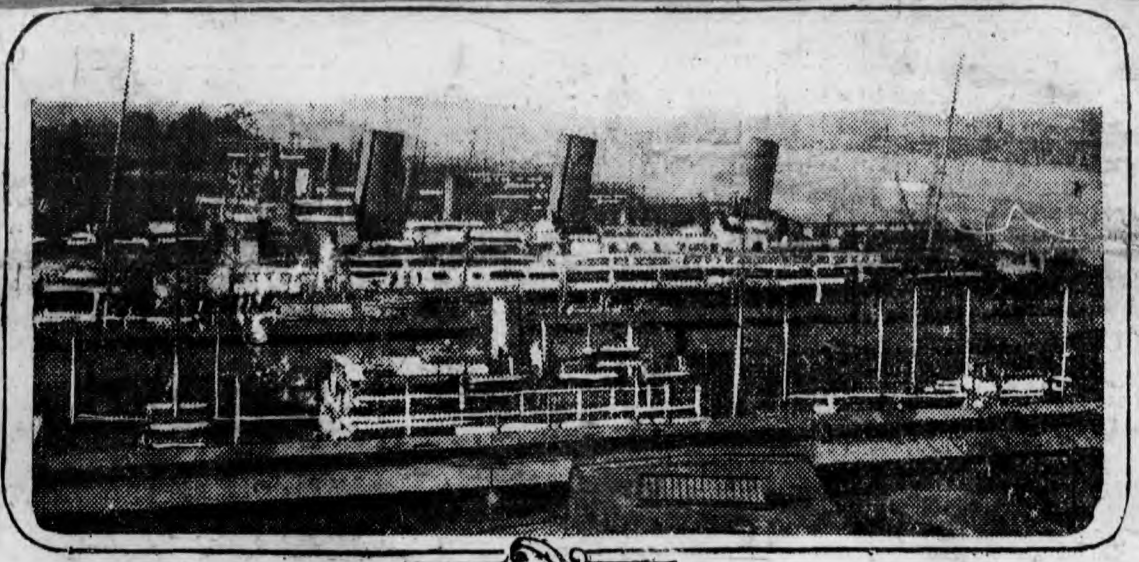
DOUBLE GUARD.

Word reached Hoboken police headquarters to-day that in compliance with an order issued by the authorities, the railroad had doubled its guard through the Lackawanna Terminal and along the road where explosives are held in freight cars for shipment to other points. They are outside of the city limits and will not be allowed to stand for any length of time.

The Hudson and Manhattan and other companies have also doubled their guard.

No request has been made as yet for extra men by the Remington Arms Company or at the uptown docks, but the police are thoroughly prepared to take action in case of emergency.

Jersey City Journal
Feb 5/17



This picture shows part of the great German merchant fleet interned at Hoboken, N. J., since the beginning of the war. There are 68 German liners, worth \$100,000,000, in American ports, which would be seized by the United States in case of war. Of these ships, 29 are at Hoboken, among them the Vaterland, the largest ship afloat.

GUARDING GERMAN LINERS AT HOBOKEN AGAINST SCUTTLING!



The probability that the German liners interned at Hoboken may be scuttled or their machinery disabled so they cannot be seized by the United States, has caused authorities to place an extra guard of policemen at the docks where the liners have been laid up since the beginning of the war. The picture shows New York police guarding a German line pier.

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FIRE BOMBS MADE OPENLY ON DECK OF GERMAN SHIPS

Startling Conditions in Hoboken Revealed at Conspirators' Trial.

CARRIED EXPLOSIVES ON A CROWDED FERRY

Detectives Disclose Story of How They Obtained Confidence of Germans—Bombs May Be Tested In Presence of the Jury—Defendants' Statements Read.

New York, March 27.—Hundreds of fire bombs, manufactured for the specific purpose of destroying merchant vessels bound from American ports to England and France, were made on board the steamship Friedrich der Grosse, of the North German Lloyd Line, now tied up in Hoboken, according to evidence brought out at the trial of Captain Charles von Kleist and five other Germans in the Federal District Court yesterday.

Statements made by Von Kleist and two other defendants, Ernst Becker and George Praedel, both before and after they were arrested, were read to the jury, and although the defendants kept muttering that it was all lies, the statements caused a sensation. According to one attributed to Praedel, the plotters were so bold that they manufactured the cases for their bombs on the upper deck of the Friedrich der Grosse in plain sight of anyone who cared to look at them. They were paid \$5 and \$10 each for the bomb cases by Dr. Walther Scheele, chemist, who has fled.

It also developed that it was nothing unusual for the men to carry bags containing as many as twenty of the loaded bombs about the streets, and according to the testimony of Edward J. Senf, an acting detective sergeant, Becker admitted to him that he had once carried a dress suit case full of bombs on a crowded Twenty-third street ferryboat.

It is likely that the jurors who are hearing the testimony may have an opportunity to-day to witness actual demonstrations of how the fire bombs work. Expert chemists will be called. They will mix sulphuric acid and chlorate of potash, for instance, and show how fire is caused. It was said yesterday that some of the chemicals also can be used to make chlorine gas.

Another interesting picture was presented to the jurors and the Judge in the course of the day by the testimony of Detective Edward J. Senf. He caused the arrest of Ernst Becker, one of the defendants, through a clever device, and obtained a statement from him.

Through Becker's statement it seems that the metal containers, or bombs, were manufactured on the deck of the Friedrich der Grosse and turned out by the score. They consisted of short pieces of lead piping soldered at either end with a partition of zinc or aluminum dividing the bomb shell into two parts. The men worked at them in broad day light while visitors, all friends of the captain of the crew, wandered about the deck.

The day's testimony consisted chiefly of arraying more evidence against the six defendants. Detective Senf related one incident that, according to the prosecution, ties von Kleist up pretty securely and is regarded as damaging testimony to be used later on against Captains Eno Bode and Otto Wolpert, who have obtained a separate trial.

BELIEF IS GROWING THAT CREWS HAVE DISABLED THE STEAMERS INTERNED HERE

left on any of the boats in the New York harbor, all having been discharged or "laid off" after the break last Saturday. On all of the American docks in New York and even on this side of the Hudson River, he said, longshoremen of German blood had been let out and their places taken by men of other nationalities. One River street saloonkeeper, who said he depended on the Germans employed on New York docks and boats for his livelihood, admitted they had been laid off and that his business had fallen off ninety per cent.

NAVAL RESERVE CALLED.

Orders were this morning received by the members of the Naval Reserve of Jersey City, many of whom are living in Hoboken, to report on board the U. S. S. Adams, at Newark, this evening, not later than 8 o'clock. The orders were signed by Commandant Edward McClure Peters, and urged that every member of the reserve, whatever his attendance may have been, report this evening on the Adams.

Accompanying the order was the following special communication, also signed by Commandant Peters:

"Bear in mind that if you receive an order to report on the 'Adams' immediately, you must obey the order and report on the 'Adams' immediately.

"A failure to so report will make of you a straggler, which means that your name will be given to the authorities and your service will then be made compulsory.

"You have definite obligations to fill and any failure to meet these obligations will entail serious consequences.

"Report at once any deficiency in clothing. See that what you have is in good order and clean.

"This notice is sent that there may be no misunderstanding as to what you must do.

"If the order comes, respond to it with all the will and spirit that I found in the men who answered the call to the colors in 1898 and went with me to the Spanish war."

Report Has It That Parts of Machinery Are Missing or Destroyed So as to Render Boats Practically Useless—Guard Tightens at Piers—Harbor Craft Dismissing Germans—Eighteen Seamen Are Admitted as Immigrants.

NAVAL RESERVES ARE ORDERED TO REPORT

The report that the machinery on at least four of the German vessels in Hoboken has been partly destroyed does not seem to down, and only last night a Hudson Observer reporter was told by a prominent German along the waterfront, who was in close touch with the steamship engineers on the vessels prior to the orders detaining them on the ships, that vital parts of the machinery have been hidden. In the event of war these parts will be thrown overboard and it will take at least six or nine months to replace them.

The engines are of Teutonic manufacture and the only possible way to make the ships of any material use would be by the installation of an entirely new set of engines. This report is so persistent that it is the general belief among government men that the engines have been tampered with on several of the steamers at least.

A government man, well versed in high powered engine lore, stated many ways in which damage could be done. The most popular method is that of using emery dust. It is a powerful substance when used as a destroyer. A small quantity of this emery dust, enough to fill a cup made of both hands, could in a few hundred revolutions of the most powerful reciprocating engine built, destroy the inside lining of the cylinders in such a manner that the machine would be utterly useless.

DAMAGE METHODS.

The dust is thrown into the cylinders through an intake and then the steam is turned on. This blows the substance into the cylinders and, as the pressure becomes greater, the pistons commence to act and the emery dust that has adhered to the lubricating oil cuts the finely bored cylinder beyond hope of repair.

It was also pointed out that the dust could be thrown into the bearings and there act in the same manner, grinding the finely cut bushings which would allow the lubricating oil to escape and they would become practically red hot and expand and put the running of the engine out of the question.

Nothing could be easier than to destroy the modern turbine which is on steamers to-day. The drum is a mass of small blades or fans and can be easily reached by removing some of the plates of the outer covering of the turbine, and some well directed blows of the mechanic's hammer would cause damage that could not be repaired without the original plans or an entire rebuilding of the drum engine.

It is the same with the threads on the nuts and bolts. All the foreign built machines have their own mitre scale, which is different from the United States Standard.

The way the machines could be put out of commission in a hurry, should the occasion demand, would be to throw oil in large quantities over them and then set fire to it. The heat would twist and warp the metal in an unrepairable way and would necessitate the building of entirely new engines.

That all the American vessels and other harbor craft are dismissing Germans from their employ was the news gathered last night on River street from one man who was formerly employed on an American tug boat. He said he didn't believe there was a man of German extraction

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PLANS FOR TAKING OVER GERMAN SHIPS

Ninety Will Be Seized—Torpedo Boat Destroyer in River.

Washington, April 2.—Plans were completed by the government to-day to take over approximately ninety of the German merchant ships interned in American ports immediately a state of war is declared to exist by Congress.

Thousands of commuters on the Lackawanna ferry boats this morning were greatly excited at the appearance of a United States torpedo boat destroyer anchored in midstream, off the piers of the Hamburg-American and in a direct line with the stern of the Vaterland.

She had a light slip anchor out and in all appearance was ready for whatever emergency might arise during the day. Her name could not be discerned, but on her bow she had "33" in large white numerals, and it is thought she was one of the two destroyers that had been on neutrality duty since the outbreak of the war at quarantine station.

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apr 6/17

SEIZURES NOT AFFECTED BY PRUSSIAN TREATIES

Washington, April 6.—Seizure of German ships and internment of their crews does not come under the old Prussian treaties between the United States and Germany, the State Department held to-day. On the contrary, the government view is that in internig the crews the United States is internig men engaged in German government service—not German merchants, such as the treaties hold shall be exempt.

As for the ships themselves, as German government property, they are not exempt under the treaties, the Department held.

That the government will pay for their use after the war is likely. They are being confiscated or requisitioned for the period of the war. If Germany torpedoes any of them en route abroad in American service that will be her own lookout, as she will have no claim for payment.

The treaties are still in force, though recently the State Department suggested they might be derogated.

Observer
apr 3/17

SHIP THAT SAILED FROM HOBOKEN IS TORPEDOED

It became known yesterday that one of the victims of the German U-boat warfare was the vessel which sailed from Hoboken three weeks ago for England with a general cargo. This was the Wilson Line steamer Canizzaro, of 9,900 tons. She was sunk in the war zone on Friday or Saturday of last week.

No details of the sinking have been announced up to the present. Yesterday, however, it was stated on good authority that the Canizzaro had been sent to the bottom.

It was also stated that this was only one sinking in many that have taken place and which have not been reported in the newspapers. The Canizzaro was one of the big steamers of the Wilson Line and was fully loaded at the time she left Hoboken.

Observer apr 6/17

SEIZURE OF GERMAN SHIPS TAKES PLACE WITHOUT DIFFICULTY

Malone Assumes Charge of Vessels in Hoboken and Other Parts of Port of New York—Crews Leave Quietly and Are Removed to Ellis Island—Collector Breaksfasts at Duke's House With Captains—Hundred Women, Wives of Officers, Problem for Federal Authorities—Vessels in Local and Other Ports in Bad Shape—Experts to Examine All of Them.

NINETY-ONE MERCHANTMEN IN ALL TAKEN OVER BY U. S. GOVERNMENT

After a week of tension and excitement Hoboken became the centre of the war operations for a few hours this morning. The German vessels belonging to the Hamburg-American and the North German Lloyd steamship lines were seized by the United States Government, the crews transferred to Ellis Island and preparations made for utilizing the vessels for whatever purpose the government may desire.

For hours yesterday and last night conditions in Hoboken and particularly along the river front were such that it was impossible to gauge what might take place at any moment. In addition, the weather was miserable in the extreme, the rain continuing to pour down in a steady stream all night long, with the result that the newspapermen and others whose duty compelled them to remain out were drenched through and through.

The first intimation that things were about to get moving was when Collector of the Port Dudley Field Malone arrived shortly after midnight and made an inspection tour of the vessels. He then went back to New York.

According to the statements made by him later he received at a quarter to four this morning a message from Washington instructing him to start out immediately and carry out the plans already formed for the taking over of the German vessels. These orders came to him from the State Department.

New York April 5.—United States armed forces seized all German ships in all American ports to-day.

It was America's first act of war.

In ports on every coast of the United States proper, and in island possessions, marines or bluejackets went aboard the enemy ships early to-day, made members of the German crews prisoners, and took possession of the vessels in the name of the United States.

The total number of German ships in American waters, which were seized, is ninety-one. They represent a total gross tonnage of 594,696.

Twenty-seven German ships were seized in New York waters alone.

From Philadelphia, Boston, New Orleans, Jacksonville, Wilmington, N. C., San Francisco and other ports came reports during the morning of the seizure of ships. No trouble was reported in every instance, marines or bluejackets were armed, waiting and ready for the signal to take over the ships. This signal was word that the House had passed the war resolution.

In all cases the enemy sailors were sent to the immigration stations, some later being released on parole.

At New London the steamer Willehad, which has served as mother ship to the merchant submarine Deutschland, was seized.

The German vessels are now subject to use by the United States. Whether any of them can be put in commission at an early date, however, is problematical. In most cases the machinery of the ships has been wrecked. The crews were under instructions to smash the cylinder heads and otherwise cripple the ships immediately after diplomatic relations between the two countries were broken, according to earlier reports. Inspection of many of the vessels revealed this had been done. The Kronprinzessin Cecelie, interned at Boston, is an example. The cap-

tain of this vessel admitted under oath recently that he had damaged the machinery of his ship under orders.

The hulls of the vessels are, of course, in bad condition owing to being tied up for nearly three years. In most cases fires have been kept under the boilers, preventing engines from deteriorating to an absolutely useless state, but owing to the willful damage done, it may take months to make repairs.

The liners Rhein, Neckar and Bulgaria, interned at Baltimore, were taken over by United States Marshal W. W. Stockham, supported by 100 deputies and two companies of the Fourth Maryland Infantry. Upon boarding the ships, the marshal found that the machinery had been entirely disabled. The crews were turned over to U. S. Marine forces. The officers gave their paroles and were permitted to go to a hotel.

The German steamers Breslau and Andromeda were seized at New Orleans.

Forty marines boarded the two Hamburg-American lines at Philadelphia, the Prinz Oskar and Rhaetia, took control of the ships and took them to Gloucester, the immigration station. The forty-eight members of the crew were also taken with the ships and will be temporarily detained until further orders are received from Washington.

The Kiel and Nicaria, at Wilmington, N. C., were seized. The two captains and crews, totaling twenty men, were transferred to the United States Marine Hospital under guard.

The German merchantman Frieda Leonhardt was seized at Jacksonville, Fla. Her crew was removed by immigration authorities. Machinery of the ship had been badly damaged. Captain and crew will be held on orders from Washington.

The ships Serapis, Ottawa and Atlas were seized by Collector of the Port J. O. Davis at San Francisco. The crews were taken to Angel Island for detention. United States sailors and customs department depu-

ties are guarding the vessels. Thereupon he dispatched George Lamb and John Gan, two of his assistants, the latter being head of the New York Neutrality Squad, to the ships at South Brooklyn. Malone came over to Hoboken himself.

Before coming over here he sent orders to Governor's Island to the Twenty-second Regiment of Infantry to proceed immediately to Hoboken. He also ordered two of the barges that are used for the transport of immigrants to and from Ellis Island to come up the river to Hoboken. Two of the companies of the Twenty-second Infantry shortly afterwards arrived in Hoboken and the barges came up the stream a few minutes later.

Malone arrived in an automobile and was accompanied by Captain Charles Roseller, of the Twenty-second Infantry, and Lieutenant Peter Baylis.

With Captain Roseller, Malone went off board each of the German vessels and called on each captain. He informed the commanders that he had formally taken possession of the vessels and asked that they cooperate with him in getting the men off.

The captains informed him that everything they could do to assist would be done. They readily responded to the request of Malone that he arouse the crews and have them mustered on the decks. As soon as they were awakened they were marched off the vessels and lined up on the piers, the infantry forming a guard. Every man of the infantry was fully armed.

Each man of the crews brought with him what personal effects he had at the time, and these were immediately placed under the care of the customs officials for inspection. Everything proceeded smoothly and there was no hitch in the arrangements from first to last.

Inside of two hours everything was ready for the transfer of the men to Ellis Island and the trip to the island was started. There was no disorder up to this time and absolutely no trouble experienced in carrying out the plans which had been formed.

Malone then informed the captains that he would like them to take breakfast on shore. They all assembled in the office of Superintendent Jarka and from there they proceeded to the Duke's House, where they had breakfast, each man paying for his own. While there a guard was mounted by the infantry.

Malone, in speaking to the newspaper men who were accompanying the expedition, paid great tribute to the manner in which Superintendent Jarka, of the Hamburg-American Line, and Superintendent Muller, of the North German Lloyd Line, had assisted him in the transfer of the vessels to the Government and the removal of the crews to Ellis Island. He also spoke highly of the members of the crews, and said that the orderly manner in which they had acted had greatly assisted the authorities.

There were 1,200 men of the crews and 325 officers in all. It had been assumed that there would not be so many men on board. On the other hand, the number of men who were actually on board the vessels at the time were thousands less than the number originally on board.

While the breakfast was being taken at the Duke's House 126 men from the German vessels lying up at 128th street, Manhattan, were brought to Hoboken and were also sent to Ellis Island.

Malone stated that he had no more than 500 men with him in all to carry out the plans of the seizure.

The first intimation of trouble was when it was learned that, in addition to the men on the vessels, there were a number of women on board the vessels, these being the wives of the officers and captains of the vessels, and included the wife of Captain Ruser and their young son.

Malone evidently did not quite know what to do with the women and they were, for the time being, allowed to remain on board the vessels. There were about 100 women in all. It was later stated that quarters would be prepared for them also on Ellis Island and that they would be taken there before noon. In the meantime Malone wired to Washington for instructions regarding the women.

The soldiers did not go on board the vessels and as soon as the men had been removed they returned to Governors Island. Malone stated that they had been brought over merely in case of an emergency.

Interviewed later, Malone stated that he had made a superficial examination of the vessels and had found them in good shape. He had not, however, been down to the engine rooms. He said that a number of naval experts would be assigned to make a thorough examination of the engines.

It was also stated that it will take from six to nine months to get the vessels into good running order.

It was later learned on excellent authority that it is the intention of the Government to take the German vessels from Hoboken as soon as an examination has been made. There is believed to be a possibility that holes may have been drilled in the hulls and then filled in. If this were the case the vessels would sink in midstream, and it is not the intention of the authorities to take any chances.

Where the vessels will be taken is not yet known, but it is certain that all of them will have to be drydocked before they can be used. In this connection it is interesting to note that there is not a drydock in the country large enough to take the Vaterland. Practically all of the others could be accommodated in Tietjen & Lang's drydocks right here in Hoboken.

With the removal of the vessels it is believed that the piers where they have been lying since the outbreak of the European war will be transformed into a base for the shipping of supplies. There are unequalled facilities at these docks. In addition the bringing of other vessels to these piers would result in a greatly increased amount of work and activity along the river front and in Hoboken generally.

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VESSELS IN BOSTON HARBOR ARE SEIZED

Boston, April 6.—Collector of the Port Billings received an order shortly before 4 o'clock this morning to seize all German interned vessels in this harbor. A detachment of marines was immediately put on board the coast guard cutter Gresham and sent to take possession. It is estimated the five vessels here are worth \$12,000,000. On board are about 300 Germans.

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SIX HUNDRED MEN AT WORK ON STEAMSHIPS

Two hundred, more mechanics were put on board the German liners in Hoboken this morning. This makes a force of 600 men who are now working on the repairs to the machinery.

One of these mechanics stated that the damage to the machinery of the vessels is far more extensive than had at first been thought. He said that with the exception of the Vaterland, every steamship is very badly damaged, and added that it will take months of work to effect the repairs.

The strictest guard is being kept over the vessels. Even the grocery van that used to deliver goods to the tugs lying off these piers is not now allowed to pass through the pier gates, the men from the tug having to come ashore for supplies.

It is stated that a further draft of men will be placed on board the vessel and that the work will be rushed day and night to get the ships in commission.

Dispatch
Apr 14/17

HOBOKEN FIREMEN PUMP GERMAN SHIPS

Collector Malone Calls on Firemen to Pump Water Out of Vessels' Holds.

The Hoboken Fire Department, at the request of Collector Malone, yesterday commenced to pump dry the eighteen German liners that are interned at Hoboken. The job will occupy at least two days and was commenced yesterday so that the vessels will be rid of the bilge water that has seeped into the holds during the two and a half years of their enforced tie-up before the warm weather helps to breed mosquitoes.

The Vaterland, being too large to be dry docked here, will be one of the first liners to leave her pier. As soon as she is ready for sea she will be taken to the new 1200-foot dry dock at Halifax for a thorough overhauling. The balance of the fleet will be drydocked here and at Boston, Philadelphia and Newport News.

The New York Fire Department will be asked to pump out the vessels that are on the New York side of the North River and the ships in South Brooklyn.

An additional force of 600 mechanics and shipworkers swarmed over the Hoboken steamers in the afternoon and commenced the job of putting things shipshape. The engines in nearly every instance have been badly smashed, but it is hoped that some of the liners will be ready for service within three or four weeks. The greatest worry will be due to the need of new parts having to be cast and fitted.

The fifteen hundred German officers and sailors interned on Ellis Island expressed themselves as being happier under guard than they were when on guard on their ships. Their lot on the island is very different to that of alien enemies who have been arrested because of their plotting activities. The plotters are isolated, one in a room, one guard to each man. The sailors are not confined, they are allowed the liberty of several large rooms, where they can gather and play cards or read.

The officers are separated from the crew. They have their own mess and recreation room, although they eat the same food as the others. Sixty cents a day is allowed for feeding each man and an effort has been made to give them the food they like.

UNITED STATES WILL USE GERMAN VESSELS

Steamships Seized by the Government, in Hoboken and Other Parts of the Country, Are to Be Utilized; Crews of Ships Held Here Are in Ellis Island.

Advices from Washington last night indicated that the nineteen German vessels in Hoboken, which were taken over by Collector of the Port Dudley Field Malone would be utilized by the government. Just how they will be used was not made known. The crews of the ships are being detained at Ellis Island, where they were taken when the ships were seized.

Mr. Malone held a conference on board the Vaterland yesterday afternoon with Naval Commanders E. P. Jessop and R. P. Craft. He declined to say what was discussed, but it is presumed they talked over the condition of the vessels, which are supposed to have been crippled by the destruction of vital parts of their machinery. It is known that naval experts have been detailed to make a thorough investigation to find out the extent of the damage done to the engines.

On every vessel the crew was mustered on the decks and marched onto the piers through the lanes of soldiers from one pier to another, over the bridges connecting the property of the Hamburg-American Line and the North German Lloyd line, and on to the north side of pier 1, of the North German Lloyd Company, where barges were in waiting to take them to Ellis Island.

The movement of the crews from the vessels to the Government boat was accomplished with rapidity, and there seemed not to be the slightest hesitation on the part of the men to change their quarters. In fact, they seemed to be more pleased than otherwise that the tension had been relieved.

Nothing was visible from River street, as to the movements going on behind the gates of the two German lines, as the crews were marched from the piers along the space between the enclosed property of the company to the Fourth street pier of the North German Lloyd Line where the Government vessel was waiting for them.

ALL ARE SEARCHED.

Every opportunity was given the men to secure their personal belongings, but every man was thoroughly searched as were the goods he was taking with him.

The women on the vessels were all taken to the Vaterland, where they were held under guard until another boat from Ellis Island came for them.

Every courtesy was shown the officers of the German vessels. The captains of the Hamburg-American liners were taken under a military guard to the Duke's House, where they had breakfast with Mr. Malone. The Germans paid for their own meal. The captains and some of the officers of the North German Lloyd ships were taken to the Hof Brau Haus at Second and River street, where they had breakfast. They were also accompanied by an armed guard. Following the breakfast they were escorted back to the docks and left on the Government boat for Ellis Island.

To make certain that no person, bent on mischief, gets close to the German steamships in Hoboken, from the waterfront, the Hamburg-American liner tug Hamburg, is on duty just astern of the Vaterland. The tug has been there practically ever since the war began but until last night she had been crewed by Germans, who kept a searchlight playing on the stern of the Vaterland.

Last night, however, there was another crew, presumably one placed there by the United States Government, and instead of keeping the searchlight stationary on the stern of the Vaterland the light took in a big sweep, including other vessels tied up close to the biggest one, and occasionally sweeping the waters of the Hudson River, near the docks.

Otherwise, everything is quiet in the vicinity of the piers and a casual observer would fail to notice any difference in the surroundings last night than on any other night for more than two years past.

MALONE CONFERS.

The arrival of a military automobile in the afternoon containing Mr. Malone and two naval officers excited the interest of the crowd. They proceeded immediately to the Vaterland, where they were in conference for two hours.

When Mr. Malone returned to his car he was besieged by the newspapermen who asked many questions and received non-committal answers. Why the United States flag had not been run up on the ships taken over by the Government was a question which puzzled many, and asked if there was any reason for this. Mr. Malone said that the status of the vessels had not yet been determined.

He confirmed the statement that all the members of the crews of the vessels and the officers had been taken from the ships and sent to Ellis Island. As to what the Government would do with the ships taken over, Mr. Malone said he was not at liberty to state.

Many women on board the ships, mostly the wives of stewards, were gathered aboard the Vaterland with the wife of Captain Hans Ruser, the commander of the Vaterland. During the afternoon the Immigration Department took them from the ship and sent them to Ellis Island.

Dismal and dreary rain, which had poured all morning, greeted the troops as they entered Hoboken about 5 o'clock yesterday morning from Governor's Island. They were summoned to Hoboken by Collector of the Port Malone immediately after he had received word from Washington that Congress had passed the War resolution.

SOLDIERS ARRIVE.

Two companies of the Twenty-second Regiment disembarked from the Hudson tubes, while several other companies arrived along the water front at Pier 8, of the Hamburg-American Line. The soldiers arriving at the tube formed into line and marched to River street, past the Hamburg-American piers. They were halted and returned, entering through Pier 1, of the Hamburg docks.

There were few people in the streets at this early hour of the morning, but a crowd quickly gathered and followed the troops to the dock gates. There the custom house guards kept back the curious as the soldiers disappeared inside. There was no excitement and no demonstration of any kind. The downpour of rain prevented any of the crowd from loitering at the gates.

In the meantime Dudley Field Malone and Captain Charles Roseller, and Lieutenant Peter Baylis, of the Twenty-second Infantry, arrived at Pier 1, of the Hamburg-American docks in an automobile. The commanders of the vessels were informed that the crews should be awakened as the vessels were to be taken over by the United States Government.

The captains of the vessels were mustered together and informed of

Dispatch Apr 18/17

Observer Apr 25/17

WORKERS ON BIG GERMAN LINERS QUIT, IS REPORT

Men Repairing Ships in Hoboken Not to Be on Duty To-day, It Is Said.

CLAIM NO MONEY IN SIGHT TO PAY THEM

Company Is Ordered to Clear Warehouse; Will Be Used as Machinery Shop.

Steamfitters, engineers, boilermakers, pipefitters, electricians, etc., who have been working by the hundreds on the disabled German steamers at Hoboken quit last night, it is said, and will not report for duty.

It is declared by some of the men who have been working on the ships that the reason the men quit work was that there has been no appropriation to pay their salaries. Another statement was to the effect that the men wanted more wages for the work than they were getting.

Still another claim is made that the ships are in such a terrible condition that the repair gang is at a loss where to start, many of the vessels requiring practically new machinery and engines. Commandant E. J. Jessop, of the Brooklyn Navy Yard, is in charge of the work on the ships but he could not be reached in Hoboken yesterday.

It is claimed in connection with the story that there has been no appropriation to pay the men and that employees of the Brooklyn and other navy yards will be on the job at the German ships in Hoboken to-day.

MUST CLEAR WAREHOUSE.

The owners of the Hamburg-American Line docks have been notified by the navy authorities to clear out the warehouse situated on the property of the Hamburg-American Steamship Company at Hudson place and River street. This is a big warehouse and it is understood that it will be converted into a machine shop. The order is to clear out the goods in the warehouse by Saturday.

In both the Hamburg-American and the North German Lloyd piers the greater bulk of the space in front of the piers adjoining River street is filled up with empty beer barrels, stalled at the docks because there have been no ships willing to run the British blockade and take the casks over to Germany to be filled.

Orders have also been issued to the owners of the barrels to get them removed from the dock as the Government intends to utilize the space for military purposes. No confirmation of the above statements was obtainable in Hoboken last night.

A rumor also gained ground that the Vaterland was to leave for Halifax to be put into dry dock yesterday. However, the big merchantman is still lying at its berth and it is now said that it will sail next week.

TWO GERMAN SHIPS ARE REMOVED FROM HOBOKEN AND A PIER IS CLEARED

Spanish Vessel Unloads Her

Cargo There—First Signs

of City Coming Into Its

Own Again as Shipping

Centre—American Stevedores and Watchmen Who

Worked Under German

Companies to Be Retained

—Hundred Longshoremen

From Other Lines Ready to

Work for U. S.

"During that time we did not get as much as an ounce of meat. Famine is staring the people of Holland in the face. The embargo is so severe it is almost impossible to get any foodstuff through and a great deal of that which is taken in is rushed to the border to supply orders placed months ago.

"There is grave danger of trouble in Holland owing to the food shortage," he continued, "the people are getting restless under the famine rations. I do not know how the people of Germany can be making out; they must be starving over there. I heard that there were a great number of deaths in Germany owing to starvation. In Holland the situation is very serious and a great many people blame the British blockade for the shortage."

Observer Apr 26/17

HUDSON OBSERVER MAN AGAIN VISITS DOCKS

A new spirit of activity is evident along the Hoboken shore front to-day. Two of the smaller German vessels have been removed from the piers. They were probably taken to a drydock for overhauling. While there is a very evident movement toward preparedness for the bringing of the numerous vessels and piers into use in a commercial way, definite details as to the movements are guarded. Every effort is being made to maintain the same appearance of serene quietude that has hovered about the shore since the outbreak of the war.

One of the vessels which have been removed was an old sailing vessel which has been at the end of Pier 1 of the North German Lloyd Line for a considerable period. It was lying on the north side of the pier close to the park. The other was a steamer, also of an ancient type, that was lying on the south side of the same pier. Both vessels belong to the North German Lloyd Line. This pier is, now cleared and yesterday a Spanish steamer docked there and is at present unloading, but no information is available as to the nature of the cargo.

OFFICERS APPOINTED.

First and second officers have been appointed to all the German vessels at Hoboken. The captains, as stated in the Hudson Observer, were appointed several days ago.

A representative of this paper made an extensive tour of the waterfront yesterday and found innumerable indications of the fact that Hoboken is to come into her own again as a centre of shipping and commerce. While, under the stringent censorship covering the publication of movements by the government departments little may be divulged, and all shipping schedules are kept entirely secret, it may be safely said that many changes will take place along the Hoboken waterfront within a short period.

It has been decided by the government that the stevedores and watchmen who were working on the ships under the two German steamship lines and who are American citizens will be allowed to remain. The stevedores will assist in the loading of the fleet of vessels that is to use this port as a point of departure.

LONGSHOREMEN READY.

It was learned yesterday that over 100 of the longshoremen employed by another of the Hoboken shipping lines are ready to place themselves at the orders of the government as soon as matters are ready for the new vessels to be brought here. It is also understood that all of these men who are not citizens have applied for their first papers. There are also many others ready to take up the new work, so that there will be no lack of men when the time comes.

Some interesting experiences were yesterday related by one of the officers of a Holland-America vessel that has recently returned from the other side. He stated that the vessel was held up for a lengthy period at Halifax by the British authorities. On her arrival at her home port she was held there for seven weeks.

PLAN TO REMOVE ADDITIONAL SHIPS FROM PIERS HERE

Two of Larger Vessels Are
Scheduled to Be Taken
Away.

TWO SHIPS ALREADY IN DRYDOCK HERE

Pisa and Nassovia, Freighters, Now
Being Overhauled at Tietjen &
Lang's Dock—Brooklyn Navy Yard
or South Brooklyn Docks May Get
Other Boats.

The exclusive information published in yesterday's Hudson Observer to the effect that two of the German vessels had been removed from the piers in Hoboken was confirmed last evening, when it was learned that both of the vessels had been taken to Tietjen and Lang's Dry Docks, Fifteenth street, Hoboken. Both of them are now being overhauled at these docks.

It was learned authoritatively to-day that the two steamers dispatched to the Tietjen and Lang shipyards are the Pisa and the Nassovia, two freighters, which for the past few years have been lying at the Hoboken docks of the North German Lloyd Line. They are now undergoing extensive overhauling.

Yesterday evening another of the German vessels was taken away. This was also from the North German Lloyd Line. The name of this vessel could not be ascertained, but it is known that she has been taken either to the South Brooklyn docks or to the Brooklyn Navy Yard. She was taken from Pier No. 2, and was lying alongside the George Washington until yesterday.

USE POWERFUL TUG.

All of these vessels were taken away by the Hamburg tug No. 3, the biggest and most powerful tug in the world. This tug was built for the express purpose of turning the Vaterland and the Imperator, and has the concentrated strength of at least ten ordinary tugs.

This tug, as well as the other tugs belonging to the German lines, is now in the service of the United States Government. The tugs, the captains and the crews have all been taken over by the government. All of the men on board are the same as those who manned the tugs prior to the outbreak of war between the United States and Germany. All of them are American citizens.

It also became known this morning, on excellent authority, that two more of the big vessels are to be taken away some time to-day. These are the Kaiser Wilhelm II, and the Prinzessin Irene, both of the North German Lloyd Line. These are two of the bigger vessels, and are the first of their size to be removed.

LOWER TOPMASTS.

It is stated that both the vessels are to be taken to Brooklyn, but whether they will go to the South Brooklyn docks, as some assert, or to the Brooklyn Navy Yard, is not certain. The fact that the topmasts of the Prinzessin Irene have been lowered would indicate that she may go to the Navy Yard, as it would be necessary to lower the masts in order that she might pass under the Brooklyn Bridge.

It is also stated that both of these vessels will be towed away, and will not go out under their own steam. This is owing to the fact that it has not as yet been possible to repair the engines sufficiently to allow them to be operated alone.

It is still asserted that the Vaterland, the biggest vessel of the lot, will be taken to Nova Scotia, where she will be docked at Halifax. She will be able to go under her own steam. It was stated this morning that she is in the best of trim, and ready to sail at any time that may be decided on by the authorities.

AMERICAN FLAG IN EVIDENCE.

It is not without interest to note that the United States flag is to-day, for the first time, flying over the North German Lloyd piers. The flag has been hoisted at the front entrance to the piers, and is the first outward sign that the piers are now United States property.

It also became known to-day that the house of Superintendent Jarke of the Hamburg-American Line, has been taken over by the military authorities and is now being used as the headquarters of the military charge of the docks.

Dispatch
May 8/17

Dispatch
May 4/17
Observer Apr 2/17

THREE NEW SHIPS AT THE HOBOKEN DOCKS

Three German ships were moved into the Hoboken docks yesterday and a similar number were taken away. It is understood that the President Grant, the Bohemia and the Frederick der Grosse were taken to dry docks to have repairs completed, while the vessels moving in were stated to come from One Hundred and Thirty-Fifth street. The latter, which are of the smaller type were berthed at Pier 2 of the Hamburg American line docks. No official information is forthcoming as to the disposition of the ships which are being taken away from Hoboken, nor is there any official information as to whether they will return here to go into transport service for carrying supplies or men. Any statements in that regard are either rumor or mere supposition.

N.Y. Herald
May 15/17

The Prinz Eitel in Commission; Will Be Used Against Germany

WASHINGTON, D. C., Monday. The American steamship De Kalb, formerly the German auxiliary cruiser and commerce raider Prinz Eitel Friedrich, was placed in full commission in the American navy on May 12, the department announced today. The De Kalb will be the first of the German ships, either naval or merchant, to be employed against the German government. The Navy Department would not disclose the duty to which the vessel had been assigned.

Dispatch
June 28/17

OFFICER OF LINER AT HOBOKEN IS INTERNED

Boston, June 27.—The department of justice yesterday ordered Frederick William Schaefer, formerly assistant engineer on the German liner Frederick der Grosse while it was interned at Hoboken, interned for the duration of the war. He was arrested at Worcester, Mass., June 9, on suspicion that he had been connected with the manufacture of bombs on board the steamship. Several other arrests were also made in connection with the case. Schaefer was sent to the Worcester County Jail last night to be near his wife during his internment.

There was no demonstration at the terminal. Few persons watched the transfer of the passengers and their baggage to automobiles in which they were taken to the piers of the Holland-America Line, at the foot of Fifth street, where the steamship Ryndam was moored.

As Count von Tarnow left the train in the Lackawanna Terminal he was asked if he had a parting message to the people of the United States, but he declined to make any comment. Among those in the party are: Baron E. Zwiedenick, secretary to the Count; Baron Bernhard Ubair and Baroness Ubair; Baron Lothar Hauser, Admiral P. W. von Hintze, Prince and Princess Alfred Hogenlohe, Dr. Otto von Hubicki, Dr. and Mrs. J. von Hunsel, Count Van Rachtin Limpurg, Baron Fedor Nikolic, Alexander von Nuber, Count and Countess Dominick Revertera, Baron Heinrich Sommaruga, Baron Viktor Speth, Lieutenant W. Stoetzner and Mme. Julia Culp, the prima donna of the Metropolitan Opera House.

DANISH STEAMSHIP ARRIVES IN HOBOKEN

Was Stopped by German Torpedo Boats; Brings Americans to This Country.

The Danish Steamship United States docked at Hoboken yesterday, the first ship of that nationality to reach that city in two and a half months. She brought seventy-six Americans. She had eighty-two passengers in the first cabin, eighty-eight in the second and three hundred and eighty-one in the third.

The United States left Copenhagen on April 19, and when a few hours out was stopped by two German destroyers. One of them sent a boarding party on board and they examined the manifest and the passports of the passengers. At that time practically all of the passengers were Danish citizens and none had any trouble in getting past. The Germans allowed the steamship to proceed. It was at Christiania that the Americans were taken on board. Off the Faroe Islands the ship was stopped by a British cruiser, which allowed her to proceed. Three days later during the night another British cruiser spoke to the ship and ordered her to put in at Halifax. This he did and left there on Monday.

One of the passengers was Dr. Paul Sauer, who has been in Germany on Red Cross relief work. He refused to talk in advance of seeing his superiors and intimated that afterward he would not be likely to talk. Most of the passengers were Scandinavians.

DIPLOMATS TO SAIL FROM HOBOKEN PIER

It became known in Hoboken yesterday that arrangements have been completed for the departure from this country next week of the Austro-Hungarian diplomatic and consular officers, who are unwelcome here since the break in diplomatic relations with Vienna.

It was also learned that the State Department has engaged the steamer Ryndam, of the Holland-American Line, to transport these officials to Europe.

It is understood that the arrangements for the departure of the Turkish officials have not been completed, although they may, too, sail on the Ryndam. The first body of German diplomats and Consuls expelled from China, who have arrived in this country on their way home, probably will also have passage on the Dutch vessel. The ship will call at Halifax for examination by the British blockade authorities, where the persons on board will undergo close scrutiny.

Observer
Apr 28/17

FEAR OF BOMBS HALT MOVING OF VESSELS

Minute Examination of Machinery for Hidden Missiles Being Made.

Fear of bombs is delaying the departure of the German steamers at present tied up to the Hoboken piers. This became known yesterday when one of the men, stationed on the piers and who is in a position of authority, stated that every precaution is being taken against any possible explosion in the machinery.

"Every man who is working down in the ships," he said, "has received instructions to take every care and every possible precaution."

"The men in charge of a section of the workers," he stated, "are supplied with a large electric torch. With this every part of the engines is being examined."

Information was received to the effect that, if the vessels were taken out under their own steam, the first revolution of the engines would result in the destruction of the vessel.

Owing to this state of affairs work on the vessels is necessarily slow. In addition to this none of the vessels will be taken out under her own steam, even if they were in such condition as to render this possible.

Particular precautions are being taken with regard to the Vaterland, it being in connection with this vessel that the warning was received. But no chances are being taken with any of the vessels.

Observer
Feb 12/17

SHIPS DAMAGED BY OFFICIAL ORDERS

Boston, Feb. 17.—Capt. Charles A. Pollack, master of the German steamship Kron Prinzessin Cecilie, seized by Federal authorities, testified on the stand here today that the engines of the vessel had been damaged on orders from a representative of the German government.

He declared the purpose had been to prevent movement of the interned vessel in case of hostilities between this government and Germany. He refused to give the name of the Representative who had given the order.

Commodore Mueller, of the North German Lloyd Line, in Hoboken, today refused to affirm or deny that such orders had been received and were testified to in the Boston proceedings.

Observer May 7/17

THREE MORE OF GERMAN STEAMSHIPS ARE MOVED FROM PIERS AT HOBOKEN

First of the Big Vessels to Be Towed From Berths Are the Bohemia, President Grant and Frederick der Grosse—Work Is Being Rushed on Two Boats at Local Drydocks—Expected That They Will Be First Ready for Service to Europe—Others May Be Moved From Docks Tomorrow.

WILL COME BACK TO HOBOKEN FOR LOADING

Work is proceeding rapidly on the German piers in Hoboken. This morning at 7 o'clock the President Grant, of the Hamburg-American Line, was taken from Pier No. 1, of the Hamburg docks, and went, it is understood, to South Brooklyn. Earlier in the morning, the Bohemia was towed from her berth and, after 11 o'clock, the North German Lloyd liner Frederick der Grosse was towed out by four tugs and taken downstream. This makes a total of three more vessels removed from the piers for repair in one day.

Work is also being rushed on the Pisa and the Nassovia, of the North German Lloyd Line, which are at present being overhauled at Tietjen and Lang's Dry Docks, at Fifteenth street. It is stated that they will soon be completely repaired and ready for use.

In this connection, it is stated on excellent authority, that it is expected these two vessels will be the first to be placed in commission. It is understood that they will be the first of the vessels to be ready for use in Europe and that they will, as soon as completed, be taken to the piers at Hoboken, loaded up and forwarded to the other side. If this is the case, they will form the vanguard of the fleet that is to be used to take supplies to the allies.

According to the present indications it is believed that the vessels will be ready within a month. All of the other vessels that have been taken from the piers are also being repaired and will, as soon as they are in seaworthy condition, be loaded and sent to Europe.

PLANS TO MEET RUSH.

It would appear that within three months, at the latest, all of the piers will be cleared, and the work of transportation will be in full swing. Preparations are being made along the Hoboken riverfront to meet the rush of work, which, it is expected, will exceed anything that has ever been seen in the history of the city.

It is also expected that another of the vessels will be taken out of the piers to-morrow and that the removal of the vessels will, from now on, be considerably expedited. Nothing has as yet, so far as is known, been determined regarding the Vaterland. This vessel is still at its piers and the work of taking an inventory of its contents has not yet, it is stated, been completed.

When it was suggested that the vessel, as has so frequently been stated, will be taken to Halifax, the party interviewed stated that he had no information regarding it, but added that "it was a long way from New York to Halifax."

It required five tugs to take the President Grant down the river. The vessel was removed at high tide and went down the stream quietly and without any mishap. She is the first of the big ones to be taken away, and it is expected that the others will soon follow.

World Aug 30/17

THINK DEUTSCHLAND SANK CHRISTIANE

A Capt. Eyring Was Officer of Merchant Craft—This Name on "Receipt."

Attention was called yesterday to the fact that Capt. Lieut. Eyring, the German submarine commander who signed the "receipt" for the sinking of the Christiane, corresponds in name to the second officer of the merchant submarine Deutschland, when that vessel made her first voyage to these shores. There is speculation about the possibility of the Christiane having been sunk by the gigantic subsea trader which, according to report, has been converted into a war submarine.

Capt. C. M. Crooks, who was in command of the ship that was sent down, arrived in this city Tuesday. He told a World reporter that the stern of the U boat that sank the Christiane was more like that of a merchantman than a warship. He had seen submarines before, he said, but none with a stern so shaped.

Observer Sept 4/17

MAJOR M'CLELLAN AT THE HOBOKEN PIERS

It was learned to-day that former Mayor George Brinton McClellan, of New York, appointed to the Army Reserve Corps, with the rank of major, is in Hoboken. After being stationed for some time at the Frankfort arsenal he has been shifted to the army camp at Hoboken, where he is now in command of the ordnance department.

Major McClellan was appointed on April 16, but the news was kept secret. The shift to Hoboken came two weeks ago. When interviewed at his quarters in the army camp to-day the former Mayor declared that he was well satisfied with the "charms of Hoboken." He was assigned to Hoboken by Secretary of War Baker.

Major McClellan comes of fighting stock. His father was General George B. McClellan, commander-in-chief of the Army of the Potomac in the Civil War.

Observer Oct 4/17

THE RECENT ATTEMPT TO DISABLE A U. S. TROOPSHIP.

If the charges made by Walter Fricke, the mechanic arrested in connection with the attempt to disable a United States transport, are true, strikers in Hoboken are resorting to dastardly efforts for retaliation. He claims that his wrench and the bolt found in the machinery of the vessel were placed there by strikers who desired to get even with him because he had gone back to work after the walkout.

Certainly the strikers' organizations do not approve of such tactics, which in this instance might have endangered hundreds of American troops. It is their duty to assist the authorities in investigating this case and to see that the guilty ones are brought to justice to free their organizations from any suspicion of giving approval.

ATTEMPT TO DAMAGE ENGINE OF TRANSPORT

Machinist Accused of Sabotage on the Former German Liner Hamburg.

Walter Ericke, a machinist working on the transport Powhattan, lying in Tietjen & Lang's dry dock, Hoboken, was arrested late yesterday afternoon on the charge of attempting to destroy the delicate machinery of the steering engine of the boat.

The plaintiff was Capt. G. W. Lincoln of the steamer, who learned that a bolt and a wrench had been so placed in the machinery that had the steamer started under her own power the mechanism would have been badly damaged.

The Captain suspected Ericke and ordered marines to bring him to the deck. This they did at the point of revolvers. Ericke stoutly denied the charge, but he was turned over to the Hoboken police and locked up. He lives at No. 104 Tenth Street, West New York, N. J. He will be given into the custody of the Federal authorities this morning.

When the wrench and bolt were discovered the Captain sent for another mechanic and closely questioned him. His story satisfied the commander that he was innocent.

The Powhattan was formerly the Hamburg of the Hamburg-American Line.

Observer Oct 11/17

METAL INTENDED FOR GERMANY IS SEIZED ON SHIP

Secret Service Agents Raid Vessel at Hoboken Pier With Success.

THREE MEN ARRESTED CHARGED WITH PLOT

Baggage Check and Steward's Nervousness Betrayed Him—Stuff Was Found Hidden Beneath His Trunk on Scandinavian Liner—First Tip Came by Anonymous Letter.

Secret Service men, under the command of James F. McConnochie, of the Treasury Department, yesterday swooped down upon the steamship United States, lying at the Scandinavian-American Line, foot of Seventeenth street, Hoboken, and uncovered a sensational plot to violate Scandinavian neutrality by alleged German agents. Forty packages of tungsten, worth untold thousands to the Germans, who need the rare metal for hardening steel on submarines and aircraft, were confiscated, and three men were arrested as a result of the raid of the Federal agents.

The tungsten was turned over to Deputy United States District Attorney Harold A. Content, of New York. It is thought that many more such packages may already have been shipped abroad or are stored secretly in Hoboken or New York.

The prisoners are Waldemar J. Adams and Robert Collins, proprietors of a Swedish book store, at 516 Third avenue, New York, and Fritz Oerundel, 28 years old, a Dane, and steward aboard the United States. They were all arraigned before United States Commissioner Hitchcock and held without bail for the Federal authorities, charged with violating the espionage act. It is alleged that they planned to forward the tungsten to Germany through other agents on the Scandinavian peninsula with whom they are leagued.

Oerundel is said to have acted as the carrier of the metal, which it is alleged, was given him by the book store proprietors. Officials of the Scandinavian-American line have disclaimed all responsibility for the steward's actions, and professed surprise at the discovery of the tungsten on the steamer.

The tip that tungsten was to be exported came anonymously to the Secret Service operatives. Three customs agents, Emmett S. Kyle, Michael Collins and Elmer J. Lewis, were assigned to the case. For three days and nights they bided their time, lurking in the shadows of the vessel's pier at Seventeenth street and listening to the gossip of the crew.

They seized the steward just as he tried to dart up the gangplank. A search of his clothing revealed a brass baggage check, issued at the parcel room of the Grand Central station, New York. They redeemed the tag while they held Oerundel prisoner, got possession of a case, and found therein eight fine bound packages of tungsten.

Then the customs inspectors searched the steamship from end to end, but could find nothing. Oerundel's nervousness when they yanked his trunk betrayed him, however. The Federal agents found that the boards in the floor were tampered with and ripped up. Underneath they found more packages of the metal.

Under the grilling McConnochie's men, Oerundel had broken down and complicated the book dealer's arrest followed quickly. It may now lead to far bigger things.

Hudson County
Post May 5/17

Observer Apr 24/17

Regulars make A fine showing

Hoboken has been treated during the past few weeks to real army men. The appearance of the Twenty-second Regiment at the piers of the German docks in Hoboken was looked upon at first with misgivings by many, but their conduct in the City has been a revelation to the citizens. One needs but to compare the regulars with the militia to understand the difference.

Captain Bomford, who has charge of the companies now in control of the German piers, is the pride of his men. The manner in which his troops conduct themselves is a glowing tribute to the officers and to the United States Army.

The American public has too few opportunities of getting acquainted with the Army, and if the opportunities were greater there would be a bigger percentage of recruits for army life in peace times than there is at present.

Fine, clean-cut young men, courteous, and gentlemen to the last degree are the members of the Twenty-second Regiment now in Hoboken; if they are an example of the type of men in the Army it would be well if the civil population was given the training and disciplinary instruction that is imparted to those soldiers.

A better argument for compulsory military training was never presented to the country and much is due to the officers for the manner in which the men under them conduct themselves.



CITY OF HOBOKEN

PROCLAMATION!

To the People of the
City of Hoboken:

The attention of the people of the City of Hoboken is called to the fact that the Government of the United States has taken possession of the waterfront of the city extending from the foot of Fourth street to the northerly boundary of Newark street, and from the easterly side of River street to the Hudson River.

It is the intention of the War Department to utilize this property for the purpose of carrying on the war, and all of this property will be closely guarded by the military day and night from this date to the termination of the war.

The War Department has, in the furtherance of the objects which it has in view, ordained that no person shall enter upon this property, which includes all of the steamship piers commonly known as the piers of the Hamburg-American Line and the North German Lloyd Steamship Line, unless they have a permit to do so.

I desire to point out to the people of the city that they will be serving the interests of the country and of the city by not approaching these piers unless they are called on to do so by urgent business. It is also necessary to point out that in the event of their being challenged by any sentry or guard on duty at the piers that they take immediate notice of the challenge, halt and give all the information asked for immediately, fully and respectfully.

The military authorities have decided not to enforce the half-mile limit rule as laid down in the Proclamation issued by President Wilson, and which ordains that no enemy alien shall remain or reside within half a mile of any governmental fort, factory, reservation, base, of supplies or any land used for war purposes, etc. The piers and the land adjacent thereto, known as the bulkhead property, and all land inside the rails now come within the meaning of these headings, and, therefore, under the Proclamation of the President no enemy alien may reside within half a mile of River street from Fourth street to Newark street.

However, in view of the restricted area of this city, the military authorities have decided that they will not enforce this rule, providing that the people of the city will themselves assist in the preservation of law and order within the city during the course of the war.

I, therefore, call on the people of the City of Hoboken to render to the police of the city every possible assistance in preventing either disorder or conspiracy within the limits of the City of Hoboken. Should any residents become aware of any plot or any conspiracy, or any contemplated overt act on the part of any person within the limits of the City of Hoboken, it is their duty immediately to communicate their information to the police. Men are on duty every hour of the day and night at Police Headquarters, Hoboken, and a telephone message to Hoboken 2500 will immediately bring the police to the scene of a disturbance or to the assistance of any person who may want the aid of the authorities.

Providing that the people of the city assist the authorities in this manner, and that no overt act or disturbance takes place within the prescribed zone, and that they pay strict attention to any orders issued by the military in or on the property of the aforesaid companies, I am assured that the half-mile rule will not be enforced in the City of Hoboken.

(signed) PATRICK R. GRIFFIN,
Mayor.

April 19, 1917.

Observer Apr 20/17

LESSONS IN COURTESY DEMONSTRATED IN THIS CITY

"You will pardon me, sir, but you will have to walk on the other side of the street."

This is the manner in which one of the sentries doing duty along Hoboken's shore front addressed Mayor Griffin when the latter had ventured on the forbidden portion of River street, near the piers. The tone was firm, but courteous, and invited neither resentment nor argument. From all reports such mode of address is general with the Regulars quartered here when dealing with civilians.

It is this sort of thing that will serve to popularize the army and make somewhat easier the unaccustomed restrictions that Americans have to undergo at the present time. A fighting man can be a gentleman and lose nothing by it while engaged in policing at home.

We would suggest that some of our police department heads take the hint and pass the word, as evidently the military commandants have done, that courtesy may serve to avoid a lot of trouble.

Observer July 10/17

TWO HUNDRED AND FIFTY ON HOBOKEN DOCKS LOSE JOBS

All Unnaturalized Germans
and Austrians—Action
by the Military.

Approximately 250 longshoremen and other workers employed about the United States Army Piers in Hoboken were discharged yesterday afternoon. All of the men affected are unnaturalized Germans and Austrians. Their discharge was carried out by the military authorities, evidently upon receipt of orders from Washington.

This action on the part of the military authorities is part, and parcel of the nation's hunt to stamp out the "spy" evil which was responsible for revealing information concerning the first American expeditionary force to France. It was stated that the Government's action yesterday affected every German and Austrian alien in the employ of Atlantic port piers yesterday.

The authorities make no charges, but they justified the order of yesterday by the remark that practically every man discharged was in a position to give detailed information of troop movements.

Longshoremen were employed the piers, it is understood, submitting them to any cross-examination, nor was any effort made to find out who or what they were.

Yesterday afternoon and again this morning, a delegation of disgraced longshoremen of Teutonic descent waited on Mayor Griffin and in his aid in recovering their jobs. Mayor very promptly told them he was helpless to do anything as the piers were now U. S. Army property in charge of the Government. The city authorities had nothing to do with the employment or discharge of the men. There is good reason to believe that many other longshoremen on the army piers were given their walking papers.

The leak has resulted in a tight web being drawn around the piers. A stricter watch will be kept not only will it be difficult to get on the piers, but aliens are cautioned to keep as far away from the piers as possible.

July 10/17
N. Y. American
July 11/17

Dispatch
July 11/17

GENERAL WRIGHT IS IN CHARGE OF HOBOKEN'S PIERS

Has Sweeping Powers—The
Longshoremen Protest
Dismissals.

Unnaturalized aliens are now a thing of the past at the United States army piers, formerly the Hamburg-American and North German Lloyd docks, in Hoboken. Brigadier General N. M. Wright arrived in Hoboken yesterday afternoon and now is in full charge of the piers and their hundreds of employes. He is Commissioner of Embarkation and his powers at the Hoboken waterfront are sweeping.

It was claimed to-day that 500 aliens were made to "walk the plank" when the lines were drawn tighter around the piers. All of the big and the little characters for years employed on the piers, but who were either of German or Austrian extraction, unnaturalized, or whose sympathies were such that their presence was undesirable, were let go in the orders believed to have been received from Washington. Their places have been filled by army authorities, even down to the girl at the telephone switchboard.

The last bit of German property, a few odds and ends, were cleared away from the docks during the current week and not a vestige remains. Everything at the piers, even to the men and women employed there, bears the stamp of undiluted Americanism. With the closing of the saloons at 10 o'clock at night, beginning to-night, it looks as if the government means business in keeping people who have no business near the piers as far away as possible.

The following letter was received from the Hudson Observer office from the head of the International Longshoremen's Association, relative to the dismissals.

Editor Hudson Observer.
Dear Sir—In last night's edition of your paper, on page 3, under the heading, "Two Hundred and Fifty on Hoboken Docks Lose Jobs," it states that the men involved are unnaturalized. This is not true, as they are citizens of the United States of America, and we request you to print the following so that the public will understand the true situation:

At 1 p. m. on Monday, July 9, the Pier Superintendent informed the men that they would have to take their citizenship papers over to the office of the McQuade Redoring Company and get passes if they wanted to work on the piers. They went over to the office and met Mr. McQuade, who told them to go to Hoboken and tell Mayor Griffin to close the saloons if he would not employ any men who lived in Hoboken.

At 9:30 yesterday morning a committee called on Mayor Griffin and asked him why they should be deprived of making a living on account of the action of the city government in not closing the saloons. The mayor requested the committee to return to his office at 2 p. m., which they did. He then informed them that he had taken them up and had been told by Brigadier General Wright that no men of German or Austrian birth would be employed, even if they were citizens or not.

Respectfully,
ALBERT ERAUN,
Chairman, Local No. 306, International Longshoremen's Ass'n.

SPY TELEPHONE FOUND ON PIER

"Listening In" Device Discovered
When Authorities Drive Aliens
from Water Front.

Federal and local authorities tackled the problem yesterday of keeping alien enemies away from the waterfront. The force of Department of Justice agents, secret service men and deputy marshals was greatly augmented.

The Government men went into lodging-houses, saloons and hotels and ousted every German, Austrian and Hungarian found. It was practically the first attempt of the authorities to enforce adequately the "barred zone" proclamation of the President April 6.

In addition, the agents advised all employers of waterfront labor to discharge every man for whom they cannot absolutely account. Government posters containing this warning will be posted along the city's waterfront to-day.

"All enemy aliens must keep off all docks, wharves and piers in the Southern District of New York. They must not be employed in any maritime occupations in the waters adjacent to the Southern District of New York.

"Any enemy alien found on any dock, pier or wharf or employed in any maritime occupation will be immediately arrested. It is the duty of all good citizens to note the foregoing rules."

This notice is signed by Thomas D. McCarthy and James M. Power, United States marshals for the southern and eastern districts of New York.

The increased activity of the authorities resulted in the discharge along the piers, wharves and warehouses of hundreds of Germans and Austro-Hungarians. There are still a great many employed on waterfront duty, however. The authorities believe many of these are posing as Danes and Swedes.

A startling discovery was made at the Hoboken piers, where more than 250 Germans and Austrians had been discharged on Monday. It was learned that a secret "listening in" telephone had been found connected with the regular telephone wires. By this means spies may have learned of almost every order issued since the Government took over the piers.

An arrest of the greatest importance is expected within a few hours. The man is well known in financial circles. He is suspected of alliance with the German intelligence department, but in the absence of absolute proof he will be held on a technical charge.

ENLISTING MEN FOR LOCAL PIERS' GUARD

Enlistments for Port of Embarkation Guard and Fire Company at Hoboken are now being received at local branch recruiting stations. This is a technical organization, requiring on the part of the men enlisted therefor experience in police, fire and secret service work. Captain H. C. Craig, Infantry, N. A., Army Pier 1, Hoboken, has been commissioned and has charge of the organization of this company. Under due instructions, he is trying to find men, experienced and of excellent character, who would be satisfactory in the performance of these duties. He has instructions to send to Major J. E. Bloom, 263 Market street, Newark, any that he finds and who may desire to enlist.

The organization as provided for this technical fire company is as follows: ten sergeants, Q. M. C., first class; ten sergeants, Q. M. C.; twenty corporals, two cooks and 103 privates. Any men recommended as being

Observer Sept 13/17

LOCAL POLICEMEN NOT TO JOIN PIER FORCES

Recruiting officers are finding it hard to get the number of men of fire and police experience they want for duty at the army piers, Hoboken. Thereofre, when Motorcycle Officer Allan L. Schmulling and Patrolman John P. Beatty questioned army officers at the docks in regard to the project, the latter asked them to join the pier forces. One high army official gave them a letter to Major-General Brown, of Newark.

There was only one drawback to the scheme of joining the forces at the piers. That has arisen through the summoning of both men under the selective draft act. They are to leave Hoboken on the nineteenth of this month. In view of the fact that they were drafted, General Brown declared that it would not be possible for them to join the new unit at the Hoboken piers.

A course of action by which they might be released from the draft was outlined for the policemen, but on account of "red tape" attached, both now feel no inclination to join the military police at the docks and are making preparations to leave this month for Camp Dix at Wrightstown.

Observer
Sept 26/17

Old Glory Not Used in Honoring Wilhelmina

Holland Line Piers and Ships Profusely Decorated for the
Queen's Birthday, But Stars and Stripes
Are Missing.

In honor of the birthday of Queen Wilhelmina of Holland all craft lying at the Holland-America Line piers, foot of Fifth street, Hoboken, and the piers also were literally festooned with flags yesterday. The ensign of Holland was prominent over all, but nowhere was there an American flag in sight.

A man who claimed to be a government official waxed indignant over this state of affairs, declaring that the steamship officials were displaying flags of all nations excepting that of America and asserting that it was illegal for subjects of a neutral country to do this at a time when America is at war. A reporter was sent to the piers to investigate. He found the flag of Holland at the mastheads of both vessels and piers. No American flag was in sight, it is true, but the supposed flags of enemy countries turned out to be scores of signal flags in the international code and the official banner of the Holland-America Line.

When asked why there was no American flag with the others, an official of the line stated that the flags had been strung solely in honor of the Queen's birthday, and that the occasion was sacred to her. He ridiculed the report that flags of any country other than Holland had been strung from the mastheads.

Despite the assertions made by the officials of the Holland-America Line that no slight was meant, it was recalled by many persons who for years have watched affairs along the river front that such a thing never happened before. On all occasions heretofore when the piers and ships of the various steamship lines were decorated in honor of some foreign ruler, the Stars and Stripes had a place in the decorations. It is more than likely that the matter was called to the attention of Holland ambassador to this country and

Citizens who chance to pass along River street—a war zone—would do well to heed the warnings of the soldiers doing guard duty there. Last night an intoxicated man sought to interfere with an order given and in a moment he was picked himself up from the gutter. The military is in full charge of the docks and the immediate vicinity.

Observer
Sept 26/17
1917

Last evening twenty-five Germans witnessed the lowering of "Old Glory" at the ex-North German-Lloyd docks without one thought of hatred.

GLOOM OVER HOBOKEN AS RESIDENTS COWER UNDER UNCLE SAM'S EYE

Shocked Amazement Caused by Eviction of Max Muller and Fred Jarka, Steamship Men, and Restrictions Imposed by Troops Puzzle Them.

Gloom has established international headquarters in Hoboken. It hangs like a pall over the city—dense and depressing. The laughter of the little children at play has lost its joyousness. Interest in the pinochle game or in skat has lost its zest.

The hausfrau gossips with her neighbor in a hushed voice. In the beer halls there are no "Hochs"—each is silent, stunned.

Callers, not so many these days, shiver. Cemetery? London fog? One is a busy market place, the other bright sunshine, when compared with the Hoboken of today. Sacrilege has been committed by Uncle Sam, deliberately, intentionally and with a cool nonchalance that has shocked the phlegmaticism of the Germanic populace of the city to its very depths.

Overt acts are overt acts, but never in his most mad hour did a "boche" do to his worst enemy what Uncle Sam did to Hoboken.

Ousted from Home.

Max Muller has been ousted from his home in River street, bag and baggage. So has Fred Jarka, his son-in-law, from that big four story brick house, with its pretty lawn, in Newark street.

Who is Max Muller? Don't ask that question in Hoboken. Neither inquire as to the identity of Herr Jarka. Hoboken patience has its limits. Insult should not be added to injury. Sacrilege is sacrilege and one should not gloat over it.

For those outside of Hoboken, it can be stated here that Max Muller is the superintendent of the North German Lloyd—the man who made the line. His is that big finely-appointed house in River street, in the grounds of the company, which he has occupied for more than a score of years, the Tsar of the line.

Scores of children in Hoboken have been named in his honor. All knew him—Gentiles and Germans—and all loved him, all respected him.

His Sons Citizens.

His sons are American citizens. One of them was commander of the Hudson County Troop. Mrs. Muller was born in this country of American parents.

Commander Jarka, an Austrian alien of the Hamburg American line, Herr Muller's son-in-law, while not so well known, has also been evicted.

And the question asked by thousands of their friends is, Where have they gone? No one seems to know, and those who do know will not tell. An EVENING TELEGRAM reporter has every avenue of information open to him in Hoboken as soon as he makes himself known. Oh, yes.

But what hurts Hoboken is the eviction, the summary eviction, of the two. It was a blow when the ships of both lines were seized. It was even a harder blow when the crews were removed and sent to Ellis Island. But that Max Muller and Herr Jarka would be evicted—no one ever dreamed of such a thing.

It's hard to "keep your mouth shut," as Mayor Griffin advises, under such circumstances. It takes some mental effort but let a stranger appear in the little gatherings in any of the forty odd saloons in River street and the silence is sudden and oppressive.

Can Tell Strangers.

How do they tell a stranger? That's easy. If Fritz, the bartender, knows you or if the boss gives you a welcoming nod—it's all right. You're then no snooping outsider, even if you can't speak the German tongue.

It makes no difference to friends of Mr. Muller and Mr. Jarka, if Uncle Sam, taking time by the forelock, gave orders several days ago and sent up three hundred bronzed army regulars from Arizona, who took over command of the boats and yards, Hoboken can't see the expediency of the action.

Colonel John M. Carson, U. S. A., in com-

mand of the three companies of the crack Twenty-second infantry, and Commander E. P. Jessop, U. S. N., may be Chesterfields in the arts of politeness and tact, but it grieves one to see the one in the Muller homestead and the other making his quarters in the Jarka residence.

The fact that these well set-up regulars, patrolling the street in front of the piers and saying politely, "You will pardon me, but you will have to walk on the other side of the street" is something new to them, but—

Obeys and Wonder.

They don't understand it, but they obey. The business looking end of the Springfield carried in the crook of the arm as the sentry paces up and down commands obedience. In the light of the other thing the sacrilege is forgotten.

They gather in groups at the corner and gaze in silence at the soldiers. They peer through the windows and over the swinging doorways of the two score saloons on the opposite side of the way, watching the Americans "dig in."

Hard to Keep Silent.

Stevedores, whose loyalty to the Stars and Stripes is unquestioned, are to-day working on territory which these silent onlookers had for years regarded as their own. And they grit their teeth, but keep their mouths shut. What will come next is something they know not and care not. That is true of some, not all.

Those who are wondering are those aliens who have business within the half mile zone and are to-day guessing whether they will have to move or not. They have been told all will be well if they are good boys and keep on their own side of the street.

That's what they purpose to do. They don't want martial law, especially the saloon proprietors.

Fronting the pier property between those latter streets are forty-two saloons. A regular army sergeant called on the proprietor of each of those places. The proprietors were informed their business would not be interfered with in any way so long as they complied with the orders of the army officers. The orders were that their places were to be closed tight with the sounding of "taps" at nine o'clock each night in the army encampment across the way; that they were not to sell liquor of any kind to soldiers, nor to any one who might be suspected of intending to give liquor to soldiers. Violation of any of the orders by any one of the saloon proprietors or their employees, they were informed, would result in the closing up of every saloon on the water front.

Similar precautions were taken to impress upon the German residents of Hoboken the necessity for complying with the order to "keep their mouths shut" and not in any way to interfere with the actions of the soldiers.

To Use Discretion.

The army officers made it plain that "reasonable judgment" would be exercised in enforcing the enemy alien zone provisions, but that if any single untoward act is discovered the zone order will be strictly enforced by causing the removal of every enemy alien within the prescribed area of half a mile of the military reservation. It was explained also that this operation might be made to include virtually the whole of the city of Hoboken, which is scarcely more than a mile square.

In view of the conditions, following the army occupation of the piers, Mayor Patrick Griffin issued a proclamation calling upon the people of Hoboken to obey strictly the regulations laid down by the military authorities.

"There will be no trouble over here," he said. "Hoboken is a law abiding city. It has received a bad name in recent months, but the fires of patriotism burn as brightly here as in any other city in the country. Forty-three citizens have enrolled in the army in the last week."

But gloom there is in Hoboken, and if the sun is shining, it isn't observed. The last straw has been placed on the camel's back.

EXCITED WATCHMAN FALLS INTO RIVER

As a result of the excitement of watching for the seizure of the German steamers in Hoboken last night, James Blevin, aged 50, of 119 Montclair avenue, Newark, a watchman, fell into the river at Pier No. 1, D. L. and W., Hoboken, shortly after midnight last night.

Fortunately others who were near him saw the accident and he was fished out, suffering intensely from the cold. The ambulance was summoned from St. Mary's Hospital and the man was taken there under the care of Dr. Blenkinship.

REPORTERS HELD AS PRISONERS ON PIERS

An idea of how difficult it is to get through the lines established by the United States neutrality squads on the North German Lloyd and Hamburg-American Line piers in Hoboken was brought home to newspapermen at 8 o'clock last night when four local scribes and a similar number of New York journalists were held prisoners on the Hamburg piers for a half hour.

The members of the Fourth Estate were finally released when Deputy Surveyor William F. Buechler, who resides in Hoboken, came along and identified the local news writers and the latter in turn identified their New York brethren. Had not Buechler happened along the probabilities are that the news gatherers would have been placed in the same category as the men being held on the steamers.

It happened this way. When the 280 policemen from Manhattan were on their way back to the government boat they had to pass through the gates of Pier No. 2, having come from the Lloyd piers. The newspapermen naturally followed, to be "on the job." The police boarded the boat and the scribes started out, but Guard McGinty held them up.

"Get a pass," he said, "or you don't get out of here."

"We sneaked in, but we can't get out," said one scribe as the bunch trailed back to the pier looking for somebody to identify them. After waiting half an hour Buechler came along. He was apprised of their predicament and vouched for them and they were released as the guard exclaimed, "If I had known who you were when you came in, you'd never have gone by."

LONGSHOREMEN MAKE PROTEST AGAINST WAR

At a monthly meeting of Longshoremen's Local, No. 306, of Hoboken, at Bischoff's Hall, Hoboken, yesterday, resolutions were passed protesting against war between Germany and America. Several interesting speakers were heard. It was stated that the longshoremen have suffered enough since the steamers here stopped running and that a war which would involve this country would be completely disastrous to their interests. Copies of the resolutions were sent to the Senators and Congressmen from this State.

SENTRY PURSUES IRATE CITIZEN IN HOBOKEN

The first bit of excitement in the River street, Hoboken, "war zone" was occasioned to-day after the U. S. Regulars received orders to keep everybody off the east side of River street, the sidewalk adjoining the piers. A sentry was doing duty when a man came along. He objected to being ordered across to the other side and became rather indignant. The result was that the sentry chased him up Second street with following. The stranger followed it only after he saw the business.

Dispatch May 5/17
Observer May 9/17
Observer May 29/17

RYNDAM LEAVES WITH AUSTRIAN ENVOY'S PARTY

Ambassador Tarnow Sails From
Hoboken; Regrets Neces-
sity for Going.

SILENT ON PROBABLE LENGTH OF THE WAR

Hopes for Peace Soon and to Re-
turn Here; Urges Country-
men to Be Loyal.

The Holland-American liner Ryn-
dam pulled away from her berth in
Hoboken yesterday at 2.12 p. m.,
carrying with her Count Adam Tar-
nowski von Tarnow, the Austrian
Ambassador to the United States
whose credentials were never received
by President Wilson, diplomatic and
consular officials from Austria-Hung-
ary German consular and diplomatic
officials in China and Cuba.

The vessel, which will make a call
at Halifax, carried a passenger list
of 375 of which 275 were in the first
cabin, eighty in the second and twen-
ty in the third. The last named pas-
sengers are Hollanders, and were the
only members of the passenger list
of 150 which sailed from Hoboken on
the Ryndam when the ship made its
3,000-mile journey and returned to
America at the beginning of Febru-
ary without making a stop.

Count Tarnowsky to a newspaper-
man gave a farewell message to the
American people, and through Morris
Cukor, attorney for the Austrian
Counsel in New York City issued a
message to the alien Austrians in this
country.

REGRETS LEAVING.

"I cannot sufficiently express my
sincere regret at leaving your nice
country. I suppose I am a unique
figure in diplomatic history. Arriv-
ing here at a most inopportune time
I was unable to present my creden-
tials, but, nevertheless, was permitted
to proceed with my regular diplomatic
business as though nothing had hap-
pened."

"How long do you think the war
will last?" was a question put to the
Count and he replied:

"Your guess or anybody's guess is
as good as mine on that point. My
hope is that the end will come soon
and that when peace is declared I
may be able to return to the United
States as the representative of my
country."

GERMANS WILL HAVE FOOD.

To another question as to whether
in his opinion Germany would have
sufficient food to last until the end
of the war he said:

"I do not know how long the war
will last. No man can, but Germany
will have food. I do not know what
my Government will give me to do
when I return. I am a Government
officer and will naturally perform
any office to which I am assigned."

Through Counselor Cukor he left the
following message for the alien Aus-
trians in this country:

"Please convey to my countrymen
in America my farewell greetings.
During my present sojourn I did not
come in contact with them, but I
know from previous experience that
they are sober, industrious and law-
abiding."

"I take with me the firm convic-
tion that my countrymen will here-
after honor the land whose hospital-
ity they enjoy and in which they
earn their livelihood, and that they
will readily obey its laws to the full
est extent."

Julia Culp, the famous singer, was
also one of the passengers. She had
nothing to say when asked by a
newspaperman if she wished to leave
a message for her many admirers in
this country.

RUMOR OF SHOOTING AT PIERS IS DENIED

Rumors were circulated this morn-
ing to the effect that a man had been
shot on Pier 4, Hoboken, in a dispute
arising out of a strike of stevedores
on the piers.

At the office of Major Craig, Chief
of the Military Police, it was stated
that there was absolutely no truth in
the rumor. It was stated that there
had been a misunderstanding regard-
ing the stevedores, but that it was
confidently expected everything would
be settled by noon. No violence of
any kind, it was asserted, had taken
place.

TROOPS TO DRILL ON "REZ" PLAYGROUND

Recruits who have recently joined
the ranks of the Seventy-first Regi-
ment, a part of which is guarding
the docks and steamship property in
Hoboken, have been given permis-
sion to use the Reservoir Play-
ground for drilling purposes by
Commissioner Moore, of Jersey City.
Mayor Griffin yesterday conferred
with Moore over the telephone and
made the request.

"The men can have any play-
ground or bit of public land they
want in Jersey City," was Moore's
reply to the Hoboken Mayor. "They
need not apply for permission but
may go there and use the grounds
whenever they please."

Dispatch May 11/17

WOMEN AT WORK ON PIER 2 IN HOBOKEN

Making Uniforms for Recruits,
it Is Understood; Sev-
enty Employed.

Seventy women are working on
Pier No. 2 of the North German
Lloyd docks in Hoboken. They start-
ed work there yesterday and while
it was stated in certain quarters
that they were making bandages, it
is said on the best information that
they are employed by the Commis-
sary Department of the Army and
are making uniforms for the recruits
which are joining the army.

For the four companies of the
Twenty-second Regiment now in Ho-
boken 250 recruits arrived yesterday.
Practically none of them had uni-
forms and the women employed on
Pier No. 2, it is understood, are busy
putting together the uniforms for
the rookies. A strict guard has been
placed over the section on Pier No.
2 where the women are employed.

None of the soldiers are allowed to
venture near this war workroom and
longshoremen and others employed
by the Government on the ships are
kept at a safe distance by a regular
guard from the Twenty-second Regi-
ment.

Dispatch May 5/17

MAN FIGHTS HALF A DOZEN ON PIER

Queried by Customs Inspectors
in Hoboken, He Floors
Four of Them.

It took half a dozen men several
minutes to subdue Peter Minck, 26, of
330 Hudson street, Hoboken, last
night on the pier of the Holland-
American Line in Hoboken, as the S.
S. Nordam was docking. He was fi-
nally arrested by Officer Winters on
complaint of Customs Inspector Chas.
R. Kein, on a charge of being a dis-
orderly person.

According to the inspector, Minck
pinked up a cask carried by porters
on the pier, and thus slipped past the
guards. Klein says he saw him com-
paring notes with another man and
became suspicious. He asked Minck
what he was doing there and Minck
said he was waiting for his wife and
child.

Investigation failed to disclose
their names on the Nordam's pas-
senger list, and Klein and another in-
spector started to lead Minck from
the pier, when he suddenly whirled
around and floored them both. Four
of the inspectors then grappled with
him, but he succeeded in throwing
them all off, and it was all that six
of them could do to hold him. When
turned over to Officer Winters he
gave the policeman no trouble.

Dispatch May 12/17

TWO GUARD OFFICERS GO TO TRAINING CAMP

Two of the officers of the Twenty-
second Regiment who have been sta-
tioned at the German docks in Hobo-
ken since this property was taken
over by the Government have been
ordered to the training camps. Cap-
tain Van Horn, of Company E, has
been ordered to report at Plattsburg,
while Lieutenant Bennington Bennett
has been assigned to the training
camp at Fort Myer, Virginia. Both
officers will be given commands in the
training of officers.

Dispatch June 4/17

GOVERNMENT EMPLOYE IS UNDER ARREST

Philip Shea, 28, of 123 Willow ave-
nue, Hoboken, who has been em-
ployed at the German piers in Ho-
boken on Government work, was ar-
rested at the docks on Saturday on
the complaint of Captain Tobin, of
the quartermaster's staff. He was
taken to police headquarters and de-
tained in the request of the captain
as a Federal prisoner.

Observer June 5/17

HOBOKEN LAD ACCUSED OF ROBBING UNCLE SAM

Charged with stealing uniform
caps from the quartermaster's quar-
ters, U. S. A., on the North German
Lloyd docks in Hoboken, Philip A.
Shea, of 123 Willow avenue, Hobo-
ken, was held yesterday afternoon by
United States Commissioner James
D. Carpenter in Jersey City in \$500
bail for a hearing on Saturday. Cap-
tain David J. Charters, quartermas-
ter's service, U. S. A., arrested Shea.

GERMANS CAUSE WORRY AT PIERS

**U. S. Officials Fear Cleanup
Didn't Remove Danger.**

TEUTONS MAKE NEW THREAT

**City and Federal Authorities Are
Watching Hoboken Longshoremen.**

Following a wholesale cleanup of the piers in Hoboken yesterday, Federal officials were not at all confident to-day that all trouble had been averted. The threat of the 400 discharged Teuton longshoremen that they would not permit others to work at the piers unless they were reemployed caused some anxiety.

City and Federal authorities were taking precautionary measures to-day, in case the enemy aliens decided to carry out their threats. When they were discharged yesterday they were warned to keep away from the piers. Most of the longshoremen chased away from the docks were employed to handle the shipments that went with the Pershing expedition and all of them knew when and how America's first contingent sailed for the war zone. In an effort to cripple the extensive spy system around this port army officials took drastic action.

A number of suspicious Germans and Austrians are among those who have been warned to keep away from the piers in the future, one of them being the man suspected of sending

word to Germany that brought the attack by U-boats on the Pershing expedition. He is a friend of Capt. Charles von Kleist, now in prison.

Others included watchmen, clerks and others who had been employed for years along the Hoboken docks.

Several men thought to be enemy aliens were rounded up in the course of the day, three being Teutons who tried to ship as Danes on vessels plying between this country and South America. Carl Weller, 27 years old, of Fingerboard road, S. L., was arrested after a cruise near a submarine chaser plant in Brooklyn. An expensive camera and six rolls of exposed films were taken from him. The films will be developed to determine what information the man was seeking, and in the meantime he is being held in the Raymond street, Brooklyn, jail. Those who accompanied Weller on his cruise said that he continually took pictures of lighthouses and coves, as well as necks of land.

The situation in this city is apparently improving, say Federal officials at work on the spy cases. Attorney-General Gregory said of the work:

"The enforcement of the President's proclamation restricting the activities of enemy aliens is receiving proper attention in New York city. The problem is a large one, and will of necessity take time to complete. The force handling the work has been augmented."

NEWS "LEAK" IS DISCOVERED AT PORT OF SAILING

**Information of Departure of
of American Troops Was
Flashed Right From Pier.**

MANY UNDER SUSPICION; ARRESTS ARE EXPECTED

An Atlantic Fort, July 8.—The news "leak," which nearly cost America the lives of Pershing's army was discovered last night. The deadly message was flashed to Germany straight from the docks from which the troops sailed. The entire area of embarkation is believed to be spy infested.

Indiscriminate hiring of labor and issuance of passes enabled nearly a score of former employes of a German steamship line to secure positions on the piers under the marine authorities. One of these, whose name is known, is reported to have secured the information which brought down a submarine attack upon the crowded transports. One investigation is being made by the Department of Justice, while a separate inquiry was started by Admiral Usher.

A week ago a fire alarm brought fire engines to the docks at midnight. There was no fire; neither would anyone admit sending in the alarm. The four recurrences led to an inspection of the wiring system with startling results.

Some one had tampered with the telephone system. Apparently the attention had been to tap the wires leading to the quartermaster's department. In this way priceless information regarding all movements of the troops might be secured. While officers might not talk freely over outside lines, conversations over the private dock telephones were regarded as absolutely safe.

It then became known that the piers and ships themselves, where were assembled the vital secrets of America's war preparations, were ridiculously easy of access. Desire for a quick embarkation led the marine department to call for workmen of every trade. They came to the docks by thousands.

The military authorities, fearing spies, took them to the marine offices under heavy guard. There they were hired on the strength of their skill as workmen—without any credentials of trustworthiness. Passes good past every sentry were issued. Hundreds of workmen strolled about the piers, inspecting every detail of the equipment.

At this time three men—perhaps more—were arrested prowling about the yards at night. They showed passes. A chance investigation showed that the passes belonged to other men who had disappeared. The men were set free, but the military authorities protested at the lax system.

Further investigation proved that the entire crew of a large launch which had been used in carrying officers between the ships were Germans. All were former employes of a German owned steamship line. They had simply been allowed to retain their positions rather than secure new and inexperienced men. German employes were discovered in other strategic positions.

One of these men is thought by the Department of Justice to be related to a man indicted in the Von Klewt bomb conspiracy. He was freed after paying a fine. The employe suspected of espionage is now under surveillance together with all other workmen of his nationality.

High officials said that it was proposed to clear the neighborhood of all Germans for half a mile in all directions. In addition a new system of examination of workmen is being planned. Those under direct suspicion will probably be arrested within several days.

SHEA DISCHARGED BY U. S. COMMISSIONER

Philip A. Shea, of 223 Garden street, Hoboken, who had been arrested on last Monday on the North German Lloyd docks, in Hoboken, charged with stealing campaign hats from the stores of the local quartermaster of the United States Army, was discharged on Saturday afternoon, after being arraigned before United States Commissioner James D. Carpenter, Jr., of Jersey City. There was not presented to the Commissioner sufficient evidence upon which to hold Shea for the Federal Grand Jury.

Testimony at the hearing showed that several soldiers guarding the docks have become possessed of more than enough campaign hats for service.

SOLDIERS BREAK OUT IN RIOT—OF MEASLES

The pro-German propaganda in Hoboken has circulated many wild stories of late, but yesterday's sensation was the wildest yet. The idea was that some troops stationed in Hoboken had mutinied and that in a wild riot, many soldiers were so badly injured that they had to be sent to St. Mary's Hospital, where they were being carefully shielded from publicity.

The basis for the story lies in the fact that measles broke out among some troops stationed in Hoboken, and half a dozen soldiers were sent to St. Mary's for treatment and quarantine.

The outbreak of measles has been stopped and conditions among the soldiers guarding the piers are excellent.

UNABLE TO FIND OUT WHO SHOT SOLDIER

Although an investigation is being made by the police, military and agents of the Department of Justice, no trace has been found of the person who shot Andrew Kovach, a private in the Fourth Regiment, while he was walking past the reservoir in Jersey City at midnight Thursday.

The bullet which struck Kovach was a 22 calibre and it lodged in his scalp. After treatment at the hospital it was announced that the wounded man is sure to recover.

SOLDIER'S BODY IS BROUGHT TO HOBOKEN

The first victim of the American Expeditionary Force to France was brought to Hoboken yesterday from an Atlantic seaport and shipped from this city to the home of his parents, at Slayton, Minn. The body was that of Private Christian Brickson, 21 years old, a member of Company K, Eighteenth United States Infantry.

Brickson died of diphtheria while on board an army transport in European waters. The body was shipped back and received yesterday at the Army piers in Hoboken. William Kamlah, of Hoboken, made out the burial permit for the shipment of the body from Hoboken to Slayton, and it was placed on a train in charge of the American Express Company. The body had been embalmed.

"Sammies" Shooting Up Kaiser Bill Every Day at the Hob. Piers

Statue Once the Pride of Teu-
tons in Hoboken in Being
Riddled at Practice.

Kaiser Wilhelm is being shot to pieces in Hoboken. The Soldiers at the docks of the Hamburg-American docks in Hoboken were seen in practice at Pier 2 yesterday riddling the statue of the Tyrant of Prussian military autocracy, which for many years has been the pride of the German employes at the Hamburg docks.

The "Sammies" were evidently bend on emulating the legendary feeling of mercy shown by a Dutch butcher to his dog. Doggie's tail had to come off, and so that it would not hurt too much it was cut off one inch every day.

This is the mercy being shown to "Kaiser Wilhelm" only he is being put out of commission every second, a piece dropping off now and then just as the "Sammies" warm to their practice.

And secretly some of the boys wish it were really Kaiser Bill in flesh and blood that they were practising on.

Members of the 22nd have fun with the "Kaiser"

"Old Kaiser Bill" had a tough time of it on Thursday evening at the docks of the Hamburg-American line piers. The "Sammies" on duty at the Army piers unearthed a bust of Kaiser Wilhelm and forthwith proceeded to give "Bill" what his soldiers have been giving the Belgians, and backing him up against the wall he was faced with the firing squad.

Some resentment was shown by a number of men on River street, but this did not interfere with the sport of the troops. They are in a hurry to get to Europe and thought it would be a good idea to get some practice on the Kaiser. Failing to get the gentleman in person they secured this bust and with their rifles loaded with practice caps they proceeded to do "Bill" up brown.

The small pellets from the rifles did not show much effect at first and the crowd on the street began to look happier, but bit by bit old "Bill's" statue began to cave in under the treatment, and he suffered demolition slowly but surely and ultimately found a resting place at the bottom of the waters where many of the passengers of the ill-fated Lusitania found a grave.

SOLDIER IS STRICKEN WITH ILLNESS IN PARK

Found lying to-day in a semi-conscious condition on a bench in Elysian Park, Hoboken, Sergeant Iverson Guthrie, 38 years old, attached to the medical department of the Twenty-second United States Infantry, was removed to the Second Precinct in the auto patrol. There he was treated by Dr. Tiernan, of St. Mary's Hospital, and was taken to the hospital in the ambulance, suffering from acute gastritis. He is expected to recover.

LONGSHOREMEN BALK AT ESPIONAGE PLAN

300 at Hoboken Docks Quit
Work When Detectives Watch
Them; SilkMen Seek Pay.

Three hundred longshoremen working at the Scandinavian-American line docks, in Hoboken, yesterday, quit work at 1 o'clock because of some alleged grievance. It appears that numerous packages and some material has been stolen from the docks recently, and in an effort to check the thefts the company hired a number of detectives from an agency in New York City to watch the longshoremen and other employes at the docks.

Resenting this, the longshoremen held a conference yesterday and walked out as a protest against the system of espionage. There was no disposition on the part of the men to return to work last night.

More labor trouble in Captain Dennis Sullivan's uptown precinct was reported yesterday afternoon, when William Dunton, of the Terminal Silk Mill, located in the top floor of the Terminal Building at Fifteenth and Bloomfield streets, asked the police of the Second Precinct to stop a number of the silk employes, who had gone on strike, from interfering with his workers.

Shortly afterward a number of the strikers invoked the police aid to get the wages due them. They claimed they were through working under Dunton and wanted their money, and that the superintendent refused to give it to them.

Captain Sullivan made an effort to settle the affair and telephoned to Mr. Dunton. The latter said that the men would be paid their wages on pay day, which is next Wednesday, and not before then. Under the circumstances the captain advised the men that the only thing for them to do was to try and get redress by legal means.

REJECTED SOLDIERS ARRIVE IN HOBOKEN

Sent Back From France, Are
Taken to St. Mary's Hospital;
Battle Losses Rumor False.

Seventeen United States soldiers who went to France with the first expeditionary force are now inmates of St. Mary's Hospital, Hoboken. They were brought back from the army piers the other day in the local ambulance and placed in wards in the institution.

None of them saw service in France, having been examined at the camp at St. Lazarre and found to be suffering from diseases which would prevent them from doing active duty on the firing line. They were returned in a transport as soon as possible to the United States, brought to the piers in Hoboken and removed to St. Mary's Hospital.

The number of trips made to the piers by the local ambulance started rumors in Hoboken to the effect that the American troops had been engaged in battle in France, and some Germans who live in the vicinity of River street started gossip to this effect, until the story was being enlarged on, finally getting the shape that the U. S. army had suffered a severe reverse and that many were dead and wounded.

Dr. J. Blankenship, house physician at St. Mary's Hospital stated last night, however, that there were no wounded soldiers in the institution. He stated that seventeen soldiers had been returned from France because of their physical condition, and that they were at present being housed in the institution.

BOY THRIES TO GET TO FRANCE; CAUGHT

On His Way Up Gangplank
When His Game Was Up;
Tried to Enlist

A bold attempt was made by 15-year-old Daniel Garry, of Roxbury, Mass., to sneak aboard a transport lying in an Atlantic port recently. He wanted to go to France, and having been rejected by the army authorities as a soldier because he was too young and too small, he decided to beat the army authorities and tried to make a "squeeze" play in disguise.

All of his friends—they were slightly older boys—had joined the home regiment and had been ordered to France. "Dan" wanted to go with his pals so he set about getting a uniform, picking up bits from discarded suits from other men in the regiment.

Once on the army docks the 15-year-old adventurer believed that all was going well, and that he would soon be aboard the transport bound for the battlefields of France.

There's many a slip twixt the cup and the lip. "Dan" found this to be so, very much so. In fact, he was almost aboard the transport, was in fact, walking up the gangplank, when he was ordered to halt by the sentry on the docks. Covered with an army raincoat, with his military service cap sticking jauntily on top of his head, he regretfully returned to the dock.

He made a desperate effort to brave the matter through, and when asked where he was going, he replied: "To France like a good soldier."

His boyish voice and a sort of tear in his eye, got him away, and he was turned over to Major Bombard, and placed in the guard house at the docks.

In the guard house he remained for six hours, and at the end of that time, he was turned loose. Joseph McDonald, of 132 Adams street, who is employed at the docks, took pity on the disappointed stowaway, and gave him a good meal, and took him to Police Headquarters.

FINDS SOLDIER'S HAT AND BIBLE ON STREET

A mystery which the police of the Second Precinct Hoboken, are trying to unravel came to light Sunday with the finding of a soldier's hat, Bible and some papers at Fifteenth street and Park avenue. On the flyleaf of the Bible was the name "C. Baker."

Army authorities in Hoboken were communicated with, but were unable to throw any light on the subject. The discovery was made by Harry Brockhoff, of the Hoboken Construction Company. He notified the police of the find and stated that a ditch nearby was full of water. The first theory was that Baker had become involved in a fight with someone and had been thrown into the ditch. The water was pumped out, however, but no body was brought to view.

Observer
May 27/17

FORMER NORTH GERMAN LLOYD PRESIDENT DEAD

Amsterdam, via London, May 22.—Herr Achelis, formerly president of the North German Lloyd Steamship Company, died suddenly at Bremen Sunday. Grief over the losses incurred by the great steamship company because of the war is said to have hastened his death. Herr Achelis was president of the Bremen Chamber of Commerce.

Ludwig B. Heuermann, of the firm of Oelrichs and Company, formerly agents for the North German Lloyd line, said last night that to his knowledge Herr Achelis had never been in this country. Several members of his family, however, have come to this country, having been connected with the North Germany Lloyd, Fritz Achelis, of 9 East Fifty-seventh street, is a second cousin of Herr Achelis.

Observer
July 20/17

NORTH GERMAN LLOYD LEASES PLACE IN CITY

Through a Hoboken real estate agent the North German Lloyd Dock Company, incorporated, formerly the North German Lloyd Steamship Company, has taken a lease for one year on the property above the garage at 227 Washington street, Hoboken. The lessee has the option of another year. The rental per year is \$900.

When Chief Clerk Gustav Frederichs, of the Lloyd Company, called on the agent and asked him about the matter he took it up with Captain Bomford, of the Twenty-second Regulars, to ascertain if granting such a lease would be harboring an alien enemy corporation. When told that no such construction could be placed upon the negotiations he went ahead and closed the deal.

The piers of the Lloyd Company and the Hamburg Company were taken over by the U. S. Government some time ago and all of the German belongings were removed therefrom.

Observer
Apr 26/17

CRICHFIELD GETS ORDERS TO MOVE STUFF OFF PIERS

Wants City to Pay Cost of Complying With Government Edict.

Through correspondence revealed at the meeting of the Hoboken Commissioners, at an adjourned meeting yesterday afternoon, that passed between Colonel J. M. Carson, in charge of the military operations on the German steamship piers, and William Crichfield, president of the Hoboken Construction Company, it was learned that the construction company was paying \$10 a day for storing material on the property of the North German Lloyd.

When the piers were taken over Mr. Crichfield was notified to remove this material, which was near the spur of the Hoboken Shore Road and hindered operations. May 1 was the date set for the property to be cleared.

In a letter sent by Colonel Carson to Mr. Crichfield it is stated: "Your statement that the railroad tracks are not in use is not correct and even if it were so the Government of the United States intends to resume the use of the tracks and while its representatives, in the execution of its orders, will regret causing you any inconvenience or trouble we must insist that this request upon you must be complied with."

A letter was sent to the Commissioners by Mr. Crichfield and states that the removal of the material from the pier property of the North German Lloyd will necessitate an expenditure of thousands of dollars and in view of these facts: "I desire to call attention to this situation so that at the proper time consideration may be given to the question of reimbursing the company," says Mr. Crichfield.

The correspondence was ordered into the minutes of the meeting and the question of whether the city will reimburse the construction company will not be decided until a later date.

VAST STORES OF FOODSTUFFS ON GERMAN BOATS

Inventory Being Taken—Malone Frequent Visitor to Hoboken.

Rumors are still afloat regarding the German vessels in Hoboken, Collector of the Port Dudley Field Malone still being a frequent visitor to them. The inspection of the ships is still being continued.

Collector Malone has refused to be quoted as to what disposition may be made of the vessel and still objects to the use of the word seizure in connection with the action of the Government in taking charge of the vessels.

It is understood, however, that the suggestion is being entertained of making use of the vessels for Government purposes, while it is considered practically certain that the piers and slips at which they are now lying will be utilized by the Government, if not for the purpose of putting the German vessels into commission, then for docking other craft.

Collector Malone is in a more than usually cheerful mood just now. The worry of the weeks prior to the actual declaration of war had begun to show on him, but since the taking over of the ships he has become more like himself again.

During his latest visit here he stated that the vessels are loaded with food stuffs and that he felt like the proprietor of fourteen big hotels. An inventory of the supplies is being taken and as soon as this is completed definite action may be expected from the Government.

A number of expert marine engineers are to be placed on board the vessels immediately and will make a thorough examination of the machinery on board of each one. It is stated that while the damage done is not so great as had been feared, at the same time it will require some months' of work before they can be repaired.

Dispatch
July 6/17

HAMBURG AMERICAN LINE PURCHASING AGENT DIES

Funeral services for Adolph Hachmeister, purchasing agent, and manager of the Hamburg-American line, will be held to-morrow at his home on Durand road, Maplewood, where he died Wednesday after a lingering illness. He was indicted in March, 1915, with other officials and employees of the steamship line, whose docks are in Hoboken, on a charge of defrauding the United States Government by means of false manifests issued to ships sent with supplies for German cruisers. He was sentenced to eighteen months in the Federal Penitentiary at Atlanta in December, 1915, but pending appeal was released on \$10,000 bail. He was 54 years old, and had been connected with the Hamburg-American Line for about thirty years.

Observer
July 11/17

GOVERNMENT AGENTS OPEN GERMAN TRUNKS

It was stated this morning in Hoboken that federal officials have made some startling discoveries in connection with the operations of German agents in this country. As stated in the Hudson Observer on Saturday last, a large amount of baggage, including trunks and suitcases, were removed from the German piers in Hoboken and warehoused in the city. These trunks were the personal property of the Germans and it was the desire of the government officials to get them off the piers.

It is now stated that a locksmith in the city was employed to open the locks, that several of the trunks belonged to Von Rintelen, Von Papen and Boy-Ed, the last two German diplomats who were dismissed from this country owing to their activities. The opening of the trunks led to the discovery of some startling documentary evidence regarding the manner in which the German propaganda was carried on in this country.

It was also rumored this morning that the federal authorities have discovered a secret listening-in telephone on the piers connected up with the regular switchboard. This was so arranged that it was possible for an unauthorized person to learn of every order issued over the telephone.

Dispatch
July 21/17

HAMBURG-AMERICAN LINE RENTS STORAGE

Believe War Will Be Over in Six Months, So Rent for "Duration of War."

The Gardner Warehouse Company of Hoboken, yesterday rented 11,000 square feet of space for storage for the Hamburg American S. S. Company in the building at the north west corner of Thirteenth and Grand streets, Hoboken. The rental is for "the duration of the war." E. V. Magee & Sons, real estate company, are the agents who closed the deal, and Captain Jarka of the Hamburg-American Company negotiated for the storage room with the Gardner Warehouse Company, which is allied with the Gardner Trucking Company.

The North German-Lloyd Dock Company, Incorporated, rented space for the property of its piers and pier offices this week, as stated in Friday's Dispatch. The Hamburg-American Company was notified to move its belongings from its piers at the same time the other steamship company received notification.

It is said that officials of the Hamburg-American Company have said that the reason for not taking a definite lease for the storage space is that they expect the war to be ended at the end of six months at the latest. For that reason they have rented only for the duration of the war.

Herald Aug 18/17 World Nov 9/17

GERMAN SHIP LINE OFFICIAL HELD IN LEAK

Federal Agents Arrest Heinrich S. Ficke, of North German Lloyd Company.

INVOLVED IN DISCLOSURE OF TRANSPORT MOVE.

As a result of federal investigation into his activities, Heinrich S. Ficke, the North German Lloyd Steamship Company's auditor in New York, is detained in the Raymond Street Jail in Brooklyn. To-day he will be taken to Ellis Island and interned. The investigation, it is said, concerns particularly the means by which the German government obtained information about the steaming of the American torpedo boat flotilla for European waters and about its destination.

Mr. Ficke, who has a salary of \$540 monthly from the North German Lloyd, has a house on Staten Island near Fort Wadsworth and overlooking the bay. It was there that Marshall James M. Power, of the Eastern Division of New York, took him into custody Friday evening. With the Marshal were four other men, one of whom was Assistant United States Attorney Henry W. Beers.

From his house the party took Mr. Ficke to a restaurant in St. George, and for two hours they questioned him as they sat at a table. At the end of that time a government automobile arrived for them and Mr. Ficke was taken to Brooklyn and locked up. As they were leaving the restaurant a party recognized him and a woman asked him where he was going.

"Oh, just for a little automobile ride," he answered.

One of the Secret Service agents was asked if he considered Mr. Ficke dangerous to the United States.

"Well, he has been deprived of his liberty," was the reply.

Marshal Power said he considered him dangerous and that his arrest might stop one leak to Germany.

Mr. Ficke's house is just outside the barred zone around Fort Wadsworth, and from his veranda one can see practically all the shipping that enters or leaves the port of New York.

After it was learned that Germany knew when and where the American flotilla was going a country wide search was begun to find the source of the information which was sent abroad, and also to learn how Germany keeps so well posted on certain things which take place here. This investigation is being continued and part of it will be devoted to Mr. Ficke's activities.

HAMBURG LINE'S OFFICE IS SEIZED; SPY GIVES A "TIP"

Leak, Perhaps in Washington, Enables Men to Get Valuable Papers Away Before Marshal and Ninety Raiders Arrive.

BUT REMAINING DOCUMENTS IMPORTANT TOO, THE HOPE.

Seventy Employees Ordered Out—Question, "What Work Were So Many Doing?"—Data on Troopship Sailings Sought.

The sudden seizure at a quarter of 1 o'clock yesterday afternoon of the offices of the Hamburg-American Line at No. 45 Broadway revealed to Federal officials in this city that a German spy has worked his way into a position where he can learn instantly some of the most important plans of the United States Government.

As a result of the operations of that spy and his flash to officers or employees of the Hamburg-American Line of the contemplated seizure, important papers, it is believed, disappeared from the files of the concern.

So desperate were the Germans in the office in their efforts to get papers from the building that large cabinets were removed from the rear doors and put into vans, which took them away. Marshal McCarthy, his twenty-five deputies and a reinforcing detachment of sixty-five detectives from Police Headquarters reached the building in time to stop wholesale removal of the papers and records in the office.

Source of "Tip" a Mystery.

How the spy gained his information and whether he worked from Washington or New York is not known. The order for the seizure of the offices was sent yesterday from Washington to Julius Henry Cohen, secretary of the new War Board of the Port of New York, and he immediately sent word to Marshal McCarthy to take possession. Before the receipt of the telegram by Mr. Cohen, it was learned, the "tip" was received at No. 45 Broadway, and the removal of the papers was started.

That there are, or were, important documents in the office of the Hamburg-American Line is the belief of Federal officials. This belief is based in part upon the discovery there of the ballast plans of German steamers seized when war was declared. Requests had been made for these, so that the work of inspecting the vessels and getting them ready for service could be begun, but it was denied they were in the office.

A special agent of the Department of Justice was then assigned to get into the office and get the plans if they were there. He found them, thus bringing forward by six weeks the work of getting the vessels in shape for use.

Scope of the Order.

The order for the seizure of the offices, sent by A. Mitchell Palmer, Alien Property Custodian in Washington,

"You are authorized on my behalf as Alien Property Custodian under the Trading With the Enemy Act and executive order of the President to demand and on my behalf receive all rights of possession of the Hamburg-American Line as owner, tenant, lessee or otherwise in building No. 45 Broadway, New York; also all furniture, equipment, fixtures of said line therein; also all other property of said line located in said premises."

Marshal McCarthy and his men took possession just half an hour after receipt of the order. Mr. Cohen accompanied the Marshal to the offices, where they were soon joined by Irving T. Bush, Chairman of the War Board of the Port of New York, and by William R. Wilcox, Vice Chairman. The seventy employees were instructed to leave the building forthwith. They

were permitted to close their desks and lock their safes. This morning at 11 o'clock they can return and, in the presence of Government officials, take from the desks and safes all personal belongings.

Among the records it is believed are in the office is a highly important file containing data on troopships sailing from the United States.

War Board in Offices Soon.

The new War Board will take possession of the offices within a short while. Fully 700 clerks can step right into the office and carry on business, for the different departments are fully equipped. Even the typewriting machines, although covered, are well oiled and ready for use. German efficiency, one official called it.

Some papers found yesterday show that plans had been made for removal to the seacoast, upon telegraphic orders, of huge consignments of freight in the event of the war suddenly ending. This is another part of German efficiency, it is declared, for the employees have been busy ever since 1914 in amassing orders for shipments to be made as soon as the war ends.

Whether the records will show there are supplies of foodstuffs in storage warehouses throughout the country, which are held by Germans and may be seized under the new regulations, remains to be seen.

Exactly how work could be found for seventy employees right along puzzles the Federal officials, even though this after-the-war plan was being perfected and some men were handling the distribution of relief to families of interned employees.

The only officials of the line who were in the office when the seizure was made were Julius P. Meyer and W. F. Sichel, vice directors. They went away without saying anything.

The Hamburg-American Line occupied the first and second floors, basement, sub-basement, parts of the third floor and a few rooms on the fourth floor. Records of the subsidiary concerns, the Atlas Line Steamship Company, Hamburg-American Terminal and Navigation Company and Transoceanic Shipping Company, Inc., also were seized.

Big Work Ahead for Bush.

Mr. Cohen said last night that the collapse of Russia and the trying situation in Italy make it essential that the United States's part in the war be enlarged. With that end in view, he said, Irving T. Bush has a big job to perform when he is established in the seized line's offices.

"Just as soon as the Department of Justice completes its investigation, we will move in and begin our work to co-ordinate the activities of this port," he said. "The Shipping Board will rush the programme of supplying new vessels and requisitioning those now afloat, but our board will have the duty of loading and starting them for their destinations. We will occupy the second floor of the Hamburg-American offices and the front of the basement. The War Trade Board, of which Vance McCormick is head, will occupy the main floor, and the remainder of the office space with P. K. Condit in charge."

Mr. Cohen said that after the seizure Mr. Meyer and Mr. Sichel of the line made the remarkable request that its representatives continue to have their offices at No. 45 Broadway in the rooms with the Port War Board.

It was explained to the visitors, Mr. Cohen said, that the interests of the Government would prevent this. He informed them they could remove their papers after the Department of Justice finished its investigation.

Mr. Cohen could add nothing to the

Observer
Nov 17/17

SEVERAL COFFINS SEIZED ON PIERS

Contained in Big Crates With Baggage of German Ships' Officers.

A peculiar discovery was made this morning in connection with the search being made in the luggage belonging to the officers and men of the North German Lloyd Steamship Company and stored in Hoboken. As stated in Saturday's Hudson Observer this luggage was seized on Saturday by government officials, and it is at present being examined by them in order to determine if there is any evidence bearing on the spy plots throughout the country.

Several very large crates were observed among the baggage and this morning, when the big cases were opened, the startling discovery was made that each contained a full size coffin. Little information is available regarding the discovery beyond the fact that the coffins were found. It was also understood that these have not as yet been opened, so that whether or not they are empty has yet to be determined.

Needless to say all kinds of rumors and suppositions have been indulged in regarding the find. It is not thought that the coffins contained dead bodies, but it is felt that they may contain something much more useful, probably important papers.

It is not thought that the coffins were intended to hide any possible "removals" from the German spy staff, but that they were to play a less deadly, but still important part. The belief is that they might have proved useful, in an emergency, aiding the escape from this neighborhood of men who might not wish to appear too much in the light of day.

It is also thought possible that they may, when the break came with this country and Germany, have been selected as a good hiding place for incriminating documents.

story of the "tipping off" of the ure. He said he had talked of subject Wednesday with certain officials at the Federal Building, but decision was reached in Washington and he was not informed until 9.30 M. yesterday.

European neutral countries of Mexico, South and Central America to gather information ostensibly for commercial purposes, but in reality for transmission to Germany. though these agents in some instances are unwittingly acting in the interests, the avenues of communication will be closed to them.

The censorship action is but phase of the programme for tightening control over enemy activities in this country now being formulated for early announcement.

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SHIPPING TIEUP FOR HOBOKEN IS NOW IMPENDING

Holland Ships Held—Ryndam
Due Wednesday—Sail-
ings Called Off.

All shipping in Hoboken seems to become tied up, in view of the conditions at present prevailing. All of the German steamers have been tied up here since the outbreak of the war. The Holland-American Line is holding the Noordam at her pier, the Ryndam is expected back here on Wednesday, after turning around when 3,000 miles out. The Nieuw Amsterdam, scheduled to sail on February 21, will be held up and no sailing date has been assigned to the steamer.

In addition to this the Scandinavian-American Line had issued the following notice:

"Owing to the sudden developments in the war situation, the Scandinavian-American Line has considered it advisable, and in the best interests of all concerned, to temporarily discontinue its sailings.

"We hope to resume our service in a very short time and shall promptly notify you."

Thus, every steamship line sailing out of Hoboken for Europe is now held up.

John Steneck & Sons, steamship agents, of River street, Hoboken, this morning received the following communication from the American Line, New York:

"The present situation makes it necessary to consider the sailing dates of the American Line steamers; and until this matter is settled and you are further advised by us, please stop booking passengers—all s."

STARS AND STRIPES ON GERMAN LINERS

In honor of the birthday of Abraham Lincoln, the registered steamers of the North German Lloyd and Hamburg-American lines at Hoboken displayed the Stars and Stripes from their masts yesterday.eldom have so many American flags been seen flying from apartment windows in all parts of the city as yesterday. Both in the uptown and downtown sections Old Glory was on display in a patriotic wave from almost every structure and evoked much favorable comment from visitors.

Observer
Feb 11/17

SCANDINAVIAN LINER FAILS TO LEAVE PORT

The Scandinavian-American liner Helig Olav was scheduled to sail from her pier at the foot of Fifteenth street, Hoboken, at 2 o'clock this afternoon, but according to information at the dock, she will not depart. The reason is that the officials of the line are awaiting information and instructions from the home office in Denmark.

HOLLAND LINER, THREE THOUSAND MILES AWAY, RECALLED TO HOBOKEN

Ryndam Ordered Back Here
When Nearing Destination
—Local Shipping Circles
in Chaotic State as Re-
sult of U-Boat Activity—
Sailing Schedules Aban-
doned and Nobody Knows
When Ships Will Leave—
Neue Amsterdam Goes
Back to European Port—
Other Vessels Held Here.

VON BERNSTORFF DATE OF SAILING UNCERTAIN

The wildest rumors are in circulation to-day in shipping circles regarding the international situation. In Hoboken everything seems to be in a chaotic state along the river front. No one seems to know when any vessels are to leave and news received this morning only makes matters worse.

In the first place, the Frederick VIII, of the Scandinavian-American Line, which is to take Von Bernstorff and the German Embassy staff to the other side, is said to be due to leave Hoboken on Tuesday next. On the other hand, shipping officials said that they had no definite information regarding the sailing date.

"The vessel has been chartered by the German Embassy staff," they said, "and the date and the time of sailing is entirely in the hands of the charterers. It is impossible for us to say when she will leave."

News received this morning regarding the conditions prevailing in the fleet of the Holland-American Line of steamers made it impossible to forecast anything. Some of the officials, while professing absolute ignorance as to the meaning of the various items of news that have been allowed to escape, do not try to disguise their perturbation and to hint that the preparations being made are apparently preparatory to war.

THE SITUATION.

The facts as at present available are:

The entire sailing schedule of the Holland-American Line has been overboard. This was admitted this morning by Manager [Name], who said that at present no schedule of sailings and could not say when they [Name] another vessel crossing

from Hoboken, has turned around, without making port, and is coming back to Hoboken. As she took on enough coal for the round trip on this side, there is no question as to her ability to return.

There seems, however, to be some doubt as to the supply of provisions on board. The officials refused to comment on this phase of the situation. They said, of course, that the passengers would be refunded their passage money, but said they did not know what would be done with the cargo.

The Holland-America liner Nieuw Amsterdam, which left her home port last week, has been recalled back here, and has now probably reached her pier.

The Holland-America liner Noordam, which left her Hoboken pier two days ago, is still held up down the bay, and the officials say they have no instructions as to when she will sail.

In addition to these matters which affect the Hoboken side of the river, shipping in the port generally is absolutely disorganized.

It is pointed out by many of the officials that the conditions at present prevailing are not dissimilar to those which obtained on the seas directly after the outbreak of the war, when hundreds of vessels made a wild dash for neutral ports.

EMBASSY READY.

It was also learned this morning that the German Embassy staff has about completed all arrangements for leaving Washington and that the party will leave the capital probably on Sunday. Whether a special train will be chartered or not is not at present known.

Goods at the Embassy are all packed, most of the papers and documents which the Swiss Minister will need as the representative of Germany here, have been transferred to the Swiss Legation, and several dozen photographs—necessary adjuncts to issuance of passports—have been taken.

Each member of the 200 or more Germans who sail on the Frederick VIII, must have four photographs taken, as in the case with all Applicants for passports.

The Frederick, by stopping at Halifax for inspection, probably will not have to stop after that before arriving at her Scandinavian destination. Her route as now planned is the northern lane outside the North of Scotland. Thus she will avoid practically all the British mine fields and the German submarine zone.

dam, of the Holland-
ne, which left Hoboken
29, and had reached a
a forty miles from Fal-
nd, and 3,000 miles

Observer Feb 1/17

Observer Feb 3/17

Close Watch Upon All Interned Vessels

**Federal Authorities and Hoboken Police Inspect Ships, But
Find Nothing to Give Cause of Suspicion—Neutrality
Squad on Job—Waterfront Quiet.**

In sharp contrast to the feverish excitement prevalent since the receipt of the German note announcing its intention to resume ruthless submarine warfare, matters along the Hoboken water front, where seventeen German liners are moored to the Hamburg-American and North German Lloyd docks, were remarkably quiet to-day.

To the average observer all outward appearances indicate that matters have gone along in the even tenor of their ways. Chief of Police Patrick Hayes, with a squad of plainclothesmen, were on duty at the pier all night and early this morning. The United States Neutrality Squad, under Sergeant Myles, is stationed aboard the interned vessels to see that none of the laws of neutrality are violated.

Deputy Collector of the Port of New York Dudley Field Malone and Deputy Collector George F. Lamb arrived at Hoboken police headquarters at 9 o'clock last night. They invoked the aid of Chief Hayes, who commanded Captain Garrick, Lieutenant Dan Kiely and Detective Sergeants Borroni, Cornelli, Fullum, Green and several others and together they went to the Hamburg and Lloyd

piers. The ships were all inspected from the stem to stern, machinery and all, and found to be in perfect condition.

No effort had been made to dismantle the machinery or to take the vessels out to sea to scuttle them. None of the machinery had been molested and it was found that none of the vessels had enough coal, outside of the Vaterland, the largest ship afloat, to run more than half a day. Denial was made that the fires were banked so that the ships could get under way at once. It was also denied that the steamers were resting on bottom.

This morning the Neutrality Squad and the Hoboken police were keeping a sharp eye over all ships in the Hoboken port. The guard about them had been doubled and absolutely no one was allowed to pass the gates.

There are nine ships tied to the North German Lloyd docks. They are: Grosser Kurfuerst, Barbarossa, Frederick der Grosse, Kaiser Wilhelm II, Princess Irene, George Washington, Harburg, Magdeburg and Adamsturm. At the Hamburg docks are fastened eight vessels, namely: Vaterland, biggest merchantman afloat; President Lincoln, President Grant, Nassovia, Pisa, Armenia, Bohemia and the Pennsylvania.

GERMAN VESSELS HERE PROTECTED BY HAGUE PACT

**Safe From Seizure Under the
Terms of International
Agreement.**

**U. S. WILL OBSERVE ITS
OBLIGATIONS STRICTLY**

**This Particular Convention Was Not
Signed By the United States, Which
Gave Its Assent to Others, But Is
Considered Morally Binding—If
Taken, Must Be Restored at End
of Hostilities.**

Washington, Feb. 2.—In the event of hostilities the United States will observe the Hague conventions to which this country is signatory. Convention VI, relating to the status of enemy merchant ships at the outbreak of hostilities, says:

"When a merchant ship belonging to one of the belligerent powers is at the commencement of hostilities in an enemy port, it is desirable that it should be allowed to depart freely, either immediately or after a reasonable number of days of grace, and to proceed, after being furnished with a pass, direct to its port of destination or any other port indicated.

"A merchant ship unable, owing to circumstances of force majeure, to leave the enemy port within the period contemplated in the above article, or which was not allowed to leave, can not be confiscated. The belligerent may only detain it, without payment of compensation, but subject to the obligation of restoring it after the war, or requisition it on payment of compensation."

While the United States did not ratify that convention, it will observe it. Under this convention the German and Austrian ships in American ports could not be confiscated in the event of war.

Under Convention XI, ratified by the United States, the officers and crews of German merchantmen held in American waters might not be made prisoners of war. Article 6 of that convention says: "The captain, officers and members of the crew, when nationals of the enemy State, are not made prisoners of war, on condition that they make a formal promise in writing not to undertake, while hostilities last, any service connected with the operations of the war."

The same convention says: "The postal correspondence of neutrals or belligerents, whatever its official or private character may be, found on the high seas on board a neutral or enemy ship, is inviolable. If the ship is detained the correspondence is forwarded by the captor with the least possible delay."

The provisions of the preceding paragraphs do not apply, in case of violation of blockade, to correspondence destined for or proceeding from a blockaded port. The inviolability of postal correspondence does not exempt a neutral mail ship from the laws and customs of maritime war as to neutral merchant ships in general. The ship, however, may not be searched except when absolutely necessary, and then only with as much consideration and expedition as possible."

Relative to the opening of hostilities Convention III, says:

"The contracting powers recognize that hostilities between themselves must not commence without previous and explicit warning, in the form either of a reasoned declaration of war or of an ultimatum with conditional declaration of war."

"The existence of a state of war must be notified to the neutral powers without delay, and shall not take effect in regard to them until after the receipt of a notification which may, however, be given by telegraph."

The defense of the coast by laying of mines is regulated by Convention VIII, as follows:

It is forbidden
1. To lay unanchored automatic contact mines, except when they are so constructed as to become harmless one hour at most after the person who laid them ceases to control them.
2. To lay anchored automatic contact mines which do not become harmless as soon as they have broken loose from their moorings.

3. To use torpedoes which do not become harmless when they have missed their mark.

It is forbidden to lay automatic contact mines off the coasts and ports of the enemy with the sole object of intercepting commercial shipping. When anchored automatic contact mines are employed, every possible precaution must be taken for the security of peaceful shipping.

It is probable that in the case of war some vessels flying the merchant flag would be incorporated in the naval forces of the United States. On the point of conversion Convention VII, provides:

"A merchant ship converted into a warship cannot have the rights, and duties accruing to such vessels unless it is placed under the direct authority, immediate control, and responsibility of the power whose flag it flies."

500 ARMED FEDERAL OFFICERS AT HOBOKEN WATCH GERMAN VESSELS

Secret Service Men and Customs Inspectors Invade District as War Is Declared, and Seizure of Ships Is Hourly Expected—Machinist Arrested as Outcome of Bomb Plot on Conspiracy Charge.

Before President Wilson was more than half through with his address to Congress last night, five hundred armed federal officers—Secret Service men and customs inspectors—invaded Hoboken, N. J., and took up their station on the piers at which the steamships of the Hamburg American and North German Lloyd lines have been war bound since the start of the European conflict.

Almost simultaneously, Theodore Wolfe, a German machinist, was arrested at his home in Jersey City, accused of having had dynamite, picric acid and other explosives in his possession on March 5. Wolfe's arrest is an outgrowth of the arrest several weeks ago of Fritz Kolb, also a German, in whose room in a Hoboken hotel the police found two completed bombs, which, they asserted, were to have been used for another explosion of munitions at Black Tom Island.

Whether the German steamships are to be seized as a war measure could not be definitely learned. Strict precaution was taken to prevent any one from entering the piers or getting close to any of the steamships from the water side.

Not an officer or German seaman was permitted to leave any of the war bound ships. Several requested to do so, but they were informed that it would be better for them if they remained on board. The request was complied with, the guards said, and without any undue protest.

It was plain that the federal authorities expected trouble in Hoboken, where the German population is exceptionally large. In the event the President declared that a state of war with Germany existed, the section of the Hoboken police force which ordinarily would have been on leave last night, was recalled as an emergency measure, and slept in the City Hall. A squad of automobiles also was held in readiness to transport the police to any part of the city where disorders might occur.

These precautions scarcely had been arranged when three hundred Secret Service men arrived in Hoboken from New York city and took up their station on and about the piers at which the interned German steamships are tied. A little later, two hundred armed customs inspectors, under orders from Dudley Field Malone, Collector of the Port, arrived and undertook the same task. The specific orders received by the officers in charge of these guards were kept secret, although it was unofficially declared the guards expected momentarily to be ordered to seize the steamships as a war measure.

After the guards had been posted for about an hour, a large squad of them was withdrawn and distributed along the waterfront in Hoboken. Others were sent into the drinking places and restaurants along River street, where hundreds of men of German birth spend much of their time.

The arrest of Wolfe came as a surprise. The man was questioned by the police and federal officers at the time Kolb was arrested. He was freed then, the police asserting there was no evidence to connect him with the conspiracy charged against Kolb. A little later two other Germans—Hans Schwartz and Carl Humbert—were arrested, and accused of having been in the conspiracy with Kolb.

In the meantime, however, Secret Service operatives maintained a close surveillance over Wolfe. Last night Lieutenant Kieley and Detective Cornell, of the Hoboken police, went to his home, at No. 1,700 Hudson Boulevard, Jersey City, and arrested him. In addition to the charge of having explosives in his possession, lodged by the police, Patrick Hayes, Chief of Police of Hoboken, said the federal authorities had made a conspiracy charge against the prisoner. Chief Hayes asserted the police information was that Wolfe had a hand in making the metal casings for the

completed bombs found in Kolb's room. Wolfe was locked up at Police Headquarters.

HOBOKEN PIERS IN U. S. HANDS

Government Takes Over the
Entire Water Front.

WON'T MOVE RESIDENTS

In Case There Is No Plotting
or Disorder.

The United States Government has taken over for war purposes the Hoboken water front from the foot of Fourth street to the northerly boundary of Newark street and from the easterly side of River street to the pier heads. This takes in all the docks and pier properties of the Hamburg American and North German Lloyd lines of steamships.

In view of this step Mayor Griffin of Hoboken has issued the following proclamation:

"To the People of the City of Hoboken: The attention of the people of the city of Hoboken is called to the fact that the Government of the United States has taken possession of the waterfront of the city extending from the foot of Fourth street to the northerly boundary of Newark street and from the easterly side of River street to the river.

"It is the intention of the War Department to utilize this property for the purposes of carrying on the war, and all of this property will be closely guarded by the military day and night from this date to the termination of the war.

"The War Department has in the furtherance of the objects which it has in view ordained that no person shall enter upon this property, which includes all of the steamship piers, commonly known as the piers of the Hamburg American line and the North German Lloyd steamship line, unless he has a permit to do so.

Don't Approach the Piers.

"I desire to point out to the people of the city that they will be serving the interests of the country and of the city by not approaching these piers unless they are called on to do so by urgent business. It is also necessary to point out that in the event of their being challenged by any sentry or guard on duty at the piers that they take immediate notice of the challenge, halt and give all the information asked for immediately, fully and respectfully."

The military authorities have decided not to enforce the half-mile limit rule as laid down in the proclamation issued by President Wilson and which ordains that no enemy alien shall remain or reside within half a mile of any Governmental fort, factory, reser-

vation, base of supplies or any land used for war purposes, &c. The piers and the land adjacent thereto known as the bulkhead property—all land inside the rails—now comes within the meaning of these headings, and, therefore, under the proclamation of the President no enemy alien may reside within half a mile of River street from Fourth street to Newark street.

Not to Enforce Rule.

"However, in view of the restricted area of this city the military authorities have decided that they will not enforce this rule, providing that the people of the city will themselves assist in the preservation of law and order within the city during the course of the war.

"I, therefore, call on the people of the city of Hoboken to render to the police of the city every possible assistance in preventing either disorder or conspiracy within the limits of the city of Hoboken. Should any resident become aware of any plot or any conspiracy, or any contemplated overt act on the part of any person within the limits of the city of Hoboken it is his duty immediately to communicate his information to the police. Men are on duty every hour of the day and night at Police Headquarters, Hoboken, and a telephone message to Hoboken 2500 will immediately bring the police to the scene of any disturbance or to the assistance of any person who may want the aid of the authorities.

"Providing that the people of the city assist the authorities in this manner and that no overt act or disturbance takes place within the prescribed zone, that that they pay strict attention to any orders issued by the military in or on the property of the aforesaid companies, I am assured that the half-mile rule will not be enforced in the city of Hoboken."

SPANISH STEAMSHIP DOCKS IN HOBOKEN

An event of more than ordinary interest occurred in Hoboken last night, when the steamer Josef Reich, of Spanish registry, berthed at the North German Lloyd Pier No. 1, Hoboken.

This is the first time since the outbreak of the war that a steamer of this kind has come to these piers. The Josef Reich carries a cargo of Spanish onions, wine and walnuts, the entire consignment being listed at 2,000 tons.

As the vessel drew up alongside the pier she was met by an army of longshoremen and the unloading began immediately and the hatches were removed. The arrival of the steamer created a vast amount of interest in commercial circles in the city, it being generally taken as a good omen of better times to come when Hoboken will again resume its part in the trade of the world.

The longshoremen also seemed to view the arrival of the steamer with more than ordinary interest. Since August, 1914, it is the first time work has proceeded on these piers. Additional interest was given to the event by the statement that the onions are now selling at 10 cents per pound wholesale. The Josef Reich, the first steamer to arrive in the commercial port and it is expected the vessel will be but the first of others.

N. Y. Herald Apr 3/17

N. Y. Sun Apr 19/17

Observer Jan 26/17

MILITARY NOW IN FULL POSSESSION AT GERMAN PIERS

Work to Be Rushed to Get
Them in Shape for
Shipping.

The military authorities now in possession of the Hoboken waterfront were this morning busily engaged in "digging themselves in" at their new quarters. Men were busy all morning in getting the place in shape for a lengthy occupation.

The offices formerly occupied by Superintendent Muller and Commodore Jarka have now been cleared of all of the belongings of the two men, and their families, and both places have been taken over by the military.

It is expected that the Vaterland will be the first of the German vessels to be moved out of the piers, and that, as told in the Hudson Observer several days ago, she will be taken to Halifax, Nova Scotia. All of the other vessels are expected to be removed within ten days or two weeks.

Immediately each pier is cleared of its German occupant, work will be rushed in getting it in shape for heavy work. It is known that the vessels, which are to take the supplies to Europe are now being prepared, while it is also stated that each of the 1,000 three-thousand-ton wooden ships, which are to be constructed immediately will be sent to Hoboken.

Rumor gained circulation last night to the effect that a man had been taken prisoner by the military authorities owing to his refusal to get off the east side of Newark street. It is stated that the sentry, after the order was disobeyed, leveled his gun and that serious consequences might have resulted had not two of the men of the Fourth Regiment run across the street and dragged the man away.

This morning everything was quiet along River street, although a big crowd of onlookers is still congregated on the sidewalk opposite to the piers.

The exclusive story of the taking over of the piers by the United States Government, carried in yesterday's Hudson Observer, came as a shock to the people of the city, but it was recognized on all sides that Hoboken is the ideal place for the shipping of supplies to the Entente Allies. It is also expected that the arrangement will result in a big advance of prosperity to the Mile Square City and will mean the restoration of the maritime industry there.

A rumor was also current yesterday to the effect that some of the missing parts of the machinery of the vessels had been discovered. The military authorities gave an emphatic denial of the story.

HOBOKEN PIERS IN A WAR ZONE NOW GUARDED BY REGULARS

Soldiers Placed on Guard at
Properties of the North Ger-
man Lloyd and Hamburg-
American Companies.

A guard of regular troops yesterday was thrown about that section of Hoboken occupied by the piers and land of the North German Lloyd and Hamburg-American Steamship companies. In the future no one without a special permit will be permitted within the area of these properties, which extend from Newark Street to Fourth Street and east of River Street, the Hoboken water front thoroughfare.

Teams were permitted yesterday to pass along River Street, but not to stop there. Persons afoot were required to keep on the west sidewalk. This was crowded most of the day by throngs made up largely of Germans, who gazed across the street at the khaki clad soldiers, with rifles on their shoulders, patrolling outside the pier properties. Several men who ventured across the street were sent back, but only one man caused excitement.

He insisted that as a citizen he had a right to use any sidewalk. A sentry sharply ordered him away. He retreated hurriedly when he realized the sentry meant business.

Proclamation by the Mayor.

The regulars were detailed to Hoboken Wednesday night. Yesterday morning Mayor Patrick R. Griffin of Hoboken issued a proclamation in which he called the attention of the people of the city to the fact that the Government had taken possession of a section of water front and ordained that no one should enter upon the property. He called upon all to serve the interests of the country and city by keeping away from the guarded section and, if challenged by a sentry to halt and give any information asked for, fully and respectfully.

The Mayor pointed out that the military authorities had decided not to enforce harshly the half-mile rule laid down in President Wilson's proclamation, keeping an enemy alien from Government properties, certain factories, &c.

"I call on the people of the City of Hoboken," he went on, "to render to the police of the city every possible assistance in preventing either disorder or conspiracy within the limits of the city. Should any residents become aware of any plot or conspiracy, or any contemplated overt act on the part of any person, it is their duty to communicate their information to the police. Providing that the people of the city assist the authorities in this manner and that no overt act or disturbance takes place within the prescribed zone, and that they pay strict attention to any orders issued by the military, I am assured that the half-mile rule will not be enforced in the city."

Pier Superintendents Had to Go.

Mayor Griffin said it was the intention of the War Department to utilize the pier property "for the purpose of carrying on the war."

Capt. Muller, Pier Superintendent of the North German Lloyd, and Capt. Jarka, who has a like position with the Hamburg-American Line, were ordered to leave the piers, where they had lived since the crews of the German ships were taken to Ellis Island. They were permitted to store their furniture on the properties. A Hoboken contractor was ordered to remove by May 1 sewer work materials he has there, and two Hoboken brewers were called upon to remove several thousand Pilsener kegs which have lain in the steamship yards since the war started.

Outside the patrol in front of the piers there was little sign of army life. Two shelter tents were pitched in the Hamburg-American yards, but the men on duty are living in quarters established on the piers.

Saloon proprietors and bartenders were warned against selling intoxicants to the soldiers. The saloons along River Street, opposite the piers, were ordered to close at 9 o'clock every night.

Hoboken's waterfront, at least that section of it which includes the German piers, is under martial law. The docks of the Hamburg-American and the North German companies have been seized by the Government and the military are now in control of the situation entirely.

There is every reason to believe that the Mile Square City will be a base from which supplies to the Allies of the United States will be sent. No other port in the country can give better service than Hoboken in this direction.

The heart of the railroad terminals of the country adjacent to the best equipped dock in the port of New York, Hoboken offers more than any other city for the purpose to which the Government intends to put it.

The City's importance to the nation will be all the more evident when the work of turning out the shipping from this country gets under way. It will mean much to the city's business life.

For three years the big docks of the two German companies in Hoboken have lain idle. Thousands and thousands of dollars have thereby gone to waste. With the Government stepping into the breach there will be a big increase in the city's industry.

With the appearance of three companies of regular soldiers the waterfront took on a livelier aspect this week. There was a businesslike action on the part of the guards who constantly patrol the east side of River street, warning the pedestrians that the east side of River street is Government ground and therefore forbidden property.

Mayor Patrick R. Griffin has taken the problem in hand from the outset, and immediately issued a proclamation to the citizens calling upon them for their assistance in keeping law and order. It riots were to prevail the city would in all likelihood be put under martial law.

By the terms of the President's proclamation half the population of the city would have to go outside of their city for lodging. That proclamation prohibits enemy aliens from being within one-half mile from a fort, naval base, port, factory or workshop where supplies are being made for the Army or Navy of the United States.

With a factory in the centre of the city making instruments for the Navy Department and another factory on the outskirts making munitions, there would be little space left within the city for enemy aliens, who at the present time are German subjects of the Kaiser.

One result of the order of the Government which took over the entire property of the German dock companies in Hoboken was the discovery of most of the missing machinery which had been taken from the dismantled engines of the German ships in Hoboken. This was found in the Hamburg-American Company's warehouse.

Speedy work will see the departure within a few days for drydocks the German merchant fleet which has been tied up in Hoboken since the outbreak of war. The places of the German vessels will be taken by ships which will be sent to England, France and Russia with foodstuffs and war materials for these allies of the United States.

In the Government's taking over of the docks there also was a disappearance of many watchmen employed by the companies at the gates of the piers. They along with the superintendents of both lines had to quit when the soldiers took possession of the docks. Superintendents Muller and Jarka had to give up their homes on the dock property to the Naval and Military authorities who are now in charge of the operations at the docks.

Observer Nov 3/17 Dispatch Sept 27/17

SECRETARY BAKER HERE; U. S. DISTRICT ATTORNEY IS LOCATED IN HOBOKEN

Cabinet Official Arrives Before Noon—Lynch Establishes Headquarters in the Postoffice Building—U. S. Marshal Bollschweiler Also in Mile-Square City—Private Conference on Saloon Situation with Mayor Griffin and Chief Hayes—Property Valued at Five Million Dollars Will Be Affected by Order.

THERE IS STILL AN UNCERTAINTY AS TO EXTENT OF ZONE BOUNDARIES

Accompanied by a military escort, Secretary of War Newton D. Baker arrived in Hoboken shortly before noon to-day and entered the headquarters of the Quartermaster's Department at the Army piers. Although no reason for his presence in the city could be learned, it is regarded as a forerunner of further surprises in the saloon situation.

United States District Attorney Charles F. Lynch and his deputy, A. J. Steelman, arrived in Hoboken early to-day and took up their headquarters in the postoffice building, prepared to handle any emergency which may arise. Acting in conjunction with them is United States Marshal Albert O. Bollschweiler. The latter, accompanied by agents of the Department of Justice, this morning went into executive session with Chief of Police Hayes and then all hands adjourned to the Mayor's office, where they were closeted for some little time with Mayor Griffin. The particulars of the conference could not be learned.

MAP OUT ZONE.

Federal officials were busy at noon to-day mapping out the district which is to go dry. Early indications were that for the present the half-mile would be measured from the lower piers, and that later the Lamport and Holt Line piers and other government plants of docks in Hoboken would be included.

It was announced at noon to-day that the Lamport & Holt Line piers would not now be counted in determining the sphere of the Port of Embarkation.

The great majority of saloonkeepers were wide open this morning, but sold nothing but soft drinks. Above Ninth street, however, it was stated that liquor was still being sold, due to the fact that the saloonkeepers had not been notified.

United States District Attorney Lynch admitted to-day that he was aware of the visit of Secretary Baker, but could not say whether it was in connection with the saloon situation or not. He declared that a map showing the barred zone was being prepared, and that a later statement would be forthcoming. If the Lamport and Holt Line piers are included, he said, the saloonkeepers in the extended district will be notified. They may remain open, according to Mr. Lynch, as long as they dispose of non-alcoholic drinks.

As far as could be learned, there had been no arrests of violators of the law up to press time. Hoboken is swarming with federal agents, however.

FEDERAL OFFICERS HERE.

Shortly before midnight last night officials under the United States Marshal arrived in Hoboken and commenced the first act relating to the closing of the saloons in the city. Of course they did not demand that the saloons be closed, but merely ordered the saloonkeepers to get rid of all of the intoxicating goods on their premises.

Almost simultaneously orders were received by the bartenders by telephone telling them to close down. Up to this time it was the intention of some of the saloon men to open up this morning, acting on the theory that they had received no official orders. This theory, however, was knocked on the head by the reception of orders telling them that the edict against the selling of liquor was in force, and "advising" them to close up to-day.

While it is not yet known exactly how many saloons will be closed, it is estimated that 270 out of the 338 to the city are effected. If the Lamport and Holt piers at Fifteenth street are not yet included it is certain that they shortly will be taken within the prescribed zone.

PORT OF EMBARKATION.

United States District Attorney Charles F. Lynch stated this morning that the definition of the Port of Embarkation would have to come from the military authorities. He said that he was merely acting upon instructions, and that he would see that every saloon in the half-mile area as indicated to him would be closed up.

Even as things are at the present time, quite a little uncertainty prevails. The Hudson Observer reporter yesterday made out a plan of the city, taking a half-mile radius of Newark and River street, a half-mile radius of River and Fourth streets, and a half-mile radius of the Lamport and Holt Piers at Fifteenth street. It is believed that this will be the actual area to come within the barred zone on this basis.

The following is the area that will remain "open":

Ferry street, west of Henderson street. The southeast corner of Ferry and Henderson street misses the barred zone. The northwest corner of Ferry and Jefferson streets may also escape.)

All of Newark street to the junction with Jefferson street, closed.

First street, from east of Jefferson street, open.

Second street, from east of Jefferson street, open; including the southeast and northeast corners.

Third street, from east of Jefferson street, open; including the southeast and northeast corners.

Fourth street, from west of Jefferson street, open. Both the southeast and northeast corners closed.

Fifth street, from east of Jefferson street, open; both the southeast and northeast corners open.

Sixth street, from east of Jefferson street, open; with the southeast and northeast corners open.

Seventh street, from east of Adams street, open; including one-half of the block between Adams and Grand streets.

Eighth street, from west of Clinton street, open; the southwest corner being closed, and the northwest corner open.

Ninth street, from west of Park avenue, open; both the west corners open. The southeast corner closed and the southwest corner open.

Tenth street, east of Grand street, open. The southeast corner open. The southwest and the northwest corners closed.

Eleventh street open east of Jefferson street. All four corners of Eleventh and Jefferson streets open.

Twelfth street, from west of Madison street, open. Both the west corners open.

Thirteenth street, the southeast corner of Monroe street the only portion open.

GRANT PERMIT FOR EXTRA TRACKAGE

Branch at Foot of Fourth and Fifth Streets to Be Used by Army Department.

The Hoboken City Commissioners yesterday granted the request of the Hoboken Manufacturers Railroad for a temporary permit to install extra trackage on River street, at the foot of Fourth and Fifth street. The railroad is now being operated by the army department, and the permit holds good until such time as the war is over or the army department no longer operates the road.

The wording of the petition was a matter of considerable discussion and it was finally taken up in the form of a set of resolutions which were drawn up by Corporation Attorney John J. Fallon. The new tracks will necessitate a curve to the westward at the foot of Fourth street, removing the retaining wall about fifty feet and cutting off a slide of the Hudson Square Park.

As a condition of the permit that Railroad company at its own expense, agrees to take a portion of Fourth street and repave it, to remove the retaining wall and rebuild it.

Commissioner Londrigan, for the protection of the new sewer, insisted on additional protections, a clause being inserted providing that the railroad company should during the progress of the work and after the completion, reinforce the new sewer in course of construction on Fourth street, so as to sustain the additional burden being placed upon it, and also to line the new twelve-inch watermain in the new roadway.

The permit will not become operative until the company files an agreement of acceptance, according to the terms of the resolution passed at the meeting of the commissioners yesterday.

RYNDAM RETURNS TO HER HOBOKEN PIER

The Holland-America liner Ryndam, which sailed January 29 for Holland, is back at her pier in Hoboken to-day. She reached port last night after having been ordered back by wireless when she reached danger waters as outlined in the German submarine war.

The Ryndam had 250 passengers aboard who had not been in sight of land for fifteen days, and who traveled more than 6,000 miles without reaching their destination.

Probably one of the happiest passengers who walked down the gangplank to-day after remaining in his cabin overnight was Charles Francis Fuchs, 21 years old, of 536 Blum Place, Union Hill, who was bound for Felburg, Switzerland, to enter the Americanum College to complete his studies for member of the Missionary Order of Our Lady of La Salette. He was met at the pier by his parents and several friends.

Young Fuchs, who is well known in North Hudson, after completing a preliminary course at La Salette College, Hartford, Conn., made an effort to procure passage on the steamship Rochembeau, of the French line, last September, but was refused passports owing to the fact that his father is of German birth. He had purchased his tickets and made all preparations to sail for Bordeaux, France, thence to Fieburg, Switzerland, but had to cancel the voyage at the last minute upon his failure to get the necessary passports.

Through the efforts of Congressman John J. Eagan he received passports to sail on the Ryndam, and also several personal letters from Congressman Eagan and the State Department.

His patch no 3/17

STAMPING OUT SEDITION MAY REQUIRE CLOSING OF STREET FACING ON PIERS

Saloons Not Likely to Close, But Strict Watch Will Be Kept to See That No Intoxicating Liquor Is Dispensed—War Order Went Into Effect at Midnight; Nearly Every Saloon in Hoboken Affected, Though Still Some Question as to Boundaries Created by Half Mile Zone—Drastic Order Brought About by Few Who Brazenly Defied Law.

11 SALOONS IN LOWER WEEHAWKEN AND 12 IN JERSEY CITY ARE ALSO AFFECTED

United States Marshal Albert O. Bollschweiler arrived in Hoboken from his offices in Newark at 10 o'clock last night, accompanied by forty deputies, and began the task of notifying saloonkeepers that the order against selling intoxicating liquors would go into effect at midnight.

The saloonkeepers were told that they might keep open their places, but that they must not sell intoxicating liquors.

Up to the time of the arrival of the marshal there was entire chaos; nobody knew how the orders were to be made effective, and nobody knew how the half-mile zone was to be determined.

In fact, even Marshal Bollschweiler gave out no information, and there is no telling even now where the boundary line for "bone dry" will be drawn.

The general impression is that it will be Jefferson street, and that the uptown piers as well as the downtown piers will be affected which will mean that eleven saloons in lower Weehawken will be under the ban against selling intoxicating liquors.

The saloonkeepers had nothing to say last night, but the general impression was that they will all be open this morning, and that they will deal in soft drinks and possibly near-beer.

The order does not close the saloons, it merely forbids the selling of liquor. They have as much right to sell soda water as any other stores, but it is certain that the city will be swarming with Secret Service men to make certain that nothing alcoholic is sold.

Aside from the drastic order against intoxicating liquors there is a feeling in Hoboken that the city is likely to be in for a very strong dose of war law.

There is a rumor, and it is said to be well founded, that River street is to be entirely closed; that the military authorities will go so far as to have all stores vacated, and that even apartments over the stores will be vacated.

It is said that the tenements and saloons opposite the army piers have been harboring a most seditious set of characters, and that army secrets are difficult to keep with those places infested.

It is said that the Government may take over many of the buildings for army officers and other Government work.

There is even talk of a possible resort to martial law in Hoboken, as a result of the seditious character of many people in the city. It is said that the Government has had considerable trouble in Hoboken, aside from the selling of liquor to the soldiers, and that drastic war orders are likely to be put into effect to place the city under control and put it in the same category as other American cities, no matter what the cost or the means.

The estimate is that 270 saloons in Hoboken will be affected by the new order against selling intoxicating liquor, and that 11 in Weehawken and 12 in Jersey City, near the Hoboken border-line will also be affected.

The blow which has been hanging fire over the liquor business in Hoboken, since last July 1, struck the city yesterday without any warning. Informal notice was served on Mayor Patrick R.

Griffin, by a telephone message from the United States District Attorney's office in Newark, to the effect that from midnight onwards, the sale of intoxicating liquor will be prohibited in all places located within a half-mile radius of the port of embarkation.

Mayor Griffin Silent.

No explanations were in order. Mayor Griffin was astounded. He had no statement on the situation to make. He felt that matters had reached a stage, that any statements in connection with the matter, were out of place.

Just how the order will be enforced in the event that some of the saloonkeepers refused to obey the law, is still to be determined. United States District Attorney Charles F. Lynch stated yesterday that the orders to shut down the liquor business in Hoboken were received from the Attorney General yesterday about noon.

Hope for Police Co-operation.

"The United States Marshal and this office are charged with the duty of enforcing the order which is given under the President's proclamation," said Mr. Lynch. "If it is necessary we will call upon the military police in Hoboken. I do not know what stand the local police will take in the matter. I hope we will have their co-operation."

It was a bad blow to the liquor interests in the city and calls for further information were being flashed over the city within a few minutes after the announcement had been made for the United States District Attorney's office.

Nothing Definite Yet.

While no definite calculation can be made as to the exact number of saloons that will be allowed to sell liquor today and 270 will be barred from so doing, there has been no official definition of the barred zone.

Where Is the Zone?

When District Attorney Lynch was asked if he knew what territory in Hoboken this zone would include he said it would be a radius of half a mile from the port of embarkation, but was uncertain whether the uptown piers commissioned by the government would be included in this zone.

He stated, however, that if they were part of the port of embarkation the zone would certainly be included to cover the area in which they were located.

Army Officers Unreachable.

There seems to be a definite zone in Hoboken, however, known as the "port of embarkation," and Mr. Lynch said that he would accept his definition of the zone as given out by Colonel Blunt as the port of embarkation. It was impossible to get into touch with Colonel Blunt and other military officials, as the army docks did not care to answer questions which were not within their department.

Government Has been Busy.

From an official government source it was stated that the War Intelligence Department has been making quiet investigation in Hoboken regarding the conditions in the city since the order was postponed a month ago, and from these reports it has been decided to enforce the order.

Only a Few Law Breakers.

While the report on conditions in Hoboken could not have been but increasingly adverse, it must be said that most of the saloonkeepers were living up to the letter, and the spirit of the law, as far as selling to soldiers and sailors is concerned. Those who were violating the law, were doing so, brazenly, however, feeling that they were more powerful than the United States Government, and 270 saloonkeepers in Hoboken will now suffer for the few.

Wenz Incident a Climax.

The climax in the situation which brought about prompt action on the part of the Attorney General, was the arrest of George Wenz, the saloonkeeper of Third and Washington street. He was held in \$3,000 bail for selling liquor to a soldier in uniform, his arrest having been brought about by Secret Service men.

The evidence in this case was ordered forwarded to Washington at once, and on its receipt, it is said that the Attorney General issued the orders to close down the Hoboken saloons.

End of the Postponement.

The postponement secured by Mayor Griffin was wound up yesterday. It followed an excess of violations of the army act against providing soldiers or sailors with liquor. Young men and boys could be seen in the streets any night approaching sailors and soldiers and offering to buy them liquor, and they had no trouble getting it.

Sold Whiskey in Bottles.

On the other hand, sailors approached citizens on the street corners and asked them to procure liquor for them. A bootblack on River street was making it his special business until he was caught.

Many of those saloonkeepers knew that the liquor was being purchased for soldiers. Many of them had the bottles of whiskey wrapped up in special paper so that it would not be recognized as whiskey. One man who seldom before sold whiskey in bottles was making a lot of money in the business.

Back Rooms Galore.

Some saloonkeepers dared everything possible and sold to men in uniform. Back rooms were special hangouts for soldiers and sailors in some saloons, and soldiers were even introduced to women of loose character in those saloons.

As far as can be ascertained without official advice on the matter it is understood that the area affected by the order will take in most of the city of Hoboken and a part of Weehawken.

The half mile radius from the port of embarkation as affected from Newark west as Jefferson street. The circle extends somewhat further west at Fourth and Fifth streets and narrows down again.

The down-town radius reaches northwards as far Ninth street and the circle meeting here with the radius from the Lamport and Holt line piers just meets at Ninth street and Willow avenue, and from a geographical measurement of a half-mile radius it would seem that the two saloons at Ninth and Willow avenue and those west of that point in that section are not in the barred zone.

Not until the marshal and his deputies take charge of the situation will the lines of embarkation be positively known.

Chris. Bobbs, president of the Hoboken Innkeepers' Association, had no statement to make for his organization last night. In fact, none of the saloonmen had a word to say. They were speechless.

Hits Restaurants.

Resorts like the Duke's House and the Hofbrauhaus, recently purchased by young men from people who had made their money in the business, will be specially hard hit. Both are restaurants, but the liquor sales makes a great deal of the profit for the restaurant business.

No Intoxicating Liquor.

Every saloon in Hoboken of any prominence is closed for the sale of intoxicating liquor. District Attorney Lynch makes the distinction very clear. The "enforcement of the prohibition of the sale of intoxicating liquor within a half mile radius of the port of embarkation."

May Sell Substitutes.

It goes back to the question considered by the saloon interests in Hoboken some time ago when the order was about to go into effect. At that time a substitute for beer was given consideration. Some of the saloons will undoubtedly remain open selling this substitute.

Enforcement Began at Midnight.

The enforcement of the order began at midnight by the United States Deputy Marshal and the United States District Attorney General. The duty of the enforcement of the law is upon them. Mr. Lynch stated yesterday that the military in Hoboken will be asked to co-operate in enforcing the order.

Police Not to Act.

Chief of Police Hayes stated that as far as the police department was concerned no action would be taken. The chief stated that he had not been officially notified to co-operate, and in matters of this kind the Federal officers of the Department of Justice usually make their own arrests and did not seek assistance from the local police.

Observed 1917

Would not 11/17

WANTS CURFEW FOR LARGE AREA ADJOINING PIERS

**Military Authority Urges a
Half-Mile Zone—Mayor
Griffin Protests.**

Claiming that it was not the intention of his original letter to make any distinction between the saloons on one side of the restricted zone pointed out and the other, Colonel J. M. Carson wrote another letter to Mayor Patrick R. Griffin, of Hoboken, this morning, in which he comments on the spirit of levity and ridicule the people of Hoboken apparently take the request, as printed in New York papers, and "recommends," in order to avoid any misunderstanding or feeling that discrimination is being made, that all of the places selling intoxicating liquors within a half-mile north, south and west of the government piers be included in the request to close down at 10 o'clock at night. This would close almost half of the saloons in Hoboken.

The Colonel's letter follows:

"If the enclosed clipping from a New York paper represents the spirit in which your highly commendable action relative to closing all saloons has been taken, it indicates its reception by those affected in a spirit of levity and ridicule that will very probably interfere with the results that you desire to obtain.

"In my letter of the 3d instant, giving the limitations of the area within which it was thought the early closing hour should be enforced, it was not intended that any distinction should be made between places on one side of Newark, Hudson and Fourth streets and those on the opposite side. Such could be very properly discriminated and might cause you and the military authorities future embarrassments.

"To avoid any misunderstanding, therefore, and to prevent any feeling that discrimination is being made, it is recommended that notice to close at 10 o'clock be applied to all places where intoxicating liquors are sold, within half mile south, west and north of the Hoboken piers, where the United States troops are now stationed."

In his reply, Mayor Griffin states to Colonel Carson that the people of Hoboken are not responsible for any construction the New York papers feel disposed to place upon the request and that it is not accepted here in a spirit of levity or ridicule. This is not the view the Hoboken people take at all, the Mayor says. Everybody in the city realizes and feels that the saloons, for a reasonable distance around the piers, should be closed at the requested hour, but to enlarge the area would be enforcing a very unnecessary hardship.

GERMANS' BAGGAGE IN STORAGE SEIZED

**About 1,100 Bags and Trunks
Belong to Former Employees
of Hamburg and North
German Lloyd Lines.**

Sailors under the command of an Ensign yesterday seized the baggage and papers of former employees of the North German Lloyd Steamship Company, in storage at No. 227 Washington Street, Hoboken.

At the same time Deputy Marshals appeared at No. 511 Newark Street and at a warehouse at 15th Street and Willow Avenue, Hoboken, and seized trunks, papers, clothing, &c., stored by employees of the Hamburg American Line.

The discovery of papers in the

offices of the Hamburg-American Line, No. 45 Broadway, prompted the action, it was said in Hoboken.

It was said that 1,100 trunks, bags, &c., were found and that it will take many months for Department of Justice agents to go over the papers.

Work was pushed yesterday at No. 45 Broadway, Manhattan, to prepare the offices of the Hamburg-American Line for use of the War Trade Board and the Port War Board. Papers, &c., were removed from desks and piled in the basement preparatory to removal to a storage warehouse, where Department of Justice agents will go over them. In the desk of one official were found photographs of Col. Theodore Roosevelt and Major Rhinelander Waldo, National Army.

Men were preparing to remove models of the giant steamship Imperator and the Kronprinzessin Victoria Luise, when three young stenographers who next week will work for the War Trade Board, pointed out that the ships still had German flags flying from the masts.

Morgan J. O'Brien jr., who will have charge of the Department of Information of the War Trade Board, ordered the flags removed.

A score of Germans of the seventy employed in the office prior to the seizure, who were helping to remove the furniture, remonstrated that it would cause too much trouble.

"Damn the trouble!" said O'Brien as he pushed aside the twenty Teutons, and with a couple of Americans took away the flags.

SOLDIERS ARREST 200 IN RAID IN HOBOKEN

Hunt Out Enemy Aliens in a Thorough Search of River Street Resorts.

Within twelve hours after the publication of the President's proclamation that alien enemies must not be found within 100 yards of docks, piers, and waterfronts, United States soldiers, fully armed, last night raided River Street, Hoboken, where it runs along the army piers. They seized more than 200 men suspected of being enemy aliens. A few of them were released, but most of them were taken on boats at once to Ellis Island.

The work was done quietly and effectively. The Hoboken police knew nothing of the roundup until more than an hour after it was over, when friends or relatives of the seized men implored the police for information as to what had become of those the soldiers took in charge.

The detachment of about fifty soldiers landed at one of the Government piers about 8 o'clock. They separated in sections of four, and with rifles on shoulders started to search the street. The soldiers went into stores, rooming houses, and stopped men on the street, but the greater number of those seized were found in saloons. These were the saloons which the War Department had ordered closed. Instead of closing the proprietors had continued business, forsaking the sale of intoxicants, but doing a thriving trade in "near beer."

The soldiers asked every man whether or not he was a citizen. Those who satisfied the soldiers that they were citizens were permitted to go. All others were marched to one of the larger piers, where those who said they were citizens were told to send for relatives or friends who could produce citizenship papers or other proofs that the men in custody were not alien enemies. Those who could not give proof or who did not claim to be citizens were hurried away to Ellis Island.

Zone Rules Disregarded.

Many of the men seized were violating the old zone regulation under which they should keep half a mile away from the piers. No alien enemies, or persons who could not satisfy the authorities that they were loyal, have been employed on the piers since they were taken over for the use of the army. Those alien enemies rounded up last night were in the prohibited area through disregard of the Government's regulations, and the prompt action of the army was intended, it is supposed, to show all alien enemies that no further dallying with the Government regulations is to be permitted.

The visits of the armed soldiers to the saloons caused consternation among the patrons. Sharp orders that no one was to leave the places until permission was given increased the tension. Patrons were interviewed one by one, and those who were to be held, were lined up outside and guarded until all were marched to the pier.

A number of alien enemies were found in boarding houses along the waterfront street.

Despite the warnings of the Government authorities, Germans have continued to haunt their old resorts along the Hoboken river front. Some of the Germans who have lived in the waterfront boarding houses since the days before the United States seized the German liners have stayed there in defiance of regulations from Washington.

Police Were Not Informed.

The round-up had been completed when Hoboken Police Headquarters began to be besieged with women and men who wanted to know what had happened to acquaintances who had been seized by the soldiers. The police knew nothing of it, and it was only after patrolmen had been sent along River Street and to the piers that the police were able to answer inquiries. Several of the men who were seized were released after they were able to give satisfactory evidence of their citizenship.

United States Marshals and Secret Service agents hitherto have conducted the round-ups of Germans, and several weeks ago, when about 100 Germans were seized for violation of the barred zone regulations, it was the Intelligence Department of the Navy, with the New York police, which did the work. Last

night's round-up was the first to be made by soldiers, and it was presumed that it was done at the direction of the Intelligence Department of the Army.

Besides the Germans seized by soldiers in Hoboken, twenty-nine Germans who had been employed in shipyards and piers along the Jersey waterfront between Jersey City and Hoboken were arrested last night by Immigration Inspector R. H. Taylor with a squad of guards detailed from Ellis Island. The party was accompanied on its rounds by a United States Marshal. The enemy aliens were taken to Ellis Island.

Find Enemy Aliens in Crews.

Secret Service agents found two enemy aliens working as members of the crews of ocean-going vessels yesterday. One of them is Wilhelm Reyer, who was a member of the crew of the coastwise liner Jamestown of the Old Dominion line, and the other was Paul von der Heide, who was working on an ocean-going tug plying between New York and Norfolk. Both men were ordered interned for the rest of the war. No information concerning the past activities of the two Germans was made public by the Federal authorities.

Friedrich Weiss, a German taxicab driver, was also interned yesterday. He came to the Federal Building and said he was looking for a job. United States Marshal McCarthy advised him to consult the Mayor's Committee on National Defense. Weiss did so, and when he returned to the Federal Building he was angry through and through.

"What do you mean," he said to the Marshal, "by sending me all over this town looking for a job? And now, just to show you that I don't care anything for this old enemy alien pass, I am going to tear it up right now."

Weiss tore up his pass and started to leave the Marshal's office.

"Come back here," said the Marshal. "What for?" demanded Weiss.

"Because you are going to be interned," the Marshal answered.

Weiss is now on Ellis Island and will probably be removed to one of the prison camps in the South within the next few days.

Norwegian Sailor Accused.

Tor Lundh, 20 years old, a Norwegian, charged with violation of the Trading with the Enemy act, in that he attempted to deliver mail into a country at war with this nation, was arraigned late yesterday afternoon before Commissioner Cahoon in the Federal Building in Brooklyn and held in \$5,000 bail for examination next Friday. Lacking the necessary bonds, he was taken to Raymond Street Jail. The offense with which the prisoner is charged is punishable by a term of ten years in prison, a fine of \$10,000, or both.

Lundh is employed by a tourist agency in Manhattan, and according to his own story is listed as a member of the crew of the ship on board of which he was arrested Saturday evening. In making an examination of the stateroom occupied by Lundh, the searching party found a bundle of letters. These letters were addressed to persons in Norway, with the exception of one found in the center of the bundle which was addressed to Lundh. This contained a note from Mrs. Gertrude Koester of 138 North La Salle Street, Chicago, Ill., which told Lundh that the writer had received no word from her parents in Germany for more than a year and inclosed a sealed letter to her father with the request that Lundh mail the letter when he arrived at a European port.

Lundh was promptly placed under arrest, and taken to Ellis Island, where he was kept until yesterday. The inclosed letter, written by Mrs. Koester, was addressed to her father in Berlin. It told how anxious the writer was to hear from her parents, and inquired as to their health. It was written in German. From surface indications it would appear that the letter was a harmless family communication; nevertheless, the Federal authorities and Lieutenant George Busby at Police Headquarters are making a thorough investigation in order to determine whether or not it might have some secret significance.

ALL GERMANS HERE UNDER NEW WATCH

President Wilson Proclaims a Sweeping Surveillance and Plan of Registration.

WATERFRONTS WAR ZONES

Troops to Guard Piers When Necessary—Enemy Aliens Required to Leave Washington.

Special to The New York Times.

WASHINGTON, Nov. 19.—President Wilson today issued a sweeping proclamation to govern the conduct of enemy aliens in the United States and protect shipping and other property from the outrages which have greatly crippled the energies of the nation at war. The proclamation, which will be followed by regulations to be framed by the Attorney General, provides for the most drastic action yet taken against enemies within this country.

Machinery is created which will prevent, by means of military guards, the approach of enemy aliens within prescribed areas of waterfronts and within three miles of navigable streams. Enemy aliens are to be sent out of the District of Columbia and the Panama Canal Zone and denied re-entrance.

All enemy aliens must be registered and cannot travel or change their occupations without obtaining Government consent. In this way the police eye of the nation will be constantly upon these persons, who must report from time to time to Federal and municipal officers. The salient features of the proclamation which are now confirmed were outlined in a Washington dispatch in THE TIMES last Sunday.

By its provisions every unnaturalized German in the United States will be under constant supervision. It is understood that within the next few months a proclamation will be issued to include nationals of Austria-Hungary, Turkey, and Bulgaria. Subjects of these countries are not yet considered enemy aliens, but it was said today that Congress shortly after assembling will be asked to include them in that classification. This would be an act of war.

Text of the Proclamation.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA, A PROCLAMATION.

Whereas, the Congress of the United States, in the exercise of the constitutionally vested in them, have resolved, by joint resolution of the Senate and House of Representatives bearing date of April 6, 1917, "that the state of war between the United States and the Imperial German Government which has been thrust upon the United States is hereby formally declared";

And whereas, it is provided by Sections Four Thousand and Sixty-Seven of the Revised Statutes, as follows:

Whenever there is declared a war between the United States and any foreign nation or Government, or any invasion or predatory incursion is perpetrated, attempted, or threatened against the territory of the United States by any foreign nation or Government, and the President makes public proclamation of the event, all natives, citizens, denizens, or subjects of the hostile nation or Government, born males of the age of fourteen years and upwards, who shall be within the United States, and not actually naturalized, shall be liable to be apprehended, restrained, secured, and removed as alien enemies. The President is authorized, in any such event, by his proclamation thereof, or other public act, to direct the conduct to be observed on the part of the United States toward the aliens who become so liable; the manner and degree of the restraint to which they shall be subject, and in what cases and upon what security their residence shall be permitted, and to provide for the removal of those who, not being permitted to reside within the United States, refuse or neglect to depart therefrom; and to establish any other regulations which are found necessary in the premises and for the public safety.

Whereas, by Sections Four Thousand and Sixty-Eight, Four Thousand and Sixty-Nine, and Four Thousand and Seventy, of the Revised Statutes, further provision is made relative to alien enemies; and

Whereas, by a proclamation I declared and established certain regulations prescribing the conduct of alien enemies;

Now, Therefore, I, Woodrow Wilson, President of the United States of America, pursuant to the authority vested in me, hereby declare and establish the following regulations, additional and supplemental to those declared and established by said proclamation of April 6th, 1917, which additional and supplemental regulations I find necessary in the premises and for the public safety:

13. An alien enemy shall not approach or be found within one hundred yards of any canal; nor within one hundred yards of any wharf, pier, or dock used directly or by means of

lighters by any vessel or vessels of over five hundred (500) tons gross engaged in foreign or domestic trade other than fishing; nor within one hundred yards of any warehouse, shed, elevator, railroad terminal, or other terminal, storage, or transfer facility adjacent to or operated in connection with any such wharf, pier, or dock; and wherever the distance between any two of such wharves, piers, or docks, measured along the shore line connecting them, is less than eight hundred and eighty yards, an alien enemy shall not approach or be found within one hundred yards of such shore line.

14. Whenever the Attorney General of the United States deems it to be necessary, for the public safety and the protection of transportation, to exclude alien enemies from the vicinity of any warehouse, elevator, or railroad depot, yard, or terminal which is not located within any prohibited area designated by this proclamation or the proclamation of April 6th, 1917, then an alien enemy shall not approach or be found within such distance of any such warehouse, elevator, depot, yard, or terminal as may be specified by the Attorney General by regulation duly made and declared by him; and the Attorney General is hereby authorized to fix, by regulations to be made and declared from time to time, the area surrounding any such warehouse, elevator, depot, yard, or terminal from which he deems it necessary, for the public safety and the protection of transportation, to exclude alien enemies.

15. An alien enemy shall not, except on public ferries, be found on any ocean, bay, river, or other waters within three miles of the shore line of the United States or its territorial possessions; said shore line for the purpose of this proclamation being hereby defined as the line of seacoast and the shores of all waters of the United States and its territorial possessions connected with the high seas and navigable by oceangoing vessels; nor on any of the Great Lakes, their connecting waters or harbors, within the boundaries of the United States.

16. No alien enemy shall ascend into the air in any airplane, balloon, airship, or flying machine.

17. An alien enemy shall not enter or be found within the District of Columbia.

18. An alien enemy shall not enter or be found within the Panama Canal Zone.

19. All alien enemies are hereby required to register at such times and places and in such manner as may be fixed by the Attorney General of the United States and the Attorney General is hereby authorized and directed to provide, as speedily as may be practicable, for registration of all alien enemies and for the issuance of registration cards to alien enemies and to make and declare such rules and regulations as he may deem necessary for effecting such registration; and all alien enemies and all other persons are hereby requested to comply with such rules and regulations; and the Attorney General in carrying out such registration is hereby authorized to utilize such agents, agencies, officers, and departments of the United States and of the several States,

territories, dependencies, and municipalities thereof and of the District of Columbia as he may select for the purpose, and all such agents, agencies, officers, and departments are hereby granted full authority for all acts done by them in the execution of this regulation when acting by the direction of the Attorney General. After the date fixed by the Attorney General for such registration, an alien enemy shall not be found within the limits of the United States, its Territories or possessions, without having his registration card on his person.

20. An alien enemy shall not change his place of abode or occupation or otherwise travel or move from place to place without full compliance with any such regulation as the Attorney General of the United States may, from time to time, make and declare; and the Attorney General is hereby authorized to make and declare, from time to time, such regulations concerning the movements of alien enemies as he may deem necessary in the premises and for the public safety, and to provide in such regulations for monthly, weekly, or other periodical report by alien enemies to Federal, State, or local authorities; and all alien enemies shall report at the times and places and to the authorities specified in such regulations.

This proclamation and the regulations herein contained shall extend and apply to all land and water, continental or insular, in any way within the jurisdiction of the United States.

In Witness Whereof, I have unto set my hand and caused the seal of the United States to be affixed. Done in the District of Columbia, this Sixteenth day of November, in the year of Our Lord One Thousand Nine Hundred and Seventeen, and of the Independence of the United States the One Hundred and Forty-second.

WOODROW WILSON.
By the President:
Frank L. Polk,
Acting Secretary of State.
(Seal.)

SOLDIERS ARREST 200 IN RAID IN HOBOKEN

Hunt Out Enemy Aliens in a Thorough Search of River Street Resorts.

Within twelve hours after the publication of the President's proclamation that alien enemies must not be found within 100 yards of docks, piers, and waterfronts, United States soldiers, fully armed, last night raided River Street, Hoboken, where it runs along the army piers. They seized more than 200 men suspected of being enemy aliens. A few of them were released, but most of them were taken on boats at once to Ellis Island.

The work was done quietly and effectively. The Hoboken police knew nothing of the roundup until more than an hour after it was over, when friends or relatives of the seized men implored the police for information as to what had become of those the soldiers took in charge.

The detachment of about fifty soldiers landed at one of the government piers about 8 o'clock. They separated in sections of four, and with rifles on shoulders started to search the street. The soldiers went into stores, rooming houses, and stopped men on the street, but the greater number of those seized were found in saloons. These were the saloons which the War Department had ordered closed. Instead of closing the proprietors had continued business, for-saking the sale of intoxicants, but doing a thriving trade in "near beer."

The soldiers asked every man whether or not he was a citizen. Those who satisfied the soldiers that they were citizens were permitted to go. All others were marched to one of the larger piers, where those who said they were citizens were told to send for relatives or friends who could produce citizenship papers or other proofs that the men in custody were not alien enemies. Those who could not give proof or who did not claim to be citizens were hurried away to Ellis Island.

Zone Rules Disregarded.

Many of the men seized were violating the old zone regulation under which they should keep half a mile away from the piers. No alien enemies, or persons who could not satisfy the authorities that they were loyal, have been employed on the piers since they were taken over for the use of the army. Those alien enemies rounded up last night were in the prohibited area through disregard of the Government's regulations, and the prompt action of the army was intended, it is supposed, to show all alien enemies that no further dillying with the Government regulations is to be permitted.

The visits of the armed soldiers to the saloons caused consternation among the patrons. Sharp orders that no one was to leave the places until permission was given increased the tension. Patrons were interviewed one by one, and those who were to be held were lined up outside and guarded until all were marched to the pier.

A number of alien enemies were found in boarding houses along the waterfront street.

Despite the warnings of the Government authorities, Germans have continued to haunt their old resorts along the Hoboken river front. Some of the Germans who have lived in the waterfront boarding houses since the days before the United States seized the German liners have stayed there in defiance of regulations from Washington.

Police Were Not Informed.

The roundup had been completed when Hoboken Police Headquarters began to be besieged with women and men who wanted to know what had happened to acquaintances who had been seized by the soldiers. The police knew nothing of it, and it was only after patrolmen had been sent along River Street and to the piers that the police were able to answer inquiries. Several of the men who were seized were released after they were able to give satisfactory evidence of their citizenship.

United States Marshals and Secret Service agents hitherto have conducted the round-ups of Germans, and several weeks ago, when about 100 Germans were seized for violation of the barred zone regulations, it was the Intelligence Department of the Navy, with the New York police, which did the work. Last

night's round-up was the first to be made by soldiers, and it was presumed that it was done at the direction of the Intelligence Department of the Army.

Besides the Germans seized by soldiers in Hoboken, twenty-nine Germans who had been employed in shipyards and piers along the Jersey waterfront between Jersey City and Hoboken were arrested last night by Immigration Inspector R. H. Taylor with a squad of guards detailed from Ellis Island. The party was accompanied on its rounds by a United States Marshal. The enemy aliens were taken to Ellis Island.

Find Enemy Aliens in Crews.

Secret Service agents found two enemy aliens working as members of the crews of ocean-going vessels yesterday. One of them is Wilhelm Reyer, who was a member of the crew of the coastwise liner Jamestown of the Old Dominion Line, and the other was Paul von der Heide, who was working on an ocean-going tug plying between New York and Norfolk. Both men were ordered interned for the rest of the war. No information concerning the past activities of the two Germans was made public by the Federal authorities.

Friedrich Weiss, a German taxicab driver, was also interned yesterday. He came to the Federal Building and said he was looking for a job. United States Marshal McCarthy advised him to consult the Mayor's Committee on National Defense. Weiss did so, and when he returned to the Federal Building he was angry through and through.

"What do you mean," he said to the Marshal, "by sending me all over this town looking for a job? And now, just to show you that I don't care anything for this old enemy alien pass, I am going to tear it up right now."

Weiss tore up his pass and started to leave the Marshal's office.

"Come back here," said the Marshal.

"What for?" demanded Weiss.

"Because you are going to be interned," the Marshal answered.

Weiss in now on Ellis Island and will probably be removed to one of the prison camps in the South within the next few days.

Norwegian Sailor Accused.

Tor Lundh, 20 years old, a Norwegian, charged with violation of the Trading with the Enemy act, in that he attempted to deliver mail into a country at war with this nation, was arraigned late yesterday afternoon before Commissioner Cahoon in the Federal Building in Brooklyn and held in \$5,000 bail for examination next Friday. Lacking the necessary bonds, he was taken to Raymond Street Jail. The offense with which the prisoner is charged is punishable by a term of ten years in prison, a fine of \$10,000, or both.

Lundh is employed by a tourist agency in Manhattan, and according to his own story is listed as a member of the crew of the ship on board of which he was arrested Saturday evening.

In making an examination of the stateroom occupied by Lundh, the searching party found a bundle of letters. These letters were addressed to persons in Norway, with the exception of one found in the center of the bundle which was addressed to Lundh. This contained a note from Mrs. Gertrude Koester of 138 North La Salle Street, Chicago, Ill., which told Lundh that the writer had received no word from her parents in Germany for more than a year and inclosed a sealed letter to her father with the request that Lundh mail the letter when he arrived at a European port.

Lundh was promptly placed under arrest, and taken to Ellis Island, where he was kept until yesterday. The inclosed letter, written by Mrs. Koester, was addressed to her father in Berlin. It told how anxious the writer was to hear from her parents, and inquired as to their health. It was written in German. From surface indications it would appear that the letter was a harmless family communication; nevertheless, the Federal authorities and Lieutenant George Rusby at Police Headquarters are making a thorough investigation in order to determine whether or not it might have some secret significance.

ALL GERMANS HERE UNDER NEW WATCH

President Wilson Proclaims a Sweeping Surveillance and Plan of Registration.

WATERFRONTS WAR ZONES

Troops to Guard Piers When Necessary—Enemy Aliens Required to Leave Washington.

Special to The New York Times.

WASHINGTON, Nov. 19.—President Wilson today issued a sweeping proclamation to govern the conduct of enemy aliens in the United States and protect shipping and other property from the outrages which have greatly crippled the energies of the nation at war. The proclamation, which will be followed by regulations to be framed by the Attorney General, provides for the most drastic action yet taken against enemies within this country.

Machinery is created which will prevent, by means of military guards, the approach of enemy aliens within prescribed areas of waterfronts and within three miles of navigable streams. Enemy aliens are to be sent out of the District of Columbia and the Panama Canal Zone and denied re-entrance.

All enemy aliens must be registered and cannot travel or change their occupations without obtaining Government consent. In this way the police eye of the nation will be constantly upon these persons, who must report from time to time to Federal and municipal officers. The salient features of the proclamation which are now confirmed were outlined in a Washington dispatch in The Times last Sunday.

By its provisions every unnaturalized German in the United States will be under constant supervision. It is understood that within the next few months a proclamation will be issued to include nationals of Austria-Hungary, Turkey, and Bulgaria. Subjects of these countries are not yet considered enemy aliens, but it was said today that Congress shortly after assembling will be asked to include them in that classification. This would be an act of war.

Text of the Proclamation.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA,
A PROCLAMATION.

Whereas, the Congress of the United States, in the exercise of the constitutionally authorized powers vested in them, have resolved, by joint resolution of the Senate and House of Representatives bearing date of April 6, 1917, that the state of war between the United States and the Imperial German Government which has been thrust upon the United States is hereby formally declared;

Whereas, it is provided by Sections Four Thousand and Sixty-Seven of the Revised Statutes, as follows:

Whenever there is declared a war between the United States and any foreign nation or Government, or any invasion or predatory incursion is perpetrated, attempted, or threatened against the territory of the United States by any foreign nation or Government, and the President makes public proclamation of the event, all natives, citizens, denizens, or subjects of the hostile nation or Government, born males of the age of fourteen years and upwards, who shall be within the United States, and not actually naturalized, shall be liable to be apprehended, restrained, secured, and removed as alien enemies. The President is authorized in any such event, by his proclamation thereof, or other public act, to direct the conduct to be observed on the part of the United States toward the aliens who become so hostile, the manner and degree of the restraint to which they shall be subject, and in what cases and upon what security their residence shall be permitted, and to provide for the removal of those who, not being permitted to reside within the United States, refuse or neglect to depart therefrom; and to establish any other regulations which are found necessary in the premises and for the public safety.

Whereas, by Sections Four Thousand and Sixty-Eight, Four Thousand and Sixty-Nine, and Four Thousand and Seventy, of the Revised Statutes, further provision is made relative to alien enemies; and

Whereas, by a proclamation I declared and established certain regulations prescribing the conduct of alien enemies;

Now, Therefore, I, Woodrow Wilson, President of the United States of America, pursuant to the authority vested in me, hereby declare and establish the following regulations, additional and supplemental to those declared and established by said proclamation of April 6th, 1917, which additional and supplemental regulations I find necessary in the premises and for the public safety:

13. An alien enemy shall not approach or be found within one hundred yards of any canal; nor within one hundred yards of any wharf, pier, or dock used directly or by means of

lighters by any vessel or vessels of over five hundred (500) tons gross engaged in foreign or domestic trade other than fishing; nor within one hundred yards of any warehouse, shed, elevator, railroad terminal, or other terminal, storage, or transfer facility adjacent to or operated in connection with any such wharf, pier, or dock; and wherever the distance between any two of such wharves, piers, or docks, measured along the shore line connecting them, is less than eight hundred and eighty yards, an alien enemy shall not approach or be found within one hundred yards of such shore line.

14. Whenever the Attorney General of the United States deems it to be necessary, for the public safety and the protection of transportation, to exclude alien enemies from the vicinity of any warehouse, elevator, or railroad depot, yard, or terminal which is not located within any prohibited area designated by this proclamation or the proclamation of April 6th, 1917, then an alien enemy shall not approach or be found within such distance of any such warehouse, elevator, depot, yard, or terminal as may be specified by the Attorney General by regulation duly made and declared by him; and the Attorney General is hereby authorized to fix, by regulations to be made and declared from time to time, the area surrounding any such warehouse, elevator, depot, yard, or terminal from which he deems it necessary, for the public safety and the protection of transportation, to exclude alien enemies.

15. An alien enemy shall not, except on public ferries, be found on any ocean, bay, river, or other waters within three miles of the shore line of the United States or its territorial possessions; said shore line for the purpose of this proclamation being hereby defined as the line of season and the shores of all waters of the United States and its territorial possessions connected with the high seas and navigable by ocean-going vessels; nor on any of the Great Lakes, their connecting waters or harbors, within the boundaries of the United States.

16. No alien enemy shall ascend into the air in any airplane, balloon, dirigible, or flying machine.

17. An alien enemy shall not enter or be found within the District of Columbia.

18. An alien enemy shall not enter or be found within the Panama Canal Zone.

19. All alien enemies are hereby required to register at such times and places and in such manner as may be fixed by the Attorney General of the United States and the Attorney General is hereby authorized and directed to provide, as speedily as may be practicable, for registration of all alien enemies and for the issuance of registration cards to alien enemies and to make and declare such rules and regulations as he may deem necessary for effecting such registration; and all alien enemies and all other persons are hereby requested to comply with such rules and regulations; and the Attorney General in carrying out such registration is hereby authorized to utilize such agents, agencies, officers, and departments of the United States and of the several States,

Territories, dependencies, and municipalities thereof, and of the District of Columbia as he may select for the purpose, and all such agents, agencies, officers, and departments are hereby granted full authority for all acts done by them in the execution of this regulation when acting by the direction of the Attorney General. After the date fixed by the Attorney General for such registration, an alien enemy shall not be found within the limits of the United States, its Territories or possessions, without having his registration card on his person.

20. An alien enemy shall not change his place of abode or occupation or otherwise travel or move from place to place without full compliance with any such regulation as the Attorney General of the United States may, from time to time, make and declare; and the Attorney General is hereby authorized to make and declare, from time to time, such regulations concerning the movements of alien enemies as he may deem necessary in the premises and for the public safety, and to provide in such regulations for monthly, weekly, or other periodical report by alien enemies to Federal, State, or local authorities; and all alien enemies shall report at the times and places and to the authorities specified in such regulations.

This proclamation and the regulations herein contained shall extend and apply to all land and water, continental or insular, in any way within the jurisdiction of the United States.

In Witness Whereof, I have unto set my hand and caused the seal of the United States to be affixed. Done in the District of Columbia, this Sixteenth day of November, in the year of Our Lord One Thousand Nine Hundred and Seventeen, and of the Independence of the United States the One Hundred and Forty-second.

WOODROW WILSON.
By the President:
Frank L. Polk,
Acting Secretary of State.
(Seal.)

N. Y. Times
Nov 21/17

Journal Globe Nov 13/17

WATERFRONT PATROL TAKES 4,000 MEN

Regulars Expected to Take Over Guardianship of Piers with Local Aid.

The Eastern Department of the United States Army, with headquarters on Governors Island, will probably be charged with the enforcement of those provisions of the new enemy alien regulations which have to do with the guarding of the waterfronts of New York and other cities in the department and the protection of munition plants working on Government contracts. Officers of General Hoyle's staff on Governors Island are said to have already begun the work of perfecting a scheme or patrol. It was said that at least 4,000 regulars would be needed for this duty. The military authorities will work in co-operation with the State and municipal authorities. Following the ruling of President Wilson regarding the presence of German aliens on the waterfront, Marshal Power issued an order to all lessees of piers and waterfront property in Brooklyn and Staten Island that strict surveillance must be maintained to guard against acts of sabotage. Pier owners, according to the orders of the Marshal's office,

must engage a force of inspectors to carry out the work of guarding the waterfront property.

An exodus of Germans is under way from the vicinity of the army piers at Hoboken where, on Monday night, soldiers arrested and interned nearly 200 enemy aliens. Last night, it was said, that for the first time in the history of Hoboken, a person could walk along River Street without meeting a single German and without even hearing a word of German spoken.

When the Government took over the Hamburg-American and North German Lloyd piers for army use at the beginning of the war, the crews of some of the ships and also employees of the companies who worked at the piers took themselves to houses on River Street, which runs parallel with the water. Also German sailors and workmen went to live in small flats and boarding houses on the side streets running up from the harbor front. At night they assembled in the saloons on River Street, which ran wide open.

When army officers began to have trouble with the illegal sale of liquor several weeks ago, an order was issued to close places where liquor was sold in a zone which would take in every bar near the piers. Still, bootblacks, barbers, and newsboys were able to get liquor and give it to men in uniform. Appeals on patriotic grounds were unavailing. Next all the saloons in Hoboken were closed.

Albert Struntz of 206 River Street, an aid of Mayor Griffin, was arrested and taken to the docks for embarkation to Ellis Island, despite his protest and his display of a shield of office. His wife saved him when she came down to the boat with his citizenship papers. There were two more arrests of Germans yesterday made by soldiers near the piers.

It is expected now that in a week or so the Government will declare River Street closed to all except Government business. The east side of the street is already patrolled by sentries who force all traffic to the western side, and if the order goes into effect a dead line, it is expected, will be declared at Newark Street at one end and at Fourth Street at the other.

An investigation has been ordered by army officers to determine the cause of fire on the transport Pastores, which started soon after the raid took place. The fire did only small damage, according to Hoboken firemen, who were summoned when the soldiers failed to put out the blaze.

Army officers denied yesterday the report that the Pastores had been occupied by German prisoners of the raid prior to the time the fire started. They assert that the fire was caused through carelessness on the part of some one who was assisting in the fumigation of the ship.

U. S. SOLDIERS MAY GUARD HARBOR

If the recommendations of Government officials here prevail at Washington, Federal troops will soon be guarding the more than twenty miles of waterfront on the North and East Rivers. West and South streets, as well as the docks and piers in Brooklyn, will be made military zones if this action is taken.

The Hoboken waterfront has been made a military zone and saloons for half a mile inland have been closed. The tentative plan here is to close all saloons between the Battery and Twenty-third street, west of Seventh avenue. All these plans are subject to approval from Washington.

CALL OUT MEN AT NEWARK.

In an effort to compel the Government through the Emergency Fleet Corporation to force the Lackawanna Bridge Company to employ union labor at the Port Newark Terminal plant of the Submarine Boat Corporation, which is building ships for the Government, the Newark Building Trades Council has called out 5,700 men employed on three Government jobs around Newark.

For weeks the Building Trades Council has been trying to unionize the work of shipyard construction. About 1,200 non-union employees are engaged and the bridge company has refused to discharge them. Mediators were sent from Washington to try to effect a settlement, but without success.

The strike would have gone into effect two weeks ago but for the intervention of Elmer A. Greenawalt, a mediator of the Department of Labor, and Louis Wehle, counsel of the Emergency Fleet Corporation, who succeeded in getting the unions to agree to await the outcome of the conference of the presidents of the International Building Trades unions in Buffalo.

John J. Burke, of the Bricklayers' Union, was sent to the conference as the representative of the Newark Building Trades Council, and on his return he reported that he was unable to get any consideration among the officials there with respect to the situation in Newark. The business agents immediately voted to strike.

ORDER 2,000 MORE OUT.

First the strike leaders went to the plant of the Federal Shipbuilding Company on the Kearny meadows, facing the Hackensack River, where they ordered 3,000 men from the job. More than 800 workers who were constructing a dozen ways for wooden ships for the Government were among those called out.

From there the business agents went to the shipyards of the Foundation Company, also on the Kearny meadows, facing the Passaic River, where they instructed 1,500 men engaged in the construction of wooden ships to lay down their tools and go home.

WANT TROOPS ON WATERFRONT

U. S. Marshal Hasn't Enough Forces to Carry Out Presi- dent's Barred-Zone Order.

Frank admission that the forces at the disposal of United States Marshal McCarthy and the federal authorities here are inadequate to enforce the President's barred zone decree was made to-day, and it was declared an effort to have the waterfront created a military zone, and guarded by soldiers would be made.

Such a step would necessitate the employment of fully 5,000 soldiers, it is believed, but it would safeguard the warehouses and storage plants stocked with food along the waterfront and would go far toward preventing such disastrous fires as that in the Dow Store, Brooklyn, recently, and in the munitions plant of the Washburn Wire Company in Harlem Sunday.

Not Enough Deputies.

Because of the limited force of deputies at the command of the United States marshal's office, it has been impossible, it was said to-day, to enforce the provisions of the President's decree barring certain zones to enemy aliens unless they are possessed of permits. Many dangerous aliens who have made no move to obtain permits are believed to be at work within the zone; in fact, numbers were found in the Washburn plant after the fire drew attention to it.

Moreover, it was said, there are not enough deputies to enforce the requirement that all enemy aliens give up explosives and firearms.

A third complication which makes protection of the water front difficult is the fact that the United States is not at war with Austria-Hungary, Bulgaria, or Turkey. Citizens of these allies of Germany are at work along the water front without any necessity of obtaining permits, as they are not classified as enemy aliens.

Inciting to Strike.

Investigations, in fact, it was added, have disclosed that there are 500 citizens of Austria-Hungary employed as captains of lighters, and many of this number have been busy stirring up shipping workers to strike next week.

That at least 6,000 Germans applying for permits to live or work in the barred zone committed perjury in giving their names and addresses was the report to-day. Police are busy to-day checking up the list of 25,000 Germans who received such permits, and perjurers if caught will be interned for the balance of the war.

Jersey Journal
Nov 24/17

NECESSARY.

The order that bars all Germans from the waterfront may be severe in some particular cases, but we have already taken too many chances in war time. Recent suspicious fires, evident need of protecting our stores of food and munitions and to safeguard our shipping and transports make it bent upon us that enemy aliens be removed from our zones.

TROOPS FOR PIERS IS TALKED OF NOW

United States troops may be called upon to guard docks, railroad terminals and munition plants in the metropolitan district. Army officers from Governor's Island have been designated to confer with United States Marshal McCarthy and other Federal officials, and tentative plans have been made for the detail of 4,000 infantry immediately.

It is probable that soldiers will be utilized as a police force in other parts of the Eastern Department, for the President's proclamation affects alien enemies in that military district to a far greater extent than in any other part of the country. States comprising the Eastern Department are New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia, as well as the District of Columbia. To police properly all restricted zones would take a complete division of troops.

At present the army is policing the port at Hoboken and no trouble has been experienced. Civil officials believe the same situation will obtain in New York if the military takes up similar duties.

Troops assigned to guard duty it is expected will be billeted in small detachments in vacant stores or houses near the places where they will do sentry duty. This will make life more comfortable for the soldiers and at the same time scatter throughout the metropolitan district numerous small patrols which can be of great service as a reserve for the regular police in the event of trouble.

Registration of every alien enemy above fourteen years will begin just as soon as the Attorney General transmits his instructions. It is estimated that 180,000 alien enemies are in New York City and vicinity.

*7 A. M. Time
Nov 26/17*

NO SOLDIERS SENT TO GUARD PIERS; ONLY POLICE THERE

Program as to Barred Zones
Changed Here to Take in
"Vital Points" Only.

WASHINGTON IS PUZZLED

Can't Understand Failure to
Carry Out the Federal
Instructions.

HOYLE MAKES INSPECTION

Alteration in the Program An-
nounced After a Conference on
His Return from Waterfront.

Although the enemy alien regulations promulgated by President Wilson last Monday and ordered into effect at midnight last night by Attorney General Gregory are theoretically now in full force, no soldier went on guard along the waterfront of New York at that hour. The statement given out by the Department of Justice in Washington on Saturday night was that soldiers of the regular army would assume charge of the waterfront problem at 12 o'clock tonight, that they would wear blue uniforms to distinguish them from the fighters of the overseas army and that their orders would be issued by any unauthorized person who they orders and sought to of the newly created

Soldiers will probably be ordered to guard duty in what are termed "vital points" of the waterfront zones within the next day or two, but it may be a week before the army takes over control of all these "vital points." In the meantime, under an agreement entered into between the city and Federal authorities yesterday, a policeman will be assigned to duty at the entrance to every pier in New York. These policemen go on duty at 8 o'clock this morning.

Brig. Gen. Eli Hoyle, U. S. A., commanding the Eastern Department of the army, with headquarters on Governors Island, accompanied by several Federal officials and representatives of the City Government, made a tour of inspection yesterday of the entire waterfront, which is included in the barred area of the metropolitan district. At the conclusion of that tour a statement was issued last night at the Governors Island headquarters, which read:

"The situation has been thoroughly canvassed, and the indications are that most of the piers and other waterfront locations are very well guarded and military guards may be placed only at points here and there, at which additional guards may seem needed. No definite action has been taken to spread soldiers over the entire waterfront, and it is not the intention at this hour (7 P. M.) to do so at midnight."

May Not Wear the Blue.

It was also indicated at the Governors Island headquarters that it may not be necessary to put soldiers, ordered to waterfront duties, in blue uniforms. It was said that when war was declared on Germany all the blue uniforms of the old army were packed away in moth balls for the duration of the war, and that all men who will be called for pier or munition factory duty in this part of the country are now in khaki, and that there would seem to be no reason why they should discard those uniforms for the out-of-date blue garments.

The waterfront populations of New York and New Jersey were on tiptoe, so to speak, all day yesterday as a result of the expected midnight coming of the soldiers. It was not until late last night that the news came from Governors Island that the soldiers would not appear on schedule time, and that it might be several days before they went on duty, and then only in certain parts of the barred zones. That the soldiers, as the situation now stands, will not guard the entire waterfront zone appears to be certain.

It appears, according to statements made in official quarters here last night, that the army will take over the guarding of piers, munition works, and other places which are considered to be "vital points," while the police, agents of the Department of Justice, and private watchmen will guard the less important places. It was said by one high Federal official, charged with the enforcement of enemy alien regulations, that some soldiers may go on duty in certain "vital points" in the waterfront zones this morning. These "vital points," he said, will be designated by the Attorney General probably today.

Soldiers for Vital Points.

"It has been decided," said Assistant United States District Attorney John C. Knox last night, "that the military will take over some of the more important points, and that, in addition, the Police Department will place a policeman on every pier and dock in New York. There will be a general tightening up of the patrol and guard on all docks, and it is probable that no person will be permitted to go on any pier unless he has in his possession certain means of identification, the nature of which will be announced very shortly."

The decision to place policemen on piers was announced after a long conference participated in by General Hoyle, Brigadier Gen. Jesse Carter, representing the Bureau of Militia Affairs in Washington; Mr. Knox, United States Marshals McCarthy of New York and Powers of Brooklyn, Dock Commissioner R. A. C. Smith, Chief Inspector James E. Dillon of the Police Department, United States District Attorney Charles F. Lynch of Jersey City, United States District Attorney Melville J. France of Brooklyn, Major Hunter Marston, U. S. A., and a number of other army officers.

The conference was held in the department headquarters on Governors Island and at its conclusion the official tour of inspection of those parts of the waterfront which are included in the new barred areas was made.

Marshal McCarthy received his official instruction from Attorney General Gregory last night, and at 9 o'clock the Marshal announced that those instructions were effective, and that they will be enforced to the letter and immediately. Those instructions as given out by Marshal McCarthy are the same as were published in THE NEW YORK TIMES of Sunday:

Seventy-two Hours' Grace.

"These instructions," said Marshal McCarthy last night, "are immediately in effect, and any enemy alien employees who are affected will be given just seventy-two hours from tomorrow (Monday) morning to leave the barred districts in which they now reside or do business. Alien enemy employers and other Germans who are in business will receive reasonable time to vacate their present places of business, the time to be given depending entirely on the circumstances in each case. These orders apply to all transatlantic and coastwise shipping. Fishing is excepted, and in this instance I may add there is no fishing in this harbor."

Marshal McCarthy was asked if he could give any information as to when the soldiers would go on duty in the barred zones.

"I can only say that the soldiers will guard what are found to be 'vital points' and the military authorities will probably announce where those vital places are."

It was officially announced last night that about 50 per cent. of the Germans affected by the new enemy alien regulations had already moved into unrestricted zones. The other 50 per cent. will get final orders to move this morning, and a failure to immediately comply with the order will mean internment for the rest of the war.

The boundaries of the new zones, it is expected, will be announced today. Generally speaking, it can be stated that in Manhattan the zone will extend from Forty-fourth Street in the North River to the Battery, and from the Battery to Twenty-fourth Street in the East River. In Brooklyn the zone will run from a point just south of Long Island City to Coney Island. All of Staten Island will be a zone, as well as most of Jersey City, all of Hoboken and Weehawken.

All Big Piers Included.

The New York zone includes all of the great transatlantic piers, as well as every pier at which vessels displacing

500 tons or more, dock. The 100-yard zone limit which extends a block back from the entrances to the piers, includes some of the finest office buildings, among them the West Street and Whitehall Buildings, in both of which a number of enemy aliens are employed or have offices.

The question of enforcing the 100-yard limit, which the President has designated as the outermost boundary of waterfront zones, may have been settled at yesterday's conference on Governors Island, but if it was no details were made public last night. Whether or not soldiers will be employed to enforce the regulations in the 100-yard limit zone is not known. It is believed, however, that, in the event any soldiers are assigned to such duty, they will guard only certain parts of the zones which are in front of or border the more important transatlantic piers.

It was announced last night that enemy aliens are no longer permitted to travel on street cars in West and South Streets, and other streets within the 100-yard limit of the waterfront. Germans may still travel on cars which run to ferries, but they must not alight from those cars when in barred areas except at ferry terminals.

That the ferries eventually will be barred to Germans was indicated yesterday. It was said that a new regulation may be promulgated which will prohibit Germans from commuting between suburban places and New York.

The barring of Germans from steamers also probably means that none will be permitted to live at Jersey coast resorts next Summer. Neither will they be permitted to travel on Sound steamers which pass all of the important fortifications guarding the Long Island Sound approach to New York.

Placards warning enemy aliens to keep out of barred zones will be posted on all piers and in all crosstown streets leading to barred sections of the waterfront today or tomorrow.

N.Y. Telegram Nov 26/17

MAY HE NEVER RETURN



Observer Nov 26/17

RIVER FRONT IS SHUNNED, SAVE FOR MILITARY

Report of New War Orders
Establishing a Barred
Zone Is Cause.

DRASTIC REGULATIONS POSTPONED, HOWEVER

Even People Coming From Tubes
Shy of Indicated Area—Soldiers
Have Portion of Hudson and River
Streets to Themselves—Police on
Guard Detail in New York.

One of the most deserted spots in the United States yesterday was those sections of Hoboken adjoining on the river front. From early nightfall until this morning Hudson and River streets, from Newark to Fourth streets, were devoid of pedestrians. The only individuals in sight during this time were the military patrols and a couple of disconsolate newspapermen who divided their time between dodging the wintry blasts that surged around the corners and avoiding the attention of the sentinels.

According to the most reliable information the order under which the military were to take complete charge of the area extending 100 yards from the water front, and establish a barred zone therein, within which no one would be allowed without a permit on risk of being shot, was to go into effect at midnight last night.

AREA DESERTED.

Whether advance information of the order had been received or not is not known, but it is certain that this particular area was left severely alone last night. People coming up from the tubes and the ferries kept to the southerly side of Newark street, and the jitneys coming south also avoided the barred zone.

At midnight everything was as silent as the grave, the only sign of life being the patrols and the fire which the soldiers had lighted on River street, opposite Third street. Here several of the sentries were posted. Now and then a solitary soldier passed up the street and was challenged. But that was all. The night passed without unusual incident.

This morning it was stated that the order had been postponed and would not go into effect immediately. According to some of the statements made it had been decided not to put the order into effect at all on the ground that it was not necessary. On the other hand, however, it was stated that the order is merely held up for a couple of days and will go into effect some time during the present week.

New York, Nov. 26.—Instead of blue clad soldiers, regular New York policemen to-day established a special guard over the docks and water front. At a conference between Brigadier General Hoyle, commander of the Eastern department, with Federal and city officials, it was decided that policemen could do the work just as well as troops at this time. This decision followed a close inspection of the water front. Different plans, however, may be announced within a few days.

Dispatch Nov 27/17

'NO MAN'S LAND' IS BARREN IN HOBOKEN

Cold Weather Works Hand in
Hand With Government
on River Street.

What alien enemies the troops and secret service men failed to clear from River street, Hoboken, the cold weather accomplished last night. Never was this section of the city so deserted as it has appeared during the past few days.

No further action has been taken by the Federal officials with regard to making the 100 yard zone a barrier to all who have not got passes within the zone.

There has been no establishment of zone lines except those announced as to be enforced. As far as can be learned the officials have not yet decided upon any definite action, but as far as River street is concerned no Germans remain. Practically every saloon on the four blocks between Newark and Fourth streets have closed their doors.

*Observer
Dec 8/17*

Several patrols of military police have been through the city recently. They are from the force stationed on the piers. Instead of the armband with the letters M. P. in white, as is usual elsewhere, the men are distinguished by a narrow armband of purple cloth.

*Observer
Nov 20/17*

COFFINS FROM GERMAN SHIPS WERE EMPTY

Had Been Stored in Loft Till
Yesterday; Taken When
Ships Were Seized.

The seven coffins which appeared among the special baggage of the officers and crew of the German ships, and which were stored in the loft building at 277 Washington street, Hoboken, when opened yesterday revealed nothing whatever.

Secret Service officers have been on duty at the loft building since the baggage was seized and a systematic search of the property has been made.

Three cases with papers and other documents taken from the baggage, it is claimed, were carted away by the Secret Service men.

Valuable documents are said to be among the property taken.

No explanation has been secured for the presence of the coffins amongst the personal effects of the officers.

Observer Feb 27/17

MILLION DOLLAR BOND ISSUE UPON HOBOKEN'S DOCKS

North German Lloyd Co. Gets
Big Loan From a Local Bank.

Considerable speculation has been aroused in Hoboken and throughout the country generally by the announcement of a loan raised by the North German Lloyd Steamship Company of \$1,000,000, papers of which were filed yesterday in the office of the County Register at the Court House, Jersey City.

At the local offices of the company no information was available as to the purpose of the loan, but one of the officials stated that he believed it was being raised for the purpose of paying the salaries of the officers and crews of the various steamers belonging to the line tied up in this country. Money is also wanted, it was stated, for the general upkeep of the vessels and this is the easiest manner of securing it in view of the present difficulty of getting transfers of money to this country from Germany.

In other quarters, however, efforts were made to vest the transaction with a more serious aspect, it being stated that, if the owners of the German vessels feel that war between the United States and Germany is inevitable, the existence of a local loan would be of some assistance to them. At the same time no one could be found who was willing to give the authority of his name to this assertion.

The papers as filed yesterday in Jersey City merely set forth the bare formal application. According to the statement of the mortgage the North German Lloyd Dock Company, the representatives in this country of the North German Lloyd Steamship Company, pledges to the Commercial Trust Company of New Jersey as trustees, its realty holdings in Hoboken for the purpose of securing an issue of bonds amounting to \$1,000,000.

The bonds are to be dated February 10th, this year, and are payable in twenty years with interest at the

rate of six per cent. per annum, payable February and August 10th of each year, and are subject to redemption at 102½. The papers set forth that the property owned by the mortgagee consists of three steamship piers erected on a plot facing River street, Hoboken.

It has frequently been pointed out in these columns that the North German Lloyd Steamship Company, properly so called, does not own the piers in Hoboken at which the vessels of that company dock. The docks are the property of the North German Lloyd Dock Company, a corporation of the State of New Jersey, consisting of citizens of the United States. It has at times been stated that there is a clause in the act of incorporation which places any shipping at the piers of the North German Lloyd Dock Company temporarily in the possession of the officers of that company, so that, under war conditions, these vessels would be owned by citizens of the United States, would be tied to property owned by citizens of the United States and so would be immune from seizure. It is owing to this that fears have been expressed that the mortgage has been planned for some ulterior motive, possibly with the desire to consolidate the position of the dock company.

The mortgage was signed by Charles Von Helmoth, the president of the company, and Herman Primavera, secretary, on behalf of the dock company.

It is also understood that it is unlikely that there will be any public offering of the bonds, as the sum being comparatively small it would readily be subscribed by individuals and corporations of German sympathies.

Jersey Journal Nov 28/15

PLAN GREAT COUP FOR HANDLING OF FOREIGN SHIPPING; CAMPBELL STORES TO EXTEND ACTIVITIES

Palmer Campbell, Seeing Immense Future for Exports as Result of European War, Plans Extension of Bonded Warehouse—Will Have Representatives in Foreign Cities—Plan to Guarantee Shipments and Take Responsibility From Shippers.

The Campbell stores, with warehouses along the Hudson river front in Hoboken, seeing a big future in the increased export business that the United States is to reap through the failure of the warring European nations to supply the countries that were in the past dependent upon them, has decided to enlarge its scope of business and with the facilities that it has through the connecting railroad system of Hudson county is in a better position than any other concern doing a similar business in the vicinity of New York.

The concern plans to extend its operations to include general forwarding to all parts of the world and from the way the plans are being perfected the company expects to be able by January 1, 1916, to enter the new field.

The plan of the company is to act as agent for manufacturers and shippers throughout the country, which will relieve the shippers of the duty of looking after consular invoices, bills of lading, insurance, customs regulations and the hundred other small details that are always the bugbear of the shipper.

The details which are being worked out carefully by the officials of the Campbell stores, provides for agents and representatives in all transportation centres, and in many of these centers the company may have branch offices and warehouses, though in other places, the work will be done by representatives of the American chain of warehouses.

The announcement of the plan was received very favorably by manufacturers and exporters, especially the small consignors, for the scheme of Campbell stores is to pool small shipments wherever possible, and thus lessen the freight bills of their customers. The location of the warehouses gives them a better opportunity to handle small shipments than any other warehouse, for it has direct communication with all the railroads entering the port. These roads are: Erie, Pennsylvania, New York, Ontario and Western; New York, Susquehanna and Western; Lackawanna, Baltimore and Ohio,

New York Central, West Shore and Central Railroad of New Jersey.

FINE EQUIPMENT.

W. H. S. Anzer, who is in charge of the warehouses, says that the Campbell stores are 100 per cent better equipped than any other warehouse in the port of New York to handle the export trade that has more than doubled since the war began, and with the South American field opened, it is sure to increase even more rapidly than it has in the past year.

The big help that the Campbell stores will offer to its patrons will be found in the pooled cars. This opens up for consignees in certain cities, the opportunity to secure cheaper freight rates, for as the shipping is now done, where there is not a full car, increased freight rates are charged, but the Campbell Stores, with several customers in each transportation center can put all the shipments in one car and consign it to their agent at greatly reduced rates.

WESTERN SHIPPERS.

Another big help will be found by the Western manufacturers, who can ship full carloads to Hoboken, and the Campbell Stores acting as agent can easily distribute the contents to any point in the East with greater facility than any other concern, owing to the railroad connections that are to be found at the terminal. With the Campbell storehouses as a distributing center, carload lots can easily be made up for every point in the East, especially when it has a large number of customers, who would have to ship in small lots if it did not have the Campbell Stores for a clearing house.

The opportunity offered the Campbell stores through this new field of operations is bound to increase the business of the company a great deal faster than it has in the past thirty-five years since it was started.

Bulkheads for lightering goods is one of the exclusive features of Campbell Stores, and these bulkheads are destined to play a big part in the firm's reaching out for general forwarding business in all parts of the harbor.

Jersey Journal Dec 26/15

CHRISTMAS CHEER FOR SAILORS OF GERMAN SHIPS NOW INTERNED AT HOBOKEN

The Christmas spirit was brought home to the interned German seamen located at Hoboken at two celebrations held Friday night. One was for those on the Hamburg-American line and the other for the North German Lloyd sailors, while a third celebration will be held at the Deutsches Seemannshaus, Hudson street, for the sailors from the Atlas and South American lines.

The North German Lloyd celebration was held in the waiting room of the main building at Fourth and River streets, where a handsomely decorated Christmas tree was laden with gifts from the company. The sailors gathered at 5 o'clock and listened to an address on the Christmas spirit, after which Captain Hains Miller, on behalf of the company, extended the greetings of the season and then distributed 500 packages to the anxious sailors. These bundles contained cigars, tobacco, pipe, fruit, nuts, candy and cards.

PROGRAM OF MUSIC.

There was a musical program that was rendered by the talented members from the various ships yesterday afternoon, the sailors gathered on their respective vessels and each

crew held an informal entertainment, after which they distributed their individual gifts.

The Hamburg-American sailors held their Christmas exercises at St. Matthews' Lutheran Church, Hudson and Eighth streets. There were 600 sailors in the party, and after a splendid musical program in which the orchestra from the Vaterland took a prominent part. The City Trio also gave an excellent entertainment. After Rev. Herman Brueckner, pastor of the church, spoke on the spirit of the occasion, he distributed the bundles, which contained in many cases clothing, pocketbooks, pocket knives, safety razors, cigars, stockings and other articles that the men find use for.

The Christmas tree for to-night will bring out at least three hundred sailors, and the entertainment will be under the direction of Mrs. Emil Boas, widow of the late director of the Hamburg-American Line. She has secured some artists from the Metropolitan Opera House, and she expects to preside at the piano herself. Miss Riker will receive. Besides the usual Christmas presents, coffee and cake will be served for those who attend.

Jersey Journal Nov 28/15

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Jersey Journal
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Observer Dec 19/16

GERMAN STEAMER LINES READY FOR CONTRACTS TO TRANSPORT FREIGHT

**First Official Announcement
Is Made Regarding Vessels
Tied Up in Hoboken—
Hamburg and North Ger-
man Lloyd Statements Are
Similar—Ships Can Be
Loaded and Started Off
Within Week or Ten Days
—No Difficulty in Securing
Men.**

COMPANY OFFICIALS EXPECT EARLY PEACE

More than ordinary interest attaches to the announcement made yesterday afternoon by the offices of the two German steamship companies whose vessels are tied up in Hoboken. According to the official statement given out by these two companies there is a prospect that a resumption of transatlantic traffic between Hoboken and Hamburg is not so far off as may appear on the surface.

The following was sent out by the officials of the Hamburg-American Line:

"We take pleasure in announcing that we are now open to make freight arrangements from the United States to Hamburg for shipment upon the resumption of our regular service after the conclusion of peace or such earlier time as the obstacles to such resumption may be removed."

In the notice sent out to freight agents and brokers by Oelrichs & Co., general agents in this country for the North German Lloyd Steamship Company, a similar announcement was made for freight contracts between this port and Bremen. In addition it was stated that such contracts would not guarantee any date and would be made subject to cancellation in the event conditions should prevent their being carried out.

FIRST FORMAL REPLY.

When inquiries were made at the offices of the two companies concerned it was stated that the announcements had been issued owing to the number of inquiries that had been made relative to the time when there might be a resumption of sailings between this country and Germany.

"As a matter of fact," said one of the Hamburg-American officials, "we have been receiving inquiries for the past two years as to the time when we will be able to resume traffic from Hoboken to German ports. We have never before replied to these, at least officially. During the past few days these inquiries have become more numerous and we attribute this fact to the tentative peace proposals made to the Entente Allies by the German Government."

"This is our first formal reply to these inquiries. It does not mean that we are going to resume business tomorrow, but it does mean that we are making preparations to resume when peace is restored—and we believe that day is not so far off."

According to the statements made by the officials of both companies concerned, the vessels will be ready to sail almost at once.

BOATS IN GOOD SHAPE.

"We have taken the best of care of all of the vessels," said the same official. "Both inside and out we have been doing everything possible to keep them in the best of trim. As a result we would be able to load and sail within a week or ten days at the most. It would not be necessary for the vessels to go into drydock at this side. They are quite able to make the trip across, where they could be overhauled. They would, of course, be a trifle slower, but that is all."

It was also stated that while a number of the men employed by both companies have left the service, all the chief officials and engineers are still on board, so that there would be no difficulty on this score. "We can find all the men we want," was the statement made by the Hamburg-American official.

The announcement that the German vessels are preparing to resume traffic across the ocean will be received with the keenest interest in Hoboken.

In many quarters it is believed that the German Steamship lines are acting on advance information. It is pointed out that while they have before received inquiries about the resumption of business they have not, until now, made any reply to these inquiries, and it is assumed that they would not do so now if it were not that they had some good grounds for their action.

Observer Dec 20/16

GERMAN REFUGEES FROM CHINA ON STEAMER HERE

On board the steamship President Lincoln, in Hoboken, are a party of German refugees from China. They arrived at the West Shore station in Weehawken on Sunday last and were transferred to a Hamburg-American Line tugboat and safely deposited aboard the big vessel at her Hoboken wharf. The party consists of nine adults and thirteen children.

Director General of Civilian Relief of the American Red Cross Ernest P. Bicknell communicated with Secretary Wilson of the Hoboken Chapter of the Red Cross and asked him to ascertain if proper provisions had been made for transferring the refugees. This was done and it was found that proper provisions had been made by the Hamburg-American Line to take care of the refugees.

Observer Dec 29/16

SAILING OF OSCAR II. HELD UP SEVERAL HOURS

The Scandinavian-American liner Oscar II., which was to have left Hoboken at 2 o'clock yesterday afternoon, did not get away till 11.40 last night. It was stated at the dock that the delay was due to the necessity of shifting some of her cargo. Another explanation was made by an official of the line after the vessel had left the pier. This was that lack of coal had caused the delay.

The Oscar II. left a large quantity of flour piled on the pier. The unofficial report was that the change in the cargo was due to the fact that some 1,500 bags of flour were consigned to a Swedish firm on the British blacklist. At the last minute it was thought best to remove the flour. It was feared that it would cause delay and trouble if the vessel should be taken to a British port.

Observer Dec 9/16

TORPEDOED SHIPS HAD SAILED FROM HOBOKEN

Shipping circles in Hoboken were astounded to-day when it became known that one of the ships sunk by the German submersible U-53 was the Bloomersdijk of the Holland-America Line, foot of Fifth street, Hoboken. The Bloomersdijk was sent to the bottom after her crew was allowed to embark in life boats. The vessel carried a cargo valued at \$1,500,000.

The ship had sailed from her pier in Hoboken late on Saturday afternoon and could not have been more than a few hundred miles east of Sandy Hook when she was attacked, as Freight Agent Van Doorn says, "right off this port." Her commander, Gunther Mohr, was making his first trip in her. She had a crew of fifty men.

For upwards of a week before departure she was being loaded at her Hoboken pier with 9,000 tons of grain and other freight. The ship

Jersey Journal Dec 4/16

GERMAN SHIPS TO MOVE TO NEWARK

**Interned Vessels May Leave
Hoboken to Secure Lower
Dockage Charges—Ten
Steamers Likely to Go.**

Reports that ten of the German steamers interned in Hoboken will be taken to Newark and tied up alongside of piers there because of lighter dockage dues, are current to-day. Seven of the steamers are said to be Hamburg-American Line vessels, two are of the German-Australian Line ships and one Hansa liner.

Inquiry at the offices of these lines to-day developed neither confirmation nor denial of the rumors, but it is believed very likely that the change will be made, as officials of the three lines visited Port Newark several days ago apparently with that object in view.

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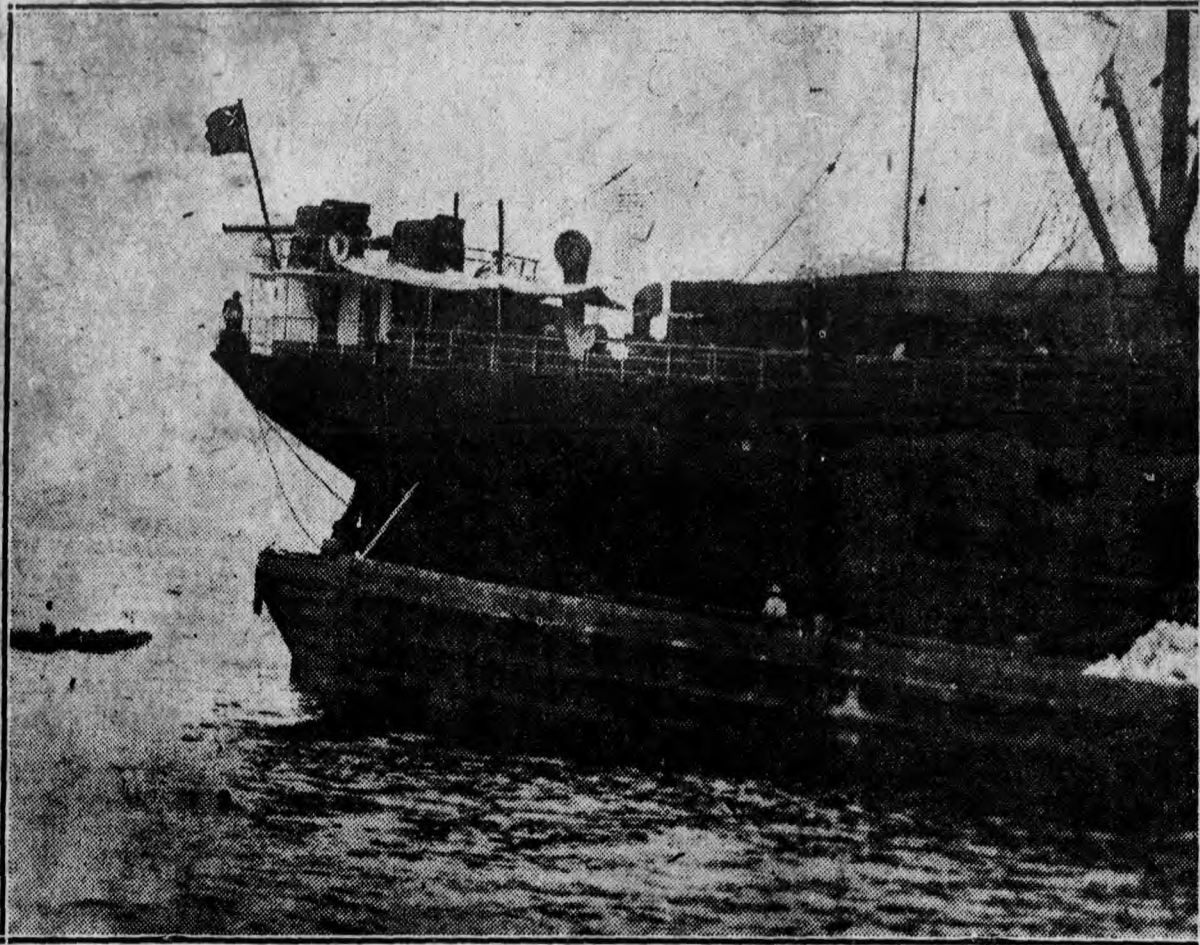
North German Lloyd Bulletin
December 1911



WINNERS OF INTERNATIONAL BALLOON RACE
Lieut. Hans Gericke (on right), Pilot of the German Balloon "Berlin II," Winner of
the James Gordon Bennett Race from Kansas City, October 5, and J. Otto Duncker,
Who Accompanied Him. Photo taken on S.S. "Kaiser Wilhelm II"

Jersey Journal Aug 15/14

A WAR-LIKE SCENE IN HOBOKEN



THE WILSON FREIGHTER FRANCISCO.

The Wilson Line freighter Francisco, which is lying at her Hoboken pier with two four-inch guns poking defiantly from her stern, is keeping strictly to herself. None but the officers and crew is allowed on board. The Francisco is the first merchant vessel ever docking in Hoboken with mounted guns. She was armed to repel any German attempt to capture her. The Francisco is scheduled to sail for Belgium and British ports one week from to-day. She flies the British flag.

HAMBURG LINE TAKES STEPS TO TRANSFER SHIPS

Despite Denials, Power of Attorney Authorizing Director Meyer to Sell Vessels Issued.

SHIPS TO FLY THE STARS AND STRIPES

Despite denials that the Hamburg-American Line contemplated selling some of its fifteen vessels tied up in Hoboken and New York by the war, officials of the company took action yesterday which, local shipping men declare indicates that several ships of the line will soon be operated under the American flag.

Julius P. Meyer, senior managing director of the Hamburg-American Line is in Washington attending a conference of Government officials, financiers and shipping men to establish an American merchant marine as soon as legislation is adopted making it possible.

Certified copies of a power of attorney authorizing Mr. Meyer and other officials of the line to sell the property of the company were issued at the request of the line yesterday by the City Register of New York. Shipping men say the copies have been forwarded to Mr. Meyer at Washington.

The power of attorney would enable Mr. Meyer to dispose of the Vaterland, President Grant, President Lincoln, Hamburg, Pennsylvania, Koenig Albert II, Armenia, Prinz Joachim, Amerika, Cincinnati and several smaller vessels. The ships aggregate more than 100,000 tons.

Prominent Hoboken shipping men said to-day that officials of the Hamburg Line received instructions to "sell some of the vessels a few weeks ago. The purchases have to be absolute without stipulation or condition of any kind in order to protect transferred ships from seizure as vessels of war.

All steamers under the German flag are now subject to capture by hostile nations. When they fly the American flag each vessel must have on board papers to prove that there exists no agreement by which she can be repurchased by the Hamburg Line after the war. Although the German ships change to the American flag they are liable to be seized at sea and taken to a prize court if doubt can be established as to the validity of the sale.

Rumors were current in shipping circles to-day that the Vaterland would soon fly the American flag and be sent to Europe to bring home stranded tourists. Officials of the Hamburg Line declined to discuss the report. They made no denial however. The Vaterland is being coaled and provisioned and activity on the pier to which she is moored, strengthens the belief that she will soon leave port.

ONWARD, SONS OF GLORY.

(Sung to the tune of "Onward Christian Soldiers")

Onward, sons of glory,
At your country's call,
With the path of duty
Straight before us all.
We are all united,
All one body we,
For the cause of mankind,
That it may be free.

Onward, sons of glory,
At your country's call,
With the path of duty
Straight before us all.

Forward then to battle,
If the need there be
For the world's salvation,
Down with Tyranny.
Peace on earth our motto
For unending time,
This our fervent object;
This our only shrine.

Onward, etc.

Onward, then Columbia,
If your blood you give,
In the cause of Freedom,
It will ever live.
Conquest, wealth and splendor,
Never be our aim.
Justice, truth and charity,
This we seek to gain.

Onward, etc.

Dedicated to the Second Battalion
Twenty-Second Infantry U. S. A.

Compliments of the Hudson Observer

23460

Trip Pass for Draymen U. S. ARMY PIERS HOBOKEN, N. J.

LICENSE NO.

33600
4-M.P.D.Co.

DATE

NOV 28 1917

SHIPPER

Morse D. D. Co

NO. PACKAGES IN

2

OUT

2

MEN

BY ORDER OF
COMMANDING GENERAL

O. K. BY

CLERK

ONWARD, SONS OF GLORY.

(Sung to the tune of "Onward Christian Soldiers")

Onward, sons of glory,
At your country's call,
With the path of duty
Straight before us all.
We are all united,
All one body we,
For the cause of mankind,
That it may be free.

Onward, sons of glory,
At your country's call,
With the path of duty
Straight before us all.

Forward then to battle,
If the need there be
For the world's salvation,
Down with Tyranny.
Peace on earth our motto
For unending time,
This our fervent object;
This our only shrine.

Onward, etc.

Onward, then Columbia,
If your blood you give,
In the cause of Freedom,
It will ever live.
Conquest, wealth and splendor,
Never be our aim.
Justice, truth and charity,
This we seek to gain.

Onward, etc.

*Dedicated to the Second Battalion
Twenty-Second Infantry U. S. A.*

Compliments of the Hudson Observer

23460

Trip Pass for Draymen U. S. ARMY PIERS HOBOKEN, N. J.

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From Six A. M. Until
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The men are allowed to go ashore on permits issued by the commanders of the vessels and which are collected by the Customs men as they walk out. They are placed on their honor to return. Few if any remained on the vessels after the order was made public and nearly all took advantage of the changed conditions.

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There was a rush for nearby barber shops as soon as the seamen had been liberated and "tonsorial artists" near the shore front had a very busy time of it.

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A Hudson Observer reporter interviewed the captain of one of the German liners as he was leaving the North German Lloyd office and he stated that they expected an order momentarily that the men were to be sent to Ellis Island.

MANY GONE

It is almost certain that his method of relieving the German steamers of their crews will be followed out. Since being tied up at the piers in Hoboken, the men have been permitted to leave the ships and go when and where they pleased. Credible reports are that but 40 per cent. of the original number of men on the Lloyd steamers are left, leaving but 600 or 800 men on the ships now. The same percentage, it is said, of the men are left on the Hamburg liners.

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The appearance of 280 New York policemen, in civilian clothes, at the German piers in Hoboken created quite a stir along the waterfront of the Mile Square City last night about 8 o'clock and rumors spread like wildfire that war had been declared and that the cops were on hand to augment the number of customs guards and neutrality squad preparatory to seizing the German merchantmen.

The Metropolitan police came to Hoboken by way of government boats. They were under the command of Deputy Police Commissioner Dunham, eight captains and sixteen sergeants. They had been sworn in as government men and consequently wore civilian clothes. Half of the

number were distributed at the North German Lloyd offices and the other half at the Hamburg offices.

The men were in Hoboken less than half an hour and were met by Chief of Police Hayes and Captain Garrick. An order for them to re-embark, as mysterious as the one for them to come to the Hoboken piers, was issued and the men boarded the boats and went back to Manhattan. This was an hour after Collector of the Port of New York Dudley Field Malone had issued a statement.

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"Have you come over here to take steps to seize the German vessels?" asked a Hudson Observer reporter.

To this he issued a statement which follows:

"That report is absolutely false and without the slightest foundation. I have come here to carry out orders from the Treasury Department to lend assistance and to co-operate with the Department of Immigration in passing upon the status of the officers and crews of all 'self-detained' ships in the Port of New York. I am here for no other purpose. In order that there may be co-operation I have been in consultation with the representatives of the North German Lloyd Line and Hamburg-American Line steamship companies."

Asked further questions, Collector Malone replied: "Beyond the statement I just gave you, I refuse to discuss anything else either directly or indirectly."

To those who know something of the status of the men on the German vessels it was apparent that something else was to follow. Calculations along these lines were correct, for an hour or so after the New York patrolmen came over. Deputy Collector George F. Lamb was in charge, but said the men came over to assist the immigration inspector. He failed to explain what caused their equally mysterious departure so soon after arriving.

From Seventy to Ninety
Thousand Big Ones
Brought In.

In spite of the peril of war at this time, confronting the United States, war material by the trainload is being shipped abroad. This was made manifest yesterday during a tour of the Lackawanna Piers by a representative of the Hudson Observer.

While there is little that savors of congestion on the lines, there is no room to spare, and every available man is occupied in the movement of freight. Long lines of cars occupy every siding way down to the river front, and the men are working night and day unloading the trucks and loading the lighters.

Among the many shipments that are at present being handled at the Lackawanna piers are 300 trucks loaded with empty shells, which are on order for Europe. Yesterday there were from 75,000 to 90,000 of these at the piers. They came in on 300 trucks and are at present being loaded onto seven trucks. On these they will be taken down the bay to be loaded on ocean bound vessels. Their destination, after leaving the piers is being kept secret.

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"We will get one vessel away tomorrow," they stated, "but we not yet sure whether it will be Noordam or the Ryndam, both of which are at present lying in broken. It will probably be the dam. Whichever it is, the vessel not carry passengers, but only.

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GERMAN SEAMEN WILL BE TAKEN FROM HOBOKEN AND MOVED TO ELLIS ISLAND

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VAST QUANTITY OF SHELL CASES ON LOCAL PIERS

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The 300 trucks on which have been brought East, carrying to 300 shells each, so that the consignment is from 75,000 to 90,000 shells. It is stated that these constitute the largest shipment of shells that has ever been sent to the Lackawanna terminal.

Apart from the sixteen-inch variety, there are thousands of smaller shells awaiting shipment for European use. There are also army trucks and a big supply of other material, but, so far as it has been possible to discover, there is no explosive being loaded at the piers.

PAYROLL PADDERS IN HOBOKEN CAUGHT

Secret Service Sleuths Arrest Two Men for Defrauding War Department.

Caught padding government pay rolls Samuel Schwartz and David Weisberger, paymaster and assistant paymaster on the steamship piers in Hoboken, that were taken over by the War Department last May, gave \$2,000 bail each before United States Commissioner James D. Carpenter, Jr., in the Union Trust Building, Jersey City, yesterday afternoon to guarantee their appearance at a hearing next week.

Secret Service men arrested Schwartz and Weisberger in the office on one of the piers. It is said that the prisoners were detected in their alleged crime before they had an opportunity to defraud the government of any large amount of money.

Padding of the pay rolls took place whenever a laborer on the docks remained away from work for a day. Schwartz and Weisberger, it is said, marked him present just the same although the war department docks absent employees. On pay day when the workman to his great surprise received a full envelope, either of the prisoners would tell him a mistake had been made and take back the money for the day that the man stayed at home.

This happened in two instances. Henry Cohen was the first laborer who absented himself from the piers for a day. Irving Maggeheim was the second. Then the Secret Service men laid a trap for the paymasters and obtained evidence of their fraudulent actions.

Schwartz and his assistant live in New York. They have been employed by the government in Hoboken, several months. Until recently they were trusted employees. Their defense to the charge will be made known at the preliminary hearing.

MAN ACCIDENTALLY SHOT BY SOLDIERS

Early this morning Charles Roessler, a saloonkeeper of Park Avenue, Hoboken, was accidentally shot in the shoulder by two soldiers posted on the Hoboken river front. The soldiers were examining a service rifle when accidentally discharged. Mr. Roessler, who was passing through River Street at the time, happened to be in the path of the bullet which struck him in the left shoulder.

At the sound of the shot Detectives Cornelli and Fuller came to the scene. The ambulance was called and Mr. Roessler was attended by Dr. Kero. He was taken to the St. Mary's Hospital where he will be confined for the next week. The wound is not serious.

No arrests were made because the shooting was accidental. The names of the soldiers are withheld by the authorities.

BOATSWAIN ACCUSED OF THEFT AT PIERS

Walter McElwee, 32 years old, a boatswain aboard a United States transport, was arrested in Hoboken on Saturday by George V. Gerrity, a guard employed by the United States Shipping Board, on a charge of petty larceny. Gerrity brought the prisoner to the Second Precinct, where he was booked. Then, on the request of Deputy United States Marshal John Prout, McElwee was transferred to a cell at headquarters.

McElwee is accused of stealing a blanket and a towel, worth in all \$5. It is alleged that the articles were found in his bag. McElwee is to be tried.

SOLDIERS HAVE CARPET TAKEN FROM U. S. PIERS

William Reilly, 29 years old, and John Trainor, 31, both soldiers and members of Company E, Twenty-second Infantry, were arrested at 6 o'clock this morning by Patrolmen Cramer and Pantoliano, of the Second Precinct, on a charge of larceny. Cramer met the two soldiers, in company with a small boy, at Sixth and Jefferson streets, and their conduct aroused his suspicions. When he questioned them about a huge roll of carpet they were carrying the small boy and Trainor fled, but Cramer seized Reilly and held on to him.

The auto patrol came along a few moments later and, with Patrolman Pantoliano, Cramer pursued Trainor. He was finally caught at Seventh and Hudson streets, almost half a mile from the scene of his comrade's capture. Both soldiers said they did not know why they had taken the carpet. They were delivered over to a corporal and armed guard by Recorder Carsten to-day. The carpet was taken from the Army piers.

COPS CHASE SOLDIERS WITH STOLEN CARPET

Loot Taken From Army Piers Mysteriously; Prisoners Mum.

Two soldiers were arrested in the Second Precinct, Hoboken, yesterday morning, and the auto patrol was called into play and took part in a chase of one of the men who managed to escape from the officer who had them in custody. The soldiers, William Reilly, 29, and John Trainor, 31, both members of the Twenty-second Infantry station at the Army piers were seen in company with a boy at Sixth and Jefferson streets. Reilly was carrying a roll of carpet.

When the officers hove into sight the boy ran away and when questioned by the officers as to where they were taking the carpet the soldiers were at a loss for an answer. Trainor then broke away from Officer Kramer, and a summons was sent for the patrol wagon.

Reilly was placed in the wagon and the chase after the fugitive soldier was started. Trainor managed to get the length of Hudson and Sixth street before he was overhauled and taken to the Second Precinct, where he and Reilly were charged with larceny.

It developed that the carpet was stolen from the army piers, but the soldiers refused to say where they were taking it. How they managed to leave the piers with the carpet in their possession without being challenged by the sentries is still a mystery, which the soldiers did not help to elucidate. They were turned over to a corporal's guard from the piers.

Officer Lane has been requested to appear on board the U. S. S. President Grant at the Sixteenth street piers for the purpose of identifying a soldier he had occasion to caution early Sunday morning for disorderly conduct. Ensign R. N. George of the President Grant called at the Second Precinct yesterday and asked the officer in the case to appear before the executive officer of the ship.

ACCUSED OF ATTEMPT TO WRECK A U. S. SHIP

Officer Says Prisoner Threw Bolt Into Machinery of Converted North German Lloyd Liner.

Commander George W. Lincoln, U. S. N., in command of the steamship Powhatan, formerly the North German Lloyd liner Bremen, notified the police yesterday that he was holding on board a man whom he charged with having attempted to wreck the vessel's machinery. When the police got to the steamship they found a detail of sailors guarding Walter Fricke, a machinist of 104 Tenth Street, West New York. They were also detaining John Dillon of 327 Union Street, West Hoboken, Fricke's helper.

The Commander charged Fricke with having put a bolt in the steering engine and of having dropped a wrench in the auxiliary engine. Had the machinery been started, the naval officer said, the damage done would have put the Powhatan out of commission temporarily. The officer would not state how the machinist was detected.

Fricke is about 35 years old, and, although he claims Denmark as his native country, he is German in appearance. He denied having attempted to injure the machinery. Dillon was not arrested. He will appear as a witness when Fricke is brought before United States Commissioner Edward H. Stanton today.

CHARGE ATTEMPT TO DISABLE SHIP

Mechanic Accused of Trying to Wreck Machinery of U. S. Army Transport.

Walter Fricke, a marine machinist, of 104 Tenth Street, West New York, is being held without bail at Hoboken Police Headquarters for agents of the Department of Justice as a suspicious person in connection with an alleged attempt to destroy the delicate machinery of the U. S. Transport Powhatan, former Hamburg-American liner.

Fricke was arrested last night by Detective Fallon of Hoboken on the complaint of Capt. G. W. Lincoln, U. S. N., after the commander of the transport had made an investigation into the attempt to destroy the ship's engine. It is alleged that about six o'clock last night a large bolt was inserted in the steering gear of the ship's engine and that a wrench had been so placed in an auxiliary engine that had the machinery been started, damage would have resulted that would have caused weeks of delay for repairs.

Both Fricke and his helper denied that they knew anything of the attempt to destroy the machinery. The helper was released after being questioned by the ship's commander.

Fricke has been employed in the engine room of the Powhatan during repairs to the vessel.

Army Truck Strikes Boy

A United States army truck knocked down nine-year-old Victor Hoffman, of 206 Hudson street, at Second and Hudson street, Hoboken, on Saturday afternoon. The boy was picked up and taken to the army piers, where his injuries were attended to by Major Congers, U. S. Army Surgeon. The boy was not badly hurt, and later went home.

Dispatch
Nov 15/17

Dispatch
Nov 27/17

Jersey Journal
Dec 6/17

SAILORS TRYING TO GET BOOZE BATTLE POLICE

Two Try to Break Into Flegenheimer's Saloon, But Police Foil Attempt.

ONE SAILOR TAKEN TO THE HOSPITAL

Two sailors from the U. S. tankship "Georgia," lying at Fletcher's docks, Hoboken, had a battle royal with Detective Sergeant Michael Fallon of the second precinct, Hoboken, yesterday at Ninth street and Park avenue, when they were attempting to break down the door leading to Flegenheimer's liquor store, situated midway between Willow and Park avenues on Ninth street.

Flegenheimer, it appears, had been apprised of the fact that two sailors were looking for liquor and at the same time trouble, and when they applied at his place, he locked and bolted the door and refused to open it to them.

They threatened all sorts of trouble for Flegenheimer if he persisted in his refusal to open the door to them, but to their threats the liquor store man remained passive. It was while they were battering at the door in an attempt to break it down when Detective Sergeant Michael Fallon appeared and tried to dissuade the sailors to desist and go their way before they got into trouble.

Instead they turned on the police officer, who was in plain clothes, and Michael Fallon was having the fight of his life when Motorcycle Policemen Allan Schmulling and Walter Finkeldie appeared on the scene and went to Sergeant Fallon's assistance.

A battle royal ensued before the sailors were finally overcome.

Sergeant Terence Foley had joined the policemen in the fight, and though the sailors put up a terrific battle, and one of them was a big husky, they were finally placed under control and booked on charges of being drunk and disorderly and resisting arrest.

The prisoners, Edward Thompson, 24, and Thomas Prendergast, 27, are members of the gun crew of the "Georgia." Thompson received a severe laceration on the head as the result of the fight, and his wound was dressed in the Jersey City Hospital, where he was taken in the ambulance after being booked at the second precinct.

Captain Sullivan later turned over the men to an ensign from the U. S. S. Maui, lying at Army Pier No. 2, and a detail of sailors who arrived at the second precinct took the prisoners to the naval prison aboard the Maui, where they will be court martialed and dealt with by the naval authorities.

BAKER ON TRANSPORT ARRESTED FOR LARCENY

Clarence Smith, 21, a baker on a U. S. transport, was sitting in a box at the Strand Theatre last night, when Detectives Cornelli and Fullam arrested him on a charge of grand larceny.

It seems that Smith rented a room at 233 Garden street, Hoboken five days ago. On Saturday, one of the other boarders found that an overcoat and a suit of clothes to the value of \$58 had disappeared. Several other things in the house had been stolen.

Observed 4/17

Charged with becoming abusive to his captain, Jacobus Dittingmeyer, 28 years old, a fireman on a Holland-American liner, lying in Hoboken, was arrested last night by Motorcycle Officer John Sheehy and booked on a charge of disorderly conduct. The charge was not pressed to-day and Dittingmeyer was released.

A man, whose name could not be learned, was thrown to the ground when he attempted to board a moving auto outside the Lamport & Holt Line piers last night, and sustained lacerations of the face. He got into the auto and the machine entered the Fourteenth street ferry-house before the policeman on post could get particulars of the accident.

Members of the Military Police yesterday arrested William Kohnen, 30 years old, of 213 Grand street, and John Verlage, 30, of 222 River street, and turned them over to Patrolman Lorence, who had them booked at police headquarters on a charge of disorderly conduct. The two men were fighting on River street. They will be arraigned before Recorder Carsten to-morrow morning.

Observed 5/17

BARGE CAPTAIN UNDER ARREST AND RELEASED

Charged with grand larceny, Chas. Florian, 61 years old, of 53 Washington street, Perth Amboy, a captain aboard a government barge lying at local drydocks, Hoboken, was arrested yesterday by Detective-Sergeant Michael Fallon, of the Second Precinct, on the complaint of Nicholas Poggi, a Secret Service agent.

It is alleged that Florian took a quantity of rope, valued at about \$300, from the tug and sold it to Junkman Louis Stern, of 61 Fourteenth street. Florian stoutly maintained that the rope was his property. He was turned over to Captain Craig, of the Military Police, and the rope, which was found in Stern's junkshop, was taken to the army piers as evidence. The government could not establish ownership of the rope and Florian was released. The rope was returned to Stern.

SOLDIER ON DOCK JABS AUSTRIAN WITH BAYONET

Promptly Administers Cold Steel When Prisoner Resists Arrest.

United States soldiers are guarding two of the Erie piers, adjacent to the foot of Pavonia Avenue. Between 3 and 4 o'clock yesterday afternoon an Austrian named Job Picnick, of 422 Monroe Street, Hoboken, was accosted on Pier 9, by Private Patrick Phillips of the Coast Artillery. Picnick, according to the soldier, evaded giving direct answers as to his business on the dock and he was placed under arrest, according to military orders. On his way off the dock to be handed over to a police officer, Picnick suddenly turned on his captor and resisted arrest, Private Phillips thereupon stabbed him in the left thigh with his bayonet. He thereupon became quiet and the soldier helped to stop the flow of blood pending the arrival of a City Hospital ambulance and Lieutenant Hoffman and Detective Stephen Zelinski of the Seventh Street Police Station.

Picnick's wound bled profusely, but the injury is not a serious one. He will be able to leave the hospital in a day or so and he will then in all probability be sent to an internment camp.

"The 'dead line' is being rigidly enforced in the vicinity of the Erie docks. Signs are up warning enemy aliens to give the prohibited zone a wide berth. Armed guards are plentiful on the docks and at all the approaches thereto. Within the past few days quite a number of enemy aliens have been discharged from their employment as dock laborers and informed that their reappearance around the piers will be followed by their immediate arrest and internment. The men now employed on the docks are regular employees of the United States Government.

Part of the new wing of St. Francis Hospital at Erie Street and Pavonia Avenue has been taken over by the Government for the treatment of sick soldiers. The Government has also taken over part of St. Mary's Hospital in Hoboken.

Not only are the Erie Railroad piers in this city being guarded by United States troops, but also the piers abutting the Lackawana terminal in Hoboken. The detail of men on guard came from Governor's Island last night.

Observed
Dec 18/17

MAJOR M'KIE DIES; PNEUMONIA VICTIM

Major J. W. McKie, U. S. A., attached to the Quartermaster's Department at Hoboken, died early yesterday morning of pneumonia in his home, Nor-ce Hall, 114 West Seventy-ninth street, New York, in his thirty-fifth year.

He leaves his wife and a little daughter. The funeral services will be held at 8 o'clock to-morrow evening at 238 West 203d street, and burials will be at Arlington.

RUSSIAN ARRESTED ON ARMY PIER IN HOBOKEN

Charged by government officers with stealing electric fixtures from one of the transports on which he was engaged as a carpenter in Hoboken, Charles Roll, 33, a native of Russia, was turned over to Detective Sergeant Alexander McClaugry at the army piers, and detained at police headquarters. He will be removed to the county jail today pending action by the federal authorities.

The electrical fixtures which Roll is stated to have stolen are valued at \$51.

Dispatch
Nov 17/17

Observer Dec 6/17

Jersey Journal Dec 7/17

HERWAGEN, GERMAN ARMY OFFICER, HAD ACCESS TO PIERS IN THIS VICINITY

Man Arrested in a Hoboken Boarding House, Although Toolmaker, Worked as a Longshoreman for Government Contractor—He Is Turned Over to Department of Justice — Will Probably Be Interned—His Landlady Goes Free and Is Expected to Leave City.

SURVEYORS VISITED PRISONER, SHE SAYS

Mrs. Anna Werner, alias Herzig, keeper of a boarding house at 57 Sixth street, Hoboken, who was arrested with Ferdinand Herwagen, of the same address, on a charge of being an enemy alien yesterday, was ordered released to-day, due to the fact that the government has not yet declared war upon Austria, and to date regards as enemy aliens only males of fourteen years or over.

Mrs. Werner claimed to be an Austrian, and although the police believed that she was German, there was no proof to contradict her assertion. Consequently she was released. It is understood that she will leave Hoboken at once and take up her residence elsewhere.

Herwagen, on the other hand, faces internment, if not something more serious. The evidence is strong against him. He has been placed in the hands of the Department of Justice and they will make the final disposition of his case. The report that evidence had been unearthed connecting the prisoner with spy work in America was denied from an official source, but there is no doubt that he is an enemy alien. As such he may be interned till the end of the war on Ellis Island.

ARREST SENSATION.

The arrests of the two alleged aliens yesterday caused a sensation throughout the Mile-Square City. The excitement was intensified when the nature of Herwagen's effects was

made known, following a raid on the boarding house where he resided. Papers found among his effects showed beyond a doubt that he was a German army officer and a reservist, who had been summoned back to his country just before the declaration of war by America. He was a commissioned officer in the Seventh German Field Artillery, one of the crack ordnance regiments of the empire. Papers from the German consul established his identity and showed that he had been well known to German sympathizers in these parts.

Despite the fact that he was a German reserve officer and the vigilance maintained by pier officials, Herwagen was able to gain entrance to these piers, where he worked as a longshoreman for the McQuade Stevedore Company, which operates in Hoboken and Brooklyn. Two pay envelopes, marked U. S. Army, were found in his possession and showed that he had been at work on the docks as late as October 22, of this year. The fact that Herwagen worked as a longshoreman, although he was a toolmaker of skill and ability, is regarded as peculiar.

HIS VISITORS.

Another thing which caused a sensation was the testimony on the stand by Mrs. Herzig that Herwagen had been visited frequently by men who carried surveyor's instruments, made maps along the water front, and claimed to be students or employees at Stevens Institute. One name she mentioned was that of a man known as Falkenheim, and decidedly Teutonic in appearance. Another surprise was the reported discovery of a list of Stevens Institute men in the service of America, with check marks opposite those names which sounded Teutonic. Whether Herwagen planned an attempt to corrupt these men to the German standard or not is not known. It is certain, however, that he did not have much of an opportunity to do so.

Prof. Alexander Humphreys, of Stevens, has been aroused by the reported discoveries, and has offered his services to United States Commissioner E. R. Stanton in any investigation which may develop. It was stated at the Institute to-day that men by the names mentioned in the testimony were not known, but that every year a certain number of students were hired for a few weeks to assist in the teaching of that course. Of course there is nothing to indicate even the slightest disloyalty on the part of Stevens men. They are known to be sterling patriots from President Humphreys.

Herwagen remains silent. Efforts to make him talk have failed.

Dispatch Dec 20/17

Soldier Bayonets An Austrian on Pier of Erie in Jersey City

Acts Promptly When Alien Resists and as a Result Latter Is in Hospital; Troops Arrive to Guard Lackawanna Terminal in Hoboken.

An Austrian was bayoneted by a United States soldier on guard at the Erie piers in Jersey City yesterday afternoon, when he became surly after being arrested on the dock and refused to obey the soldier's orders when he had been placed under military arrest.

John Picinick, a laborer, of 422 Monroe street, Hoboken, was the man injured. He could not give a satisfactory explanation when found on Pier No. 9 by Private Patrick Phillips, a coast artillery man, who was one of the soldiers assigned to guard Erie property yesterday.

The soldier promptly arrested Picinick and started to take him to the police, but the Austrian made an effort to resist and Phillips stabbed him in the

thigh with his bayonet. When Lieutenant Hoffman and Detective Zelinski, of the Second Precinct, arrived, they found the wound made by the bayonet bleeding profusely, and had the victim taken to the City Hospital, where his condition, it was stated last night, was not serious. He will probably be interned when he leaves the institution.

Guard D. L. & W. Terminal.

Another detachment of regulars arrived from Governor's Island last night and proceeded to go on guard at the Lackawanna Terminal, Hoboken.

The move is made by the military authorities on the recommendation of

the district attorney, prompted by intimations of railway officials to United States Marshall Bollschweiler to the effect that "while it is not absolutely urgent, it might be wise to have additional protection."

At the Lackawanna terminals civilian guards have been on duty for some time. They will be retained, as the purpose is not merely to provide a military substitute, but to reinforce the protection they afford.

Troops In Weehawken.

Soldiers are now keeping a strict watch on the property of the Erie Railroad in Weehawken. Armed with rifles and ready to shoot down any person who attempts to get by the barred zone without the necessary permit, the boys in khaki, went on guard duty for the first time at 8 o'clock yesterday morning. The coming of the troops was fully told in yesterday morning's Hudson Dispatch.

The troops are in command of Captain Barr. Going down Baldwin avenue, the first sentry to be found is stationed at the foot of that thoroughfare. A watchman in the employ of the railroad, is the soldier's companion. All pedestrians are held up by the sentry and they are compelled to display the necessary papers before they are able to get any further.

Other soldiers are guarding the entrance to the piers and are also stationed on the piers. They are quartered on the old ferryboat Ridgewood, which has been fitted up in first class style for their accommodation.

PREPARE TO TAKE ACTION AGAINST AUSTRIANS HERE

Federal Officials Awaiting Orders—Large Number in Hoboken.

It was officially stated this morning that the officers of the Department of Justice is preparing to take immediate steps to enforce drastic regulations in Hoboken and along the entire stretch of the Jersey waterfront. It was also stated that the Department is awaiting instructions and will be ready to enforce them with little or no delay.

United States District Attorney C. F. Lynch stated this morning that no instructions had been received up to the present, but that they expect to receive definite details as to the actions they were to take immediately Congress took action.

"While we know nothing at present," stated the District Attorney, "it is fair to assume that similar steps will be taken with regard to Austrian and Hungarian aliens as were taken with German aliens on the outbreak of the war. There will, however, be this possible exception, that we had to wait for some time to see what actions might be taken by the Germans, while we now have data in hand regarding the Austrians."

In this connection it may be stated that it is the general belief of the authorities that Austrian aliens have been very active anti-war and other propaganda since the outbreak of the war between America and Germany. It has frequently been a cause of complaint among the authorities that same category with the Germans, and on this account it is expected that the steps taken to put an end to the treacherous activity that has been quietly carried on will be sudden and drastic.

"I expect," said the District Attorney this morning, "that every recommendation of the President will be carried out at once. If it is decided that alien enemies should be put in jail instead of being simply interned, then this will be done without delay."

It is certain that, in the almost inevitable event of a declaration of war, every Austrian and Hungarian subject will be forced to get out of the pier radius in Hoboken. The same regulations will at once be applied to them as to the Germans."

In this connection it may also be stated that the authorities have been hampered not a little by the fact that both Austrians and Hungarians have been allowed to remain in the barred zone, when it is a moral certainty that they have been in closest touch with German aliens, and have, in all probability, acted as their agents in more ways than one.

Following an investigation yesterday by the Hudson Observer reporter it may be stated that there are, at a very close approximation, 2,000 people in Hoboken of Austrian and Hungarian descent. It was not possible to calculate just how many of these are American citizens and how many are actual enemy aliens—or will be on a declaration of war on Austria and Hungary.

Of the two thousand, five thousand one hundred are from Austria, only a few over the five hundred mark coming from Hungary. The majority of the nine in the vicinity of Third and Adam streets, but there are many others resident in other sections of the city.

Just what action will be taken with regard to them is not at present known definitely, but it is the opinion of the leading officials of the city that drastic action will be taken immediately orders are received by the Department of Justice. In reference to the number of Austrians and Hungarians at present in Hoboken it is of interest to note that at the time of the taking of the United States Census in 1910, Hoboken was credited with slightly over 10,000 Germans.

TWO SAILORS FALL FROM TOP RIGGING

Fell With Great Force to Decks of Transport; Now in Hospital.

Two sailors fell from the rigging of a transport lying at the foot of Twelfth street, Hoboken, yesterday afternoon, to the pier and were severely injured.

They were Patrick Rowan, 21, and John Brazell, 23. Both were removed to St. Mary's Hospital in a dangerous condition.

The sailors were sitting on a boat-swain's chair on a boom chain when the boom swung and loosed the rope to which the chairs were tied and they fell to the pier, a distance of 30 feet.

Hudson County Observer
Post Apr 7/17

Feb 8/12

Observer Feb 12/17

One near Fire

The giant Hamburg-American liner Vaterland was ablaze last Sunday, and but for the quick work of the members of the crew and the Hamburg tugs a devastating dock fire might have enveloped Hoboken.

No call was sent to the local police or fire departments for assistance and though the blaze looked dangerous for some time, the firemen of the Company aided by the tug of the Line succeeded in getting sufficient water on the blaze to keep it under control without any serious damage being done.

The fact that the big German liner was afire was not generally known, and it was very fortunate that those in charge of the ship were called to the scene of danger in time, as the entire docks would probably have been destroyed had the flames not been arrested early.

It would have been almost impossible to get the big ship out into the river because it is now lying in several feet of mud, and had it been allowed to drift in midstream it would have constituted a menace to other shipping in the Hudson.

THINK STEAMER BLAZE OF INCENDIARY ORIGIN

A mysterious fire broke out in the engine room of the Old Dominion Line steamer Jamestown, at the Tietjen & Lang Dry Docks, Seventeenth street, Hoboken, yesterday afternoon at 3:30 o'clock and caused considerable uneasiness in local shipping circles. It was intimated that the fire was of an incendiary origin, as a quantity of oil-soaked waste, according to one of the firemen, was found in the engine room.

The thick smoke formed a heavy veil through which the firemen had to fight their way. The ship is the biggest one in the dry dock and came there several days ago to undergo extensive repairs. Assistant Fire Chief Thomas Davin led the fire-fighters in the absence of Chief Michael Dunn. The boat was lodged in the midst of a number of other boats and this gave color to the belief that the fire was the work of an incendiary. The firemen succeeded in checking the flames before they made much headway.

FIRE IN STEAMER'S HOLD; ONE MAN DEAD

Another Dying—The Firemen Still Fight Flames— Use Gas Helmets.

Following an explosion and a fire on board the Holland-American steamer Noordam, lying at the foot of Fifth street, Hoboken, shortly before noon to-day, one man is dead and another is in St. Mary's Hospital in a serious condition.

Details as to how the fire started are lacking. It is known that a still alarm was sent to fire headquarters at twenty minutes to twelve this morning and that the apparatus from headquarters was immediately dispatched to the dock.

There it was found that smoke was pouring from the hold of the vessel, and that the fire was located in the coal bunkers.

While the firemen were working on the blaze two men were taken up from the coal bunkers, both apparently dead. A hurry call was dispatched for the ambulance.

One of the men, Jan Kurpurshoek, aged 37, born in Holland, married and a coal trimmer, was found to be dead from the effects of coal gas poisoning.

The other man, Franciscus J. Simonis, aged 38, a steamship fireman, also living in Holland, was rushed to St. Mary's Hospital in a serious condition.

No information as to whether there had actually been an explosion or not was forthcoming from the officials of the line.

ARREST SMOKERS FOLLOWING FIRE AT ARMY PIERS

Capt. Craig's Fire Fighters Easily Handle Flames in Hold of Transport.

BELIEVED TO BE DUE TO CARELESS WORKERS

The clang of the firebells awakened many of the residents of Hoboken early yesterday morning as fire apparatus from all parts of the city responded to an alarm sent in from Box 75, located at the Army piers, formerly the North German Lloyd piers.

Fire aboard one of the transports loading freight for France was the cause of the alarm, and the splendidly equipped military fire department at the docks, soldiers who were formerly firemen in municipal fire departments made the call for the assistance of the local fire department in case the blaze on the transport should get out of hand.

The combined efforts of the forces prevented flames from getting out of the hole in which the fire originated, but thousands of dollars worth of damage was done by the flames to cargo.

Captain H. C. Craig had an investigation as to the cause of the fire underway before the firemen had completed their work, but no statement is issued in connection with this.

It is believed that carelessness on the part of men employed at the docks is responsible for such fires, but since Captain Craig whipped the Army Fire Department into such excellent shape there have been few fires on vessels at the piers.

Smoking by some of the laborers and freighthandlers, which is a violation of the rules and regulations at the piers, is indulged in by those men on the quiet, and a strict look-out is being kept for such violators.

Arresting Smokers.

Lieutenant N. A. Poggi, of Captain Craig's staff, yesterday caught Joseph Beneci, 42, of 76 Van Beunt street, Brooklyn, smoking near some freight on the piers and he was arrested on the charge of being a disorderly person. Recorder Carsten fined him \$25 and intimated that a very much severe penalty would be meted out to others who were found by the military smoking on the piers.

Recorder Carsten intends to assist the military police in this matter as far as lies in his power, and stiff jail sentences will be given if the practice continues.

Yesterday afternoon Lieutenant Wiley, of Captain Craig's staff, arrested another man for smoking at the piers. He was Frank Jermskowiec, 41, of 173 Twelfth street, Jersey City. He was locked up at Police Headquarters on the charge of being a disorderly person. He will be arraigned before the Recorder to-day.

TWO FIRES MARK ANNIVERSARY OF BIG DOCK BLAZE

One Is on Pier 5 in Hoboken; Soldiers Aid Firemen in Checking It.

OTHER ROUTS TENANTS OF APARTMENT HOUSE

Two fires caused considerable excitement in Hoboken, Saturday afternoon, but did comparatively little damage. One of them was on Army pier No. 5, formerly the wooden pier No. 2 of the Hamburg American Line and broke out on the anniversary, almost to the hour, of the disastrous Hoboken docks fire of June 30, 1900, when six steamers were destroyed and almost 600 lives lost. The other blaze was in the apartment house at 1016 Park avenue, the dense smoke from which drove all the tenants out.

The dock fire started under the floor of inspector general George Manly's office. The auxiliary alarm box on the pier was rung and Major Bomford, commanding the Second Battalion of the Twenty-second regiment on duty at the docks, threw a triple guard of sentries around the piers and ordered two companies of soldiers to fight the fire. All the apparatus of the Hoboken fire department also responded.

RUMOR INCENDIARISM.

The fire fighters were hampered by the fact that it was high tide but extinguishers were played on the flames until a stream of water was secured. The blaze looked serious for a while, but was extinguished without much damage being done. A report that the fire was of incendiary origin caused Major Bomford to start an investigation which led to the discovery that it had been caused by an electric wire supplying current for the winches coming in contact with a bolt, the spark setting fire to the woodwork.

The apartment house fire was marked by dense smoke and more or less thrilling rescues. It started among some rubbish in the basement and the thick smoke soon filled the building. Most of the occupants got out before the arrival of the firemen. Patrolman Jack Beatty carried a four-year-old boy down from the top floor, with the boy's mother clinging to his arm.

Many of the tenants took what valuables they could carry with them while one woman living on the first floor asked Patrolman Coppleman to go in and get a gold watch belonging to her son, which he did. The flames were confined to the cellar and the damage was \$200. It was started, it is said, by a boy looking for something with a burning candle.

Soldiers made good firemen

Two companies of soldiers with fixed bayonets rushed up River street the other day, a swarm of police reserves were hurried from Police Headquarters, and the clanking of the firebells announced the arrival of the Fire Department at the pier of the North German Lloyd Company on River street.

Crowds flocked to the river front to see the big excitement and a big fire. With an alarm turned in from the pier fire box, and the rushing of the troops with fixed bayonets up River street it looked as if there was something above the ordinary doing.

With an alarm of fire on the docks at this time there was every reason for a lot of excitement, but it was all to no end.

The fire engines turned around and sought their engine houses, and the firemen went back to the game of pinochle where they left off, the two companies of soldiers who had rushed from the lower docks, marched back to their stations in a more dignified manner, cutting out the "double," the crowd dispersed within a few minutes and River street took on its peaceful calm.

All this trouble and excitement started at pier No. 2 of the Bremen docks, where someone had accidentally pulled an alarm from the firebox. The false alarm brought apparatus from every part of the city and created excitement on River street, the like of which has not been seen in several months.

Dispatch
June 26/17

Dispatch July 2/17

Hudson Co
Post June 30/17

Dispatch
July 2/17

Dispatch Aug 30/17

Dispatch
Oct 22/17

SHIPS MENACED BY DOCK BLAZE IN JERSEY CITY

Over \$20,000 Damage Caused
by Fire at the Rodoman
Drydock, Canal Basin.

54 TUGS AND MANY
LIGHTERS IN DANGER

Explosion of Boiler Believed to
Have Started Fire; Hobo-
ken Man Is Injured.

The dock of the R. M. Rodoman Drydock Company in the Morris Canal Basin in Jersey City, was badly damaged by fire late last night, several hundred barrels of rosin were destroyed and 54 tugs and lighters, as well as nearly buildings were menaced. It took the fire department and fire tugs of the Lehigh Valley and Central railroads and of New York City several hours to get the blaze under control.

The fire is thought to have started from the explosion of a boiler in the engine room, located under the office on the east end of the pier. James Cumberland, 62, of 929 Garden street, Hoboken, the watchman, had his arm badly scalded. The blaze soon spread to the dock, where several thousand barrels of rosin, owned by Colgate & Co., were stored.

Among the buildings endangered was the plant of the Uvalde Asphalt Company and also Packard's dock. In the basin were two Du Pont powder boats, but they were empty. The blaze was a spectacular one, casting a reflection skyward that could be seen for miles. The damage is estimated at about \$20,000.

TRANSPORT ON FIRE AT HOBOKEN PIER

Willehad, Mother Ship of the
Deutschland, Is Menaced
by Flames.

A fire on the U. S. Transport Willehad, at old Pier No. 3, of the Hamburg-American docks, in Hoboken, now known as Army Pier, No. 6, brought every available piece of fire fighting apparatus in Hoboken into action last night.

As the fire engines rushed through the gates of the Army piers at the Plaza approach, two companies of soldiers were lined up on the pier property side, driving the big crowds back to the other side of the street.

The Willehad was a former North German Lloyd vessel, and was taken over by the U. S. Government as a transport. It was mother ship to the merchant U-boat, Deutschland at New Haven. Recently it has been made ready for trans-atlantic service. The fire was discovered in the lower hold. After half an hour's hard work the firemen squelched the flames.

An investigation is being made into the origin of the fire. It is said that there have been a number of slight fires at the docks during the past two weeks. Reports in incendiarism were prevalent.

The Willehad was only two piers away from the Vaterland, and had the flames been strong, the big transport might have been ignited.

Dispatch
Sept 30/17

TRANSPORT AT HOBOKEN IN FLAMES

U. S. Pastories Burning Be-
tween Decks, at Pier No. 1—
Troops and City Firemen
Fighting the Fire.

CAUSE OF BLAZE
IS A MYSTERY

City firemen and hundreds of soldiers are fighting a fire which broke out about 1 o'clock this morning on the United States transport Pastories, which is at Pier No. 1, formerly of the Hamburg-American line, Hoboken.

The blaze started between decks of the big steamship and spread with such rapidity that rumors of incendiarism were prevalent. At the time the fire started no troops were quartered on the ship, but the members of the crew, except those on watch, were asleep.

One of the night watch discovered the blaze and turned in the alarm. A call was sent for the Hoboken fire department when it was seen that the blaze was of such proportions that the army firemen could not handle it.

All soldiers quartered near the piers were called to quarters at once and they helped fight the blaze. A call was also sent for fire boats.

Coming, as it did, on top of the raids in the city last night the fire caused great excitement.

The Pastories is a big steamship of about 7,500 tonnage and was in the United Fruit Company's service before being taken over as a transport.

COAL BUNKERS ABLAZE, FIREMEN SAVE SHIP

Flames Had Smouldered Four
Days on American-Holland
Liner Ijseldyk.

For four days and nights fire has been smouldering in the coal bunkers of the Holland-American Line steamship Ijseldyk, lying at Pier 2, at the foot of Sixth street, Hoboken, threatening at any time to burst out into a big blaze and endanger the water front.

Up till yesterday morning about 2 a. m. employees of the line and the crew of the vessel have been fighting the blaze in the coal bunkers, but when the conflagration got beyond them and the flames ate their way through the partitions into the hold 'tween decks, where a general cargo was stowed away, the Hoboken fire department was called in to quell the blaze.

The alarm when it was given in the early hours of the morning brought practically the entire fire department into action, as a water front fire cannot be played with. Only two blocks away from the army property the fire was gaining considerable headway and extra guards from the army piers were thrown out to take charge of matters if the blaze spread.

Steady Streams on Bunkers.

Fire Chief Michael Dunn was in charge of the fire fighting forces, and after the hatches were opened the firemen got down to the blaze and continued to pour steady streams of water on the burning bunkers and the hold where the fire had gained access.

With the arrival of the longshoremen at 7 o'clock in the morning an effort was made to discharge the cargo, which has been lying in the ship for two months. This was accomplished with the aid of the Hoboken fire department, who played water on the flames at each successive outburst of flames.

August Roggeveen, superintendent of the Holland-American Line piers, stated yesterday afternoon that there was nothing to indicate that the fire was started by some persons with evil in mind.

He stated that the cargo, which was general, was loaded for the East Indies, two months ago, but on account of the embargo the vessel had been held in dock. The coal in the bunkers lying there for two months had become overheated and spontaneous combustion probably gave the fire a start.

Mr. Roggeveen could not say what the damage would amount to, but said that he believed \$10,000 would cover it, but positively could not say until the cargo had been inventoried.

Chief Dunn was of the opinion that \$1,000 would cover the damage.

N.Y. Journal
Oct 22/17
Hudson Co
Post Nov 24/17

Jersey Journal
Oct 23/17

Hot fire on U. S. Transport

Fire on a United States Army transport at the docks in Hoboken was not quelled on Tuesday morning until the Hoboken Fire Department and the Army Fire Department, with the assistance of the soldiers stationed at the piers, had been fighting it for three hours.

The fire at the Army piers gave rise to a lot of excitement along the water front, as there is supposed to be a considerable quantity of high explosives stored in the docks. The guards on duty at the piers were doubled during the fire, and extra vigilance was maintained as to the passage of persons to and from the docks.

It appears that the fire on the transport, the U. S. S. Pastores, was caused by an accident. The ship had been sealed for fumigation purposes and it was three hours later that the fire broke out. An investigation did not reveal any attempt at incendiarism.

Hold
Nov 9/17

FIGHT FIRE UNDER NAVY SUPPLY PIER

Flames Discovered Beneath Asphalt of Recreation Pier
on Which \$1,000,000 in
Goods Is Stored.

Firemen in rowboats and the Fireboat Abraham S. Hewitt fought a persistent fire last night under the asphalt flooring of the Recreation Pier at 24th Street and the East River, now used by the Navy and sheltering nearly \$1,000,000 worth of supplies. Damage was confined to the underpinning of the pier and only smoke penetrated to the space where supplies are piled high and to the sleeping quarters of the twenty-five marines who live there on guard.

The fire was discovered at 10.15 o'clock, when flames were blazing brightly under the 800-foot pier. Passing craft had seen light under the pier much earlier in the evening, but believing it to come from a boat on tour of inspection, paid no attention to it. Firemen said the fire had been going since 8.30 P. M.

The first work of the firemen was to arouse the Sergeant and guard of twenty-four marines whose quarters they found filled with stifling smoke. Then they had to tear a hole twenty-five or thirty feet square in the asphalt floor of the pier to reach the flames. The fireboat was summoned and men from Hook and Ladder No. 7 went under the pier in small boats. Meanwhile marines with fixed bayonets patrolled the pier to keep careful watch over the supplies.

The Recreation Pier has been boarded in since the beginning of the war and used as a naval supply station. Goods were stored there in bulk last night and a big navy tug was anchored in the river just off the pier. In spite of the usual suspicion of possible German plotters it was said officially that nothing had been discovered to show the fire had been set. It is supposed to have been set by a spark from a boiler installed for heating purposes several weeks ago.

SHIP BLAZE AT HOBOKEN LAID TO INCENDIARY

Almost the entire fire Fire Department of Hoboken was called out today to cope with a mysterious blaze on board a big transatlantic freighter taking on a cargo a short distance from a Government pier. Probably 10,000 people were attracted to the scene despite the early hour—3:30 o'clock. The quick response of fire apparatus and fireboats confined the flames to one of the forward holds and the coal bunkers.

The fire seemed to have originated in a hold filled with canned goods destined for one of the few remaining neutral nations on the other side. It had been burning for some time before it was discovered.

When the alarm was sounded the crew formed into fire-fighting array and tackled the flames with hose and hand extinguishers. Their efforts proved of little avail, and when the bunkers took fire it was decided to turn in an alarm.

OTHER VESSELS MENACED.

Owing to the menace to other vessels at nearby piers and to Government supplies awaiting shipment, an emergency box was pulled, calling out every piece of apparatus that could be spared from all over the city and a dozen or more municipal and steamship corporation fireboats.

Within a few minutes dozens of streams were pouring into the hold of the vessel, which settled several feet below the water line.

Battalion Chief Michael Dunn announced at daybreak that the flames were under control, but said that the fire would probably smoulder in the bunkers for hours. Two fire engines were left on the scene to continue pumping water into the bunkers.

The fire was an unusually smoky affair, spreading a dense pall over the water front for blocks.

The military guard around the Government pier was trebled at the start of the fire, the entire second battalion of an infantry regiment being summoned to duty. Everybody who could not show credentials was barred from the piers and from the streets around them.

INCENDIARISM SUSPECTED.

An investigation was begun by the Hoboken fire authorities. While none would voice an opinion pending the outcome of the inquiry it was said that the evidence strongly supported a theory of incendiarism.

TWO SUSPICIOUS FIRES ON WATER FRONT IN HOBOKEN

Large Part of Dutch Liner's
Food Cargo Destroyed—
Blaze at Drydock.

Hoboken's waterfront was visited by two suspicious fires within a few hours of each other early this morning. At 1:33 flames were discovered on the Holland-America liner Stengeldijk, anchored in the North River. A large part of the food cargo in the hold of the vessel was destroyed. An investigation is under way.

The fire started in a lot of case goods, mostly canned fruits and vegetables, and there was a dense smoke. Before the firemen could drown out the flames the fire had worked its way through the bulkhead to the bunker coal, which started to burn.

When smoke was discovered pouring from the hatch of Hold 4 an alarm was turned in from an auxiliary box on the pier, and the entire Hoboken fire department responded. The ship lay a long way out from the shore, and getting water to her was a hard task until Motor Steamer No. 1 ran out on the pier and dropped a suction hose into the river.

Several powerful streams of river water were poured down the hatchway. These soon had the fire under control, but when the fire in that hold was out the fire in the bunker coal developed.

The ship has been loaded for weeks, but has been held in port by the United States embargo on bunker coal.

At 4:45 flames broke out in the offices of the Tietjen & Lang Dry Dock Company, Seventeenth Street. The blaze was discovered by Patrolman Rossi, who called out the Fire Department. The fire was extinguished before it had an opportunity to spread. The offices are used at night by the force of watchmen guarding the dry dock.

Last week several German workmen at Tietjen & Lang's and other water front concerns were interned, following suspicious fires along the shore front.

Observer
Nov 5/17

ANOTHER SMALL FIRE ON THE WATER FRONT

Another of the trifling, but potentially dangerous fires which have occurred along the upper waterfront during the past three or four weeks, broke out yesterday in the engine room of a steamship lying off the Fletcher Machine Shops, foot of Thirteenth street, Hoboken. As in the other cases, the cause was unknown and the damage slight.

The blaze started in a pile of oil-soaked waste in the engine room of the steamer, and a serious conflagration might have resulted had not the crew acted rapidly and efficiently in quelling the flames. There was no work for local firefighters to do, although two engine companies were brought to the scene on a still alarm.

A rumor that suspicious circumstances attended the fire was emphatically denied.

Jersey Journal Dispatch
Nov 20/17

BELIEVE BLAZE ON U.S. TRANSPORT WAS ACCIDENTAL

**Flames on Pastores Tied at
Hoboken Give Firemen
Lively Battle.**

Fire broke out on the army transport Pastores, tied up at the former North German-Lloyd docks in Hoboken early to-day. The blaze was brought under control several hours later, after the entire Hoboken Fire Department and two fire tugs from Manhattan had been called to fight the blaze.

The fire was discovered soon after 200 Germans were arrested for violation of the President's proclamation issued yesterday forbidding them within 100 yards of the water front.

The ship had been sealed for fumigation, however, when the fire was discovered, and police and fire officers expressed the belief that the blaze was accidental. The damage was slight.

A battalion of army engineers was thrown about the pier as a crowd began to congregate and held off curious persons with fixed bayonets. Only firemen were allowed to pass the line of steel. For a time the advisability of cutting the ship loose and allowing her to float down stream was discussed.

The Pastores is a United Fruit Line steamship and had made one trip to France for the government.

ANOTHER WATERFRONT FIRE STIRS HOBOKEN

**Only a Slight Fire at Tietjen &
Lang's, But Spies Are
Suspected.**

Another river front blaze was discovered in Hoboken yesterday when the pilot house of the French government vessel was destroyed. The ship was lying in Tietjen & Lang's dry docks, and it was stated that an overheated stove pipe leading through the ship had become overheated and started the blaze. The amount of damage was not material.

Two fires on the Hoboken waterfront on the same day started many tongues wagging in the Mile Square City yesterday, and the most attractive subject in the city yesterday was "German spies."

N.Y. Times
Nov 20/17

TRANSPORT BURNS AT HOBOKEN PIER AFTER ARMY RAID

**Troopship Pastores Bursts Into
Flame Following Arrest
of Enemy Aliens.**

JUST BACK FROM FRANCE

**And Some of Those Arrested in
the Raid Had Been De-
tained on Board.**

200 ARRESTED IN ALL

**Soldiers Search River Street Resorts
and Round Up Germans—De-
mand Proof of Citizenship.**

Just after United States Army soldiers had completed the transfer early this morning of 200 alien enemies to Ellis Island after they had been seized in a raid on River Street, Hoboken, in compliance with the President's proclamation, fire started between decks on the United States Army transport Pastores, tied up at Army Dock No. 1, River Street, Hoboken, on which some of the Germans had been held during the round up shortly before.

The fire was discovered at 12:15 o'clock. The crew was at once aroused and an alarm was sent in to the Hoboken Fire Headquarters from a box on the land end of the pier, which used to be North German Lloyd Pier No. 1. Two other alarms were sent in, bringing out all the Hoboken fire apparatus. Another alarm sent to Manhattan brought two New York City fireboats. The entire 2d Battalion, Forty-ninth United States Infantry, was called out and put on guard, barring approach to the piers from all directions, except to the fire-

Twenty minutes after the fire was discovered, it was seen coming from widely separated parts of the ship, and in half an hour it seemed that she was afire from stem to stern.

Firemen said that the fire was between decks and at 1:30 o'clock had not reached the holds of the ship, although they feared it would because of the difficulty of getting at it. Fire engines were run out on the pier and water from the river, while the boats poured streams of water against the heated steel sides of the transport.

The Pastores arrived in New York recently, after a trip to France. She is lying at a pier on which there is stored millions of dollars' worth of munitions and an hour after she caught fire the firemen were discussing whether she should be cut loose from the pier and allowed to float down stream. The pier where she is burning is of concrete construction.

The Pastores is a twin-screw steel steamship of 7,781 gross tonnage, built at Belfast in 1912, for the passenger and fruit trade between New York and the West Indies. She is owned by the United Fruit Company and was transferred from British to American registry in 1915.

When the war started between the United States and the German Government the Pastores was taken over by the Navy Department and fitted out as a transport. She returned on Oct. 8 from her third trip to France.

BIG GERMAN LINE BUSILY BUILDING

North German Lloyd Has
Ordered Large Number of
Freight Steamers for
After the War.

NEW PASSENGER BOATS
ONLY 35,000 TONS GROSS.

Two Other Passenger and
Freight Boats Are Between
17,000 and 18,000 Tons.

An insight into the activities of the North German Lloyd during the war is given in the year book, "The War and Shipping," published by the Welt Reise Verlag of Berlin, and which gives a special reference to that German steamship company.

Much has been said about the size of the new passenger liners Hindenburg and Columbus, which have been built since the war, their size having been compared with the former Vaterland by some. In the year book they are given as 35,000-ton vessels, or not nearly as large as was guessed.

There is an article by Phillip Heineken, General Manager of the North German Lloyd, in which he characterizes as unjustified the statement that after the war all the needs of German steamship companies will have been met and that they will all have very rich returns. He expresses belief that a doubly difficult task awaits German shipping after the war. First, he says, it must compare and make up the great loss and damage of the years of war; secondly, "make up the gigantic advantage which, through the circumstances of the war, has so extraordinarily strengthened enemy and neutral shipowners in advance of us."

"This much, however, is certain," he says, "that the German companies, if they are helped over the first difficult times, when they will have to meet the most severe competition from their foreign competitors, will be able to withstand this severe trial and win back the lost ground."

Great Assistance in War.

As to the part the North German Lloyd has played in the war, Heineken says:

"Our ships have been used in the service of the Empire not only as

ships of war but also as a means of transport for raw materials, and in that service they have rendered great assistance. During 1915 and 1916 two of our freight boats, the Norderney and the Schwabe, were engaged in carrying ore from Sweden. Unfortunately one of these, the Norderney, met with an accident. It ran upon an enemy mine and foundered the Captain and three of his crew meeting a heroic death. Great difficulties arose with regard to insurance. The premium paid for such a dangerous voyage by vessels has been extraordinarily high, and when such a vessel is lost the insurance money, however high this may be, is no longer a sufficient compensation for the tonnage lost, which can not now be replaced and which could well be used after the war. The North German Lloyd also had to pay equally high premiums in two other cases where two of the vessels in neutral ports had been ordered to sail for home. When for a ship of the value of 10,000,000 marks, for instance, an insurance premium of 6 per cent must be paid, this is no small matter, even when the return of 2 per cent is made on the ship's safe arrival. Under these conditions it may be readily understood that no great profits can be obtained.

Insurance Problem.

"Before the war the German mercantile marine for various reasons was partly insured by English companies, and the North German Lloyd did not make any exception to this general rule. The insurance system is briefly as follows: With regard to the perils of the seas, we insured our ships ourselves up to a certain amount (viz., 4,000,000 marks). The amount exceeding this was in peace times covered partly with German and partly with English companies. In addition to this our ships were insured against fire during the time they were lying in port. At the outbreak of the war circumstances changed in so far that, in the first place, especially for the ships requisitioned by the Government, no further insurance was necessary, as in case of loss or damage arrangements had been made with the Government for a suitable compensation.

"As to our remaining fleet, an insurance against the perils of the sea no longer being necessary from the moment of arrival in port, they were still to be kept insured against fire. For so far as the insurance had been effected with English companies the arrangements in regard thereto lapsed for only a part in June, 1915; it was thus only then possible to transfer the insurance of our ships wholly to German concerns. Since that time, in any case, we have not allowed the English to make money out of us.

Home Insurance Hereafter.

"The endeavor to make the German mercantile marine, after the war, as far as possible, free of the London insurance market brought with it the need of obtaining greater cover for the perils of the sea in Germany itself. Hence, it is the intention to establish in Bremen the marine insurance business also. A favorable opportunity to this end presented itself when the Securities Insurance Company of Berlin, which up till now transacted only accident and employers' liability business, decided to apply itself to the marine insurance and fire reinsurance business. We succeeded in getting this company to come to Bremen. Under the management of a Bremen syndicate, at the head of which was the Bremen National Bank

and the bankers E. C. Weyhausen of the same place, a capital of 4,000,000 marks was raised, making the total capital of the Securitas 8,000,000 marks.

Catering for the Army.

"We decided more than twenty months ago to make the experience of our catering officials useful in the sphere of feeding great numbers, by taking over the catering for camps for prisoners of war. The arrangement and supply of about twenty such camps for war prisoners, of about 20,000 men in the district of the Tenth Army Corps, has in this way gradually been transferred to the North German Lloyd. Our workshops in Bremen Harbor have rendered similar practical service to the country, having recently taken over in increasing measure the manufacture of war material.

U. S. TO SEIZE ALL SHIPS IN OVERSEAS TRADE

Vessels Over 2,500 Tons Flying American Flag Will Be Requisitioned Monday.

Washington, Oct. 13.—Practically all ships in oversea trade flying the American flag will eventually come under Government control.

This was stated in Government circles to-day following formal notice that ships of 2,500 tons or over will be requisitioned on Monday. If the war continues vessels of 1,000 tons will be taken over. The data for this move is already in possession of the Shipping Board.

Four hundred and fifty-eight ships, aggregating 2,871,359 tons, are placed at the Government's disposal by the order effective next week. They will be operated by their present owners but with charter and freight rates already fixed by the Government.

Efficiency for war purposes, not the owner's profit, will be the sole consideration guiding the ship's future use.

SEIZED SHIPS WILL BE RETURNED TO OWNERS AFTER THE WAR

Editor Jersey Journal:

Dear Sir:—To settle an argument will you kindly advise me through your query column, which is correct.

A says if Germany loses the war the United States will have to give back all German ships which were taken when war was declared.

B says United States will not have to give back the ships, if we win.

Thanking you, I am,
O. P. J.

Jersey City, Oct. 29, 1917.

The vessels will be returned to their original owners, a little worse for wear, perhaps—but they will be returned.—Ed.

GERMAN LINE RAIDED BY U. S. AT HOBOKEN

Secret Service men went over to Hoboken to-day, smashed in the doors of the North German-Lloyd Steamship Company's new quarters at No. 227 Washington street and seized the contents.

It was announced that the papers would be brought across to Manhattan for inspection. The offices, which occupy two floors of a four-story building, will be taken over by the Government.

While the Department of Justice agents in charge of the raid declined to discuss their move it was believed that the seizure had been ordered by the War Board at Washington. Some of the participants took part in the seizure of the Hamburg-American line's offices here earlier in the week.

The North German-Lloyd's main office building on River street, between Third and Fourth streets, Hoboken, was taken over by the Government several months ago.

At that time the officials of the line rented the two floors of the Washington street building, transferred all their office furniture, fixtures and papers there and locked them up. Watchmen had been guarding the rooms ever since.

Replacing Lost Ships.

"During the long time of involuntary idleness, we have naturally had in view the replacing of our loss in ships and the possible increase of our shipyards in general. We have ordered a large series of new vessels to be built simultaneously in various German shipyards. Several of these vessels were ordered before the war, and the prices for building them were considerably below the present prices. Besides our two large passenger boats, Columbus and Hindenburg, of about 35,000 gross registered tons, and our two passenger and freight boats, Munchen and Zeppelin, between 17,000 and 18,000 tons, we have given orders for a large number of larger freight steamers. On these orders not only all the instalments were paid as they fell due, but considerable advances have been made also to shipyards."

LA's patch Dec 19/17

Observer Dec 18/17

First Shipments go to Soldiers Today; Coming, Still Coming

Christmas Presents for Soldiers
at Anniston, Spartansburg and
Other Places South and West
to Get Early Start.

NAMES WANTED OF ALL N. HUDSON-HOBOKEN MEN

Previously acknowledged	\$1,058.50
Commonwealth Savings Club, West Hoboken	9.00
Collected by Mrs. P. Hagens, of North Bergen, girls of Home- stead Embroidery Works. \$1.05	
F. Greish	1.00— 2.05
Additional returns card med- ley and dance	1.00
Total	\$1,070.55

The Hudson Dispatch Christmas Fund for soldiers and sailors of North Hudson and Hoboken will send out the first consignment of gifts today, and they will go to Camp McClelland, Camp Wadsworth and other camps and stations of the West and South, to give long distance points the advantage of early mailing.

The wholesale houses at which the gifts were purchased were ordered not to re-ship them from New York because of the congestion to all lines of delivery this week. Dispatch messengers will be sent over for them so that no delay may occur in their transportation.

Every effort is being made to secure the names of all North Hudson and Hoboken men in service, so that no one may be left out in the distribution. There are enough presents for all the boys in the army and navy in this county, and everyone is asked to assist by filling out the coupons printed in the Dispatch for the purpose.

With each gift will go a small Christmas card, wishing the recipient a merry Christmas in the name of the "Home Folk," through the Dispatch Christmas Fund, and in the left-hand corner of the card is a request that they write a letter to the home folk through the Dispatch. The cards have a holiday design in the form of a generous spray of holly tied with red ribbon, giving them the right "Christmassy" effect.

A generous contribution to the fund came in late Monday night from the Commonwealth Savings Club, of West Hoboken, and was announced in yesterday's Dispatch in a special article, being too late to add to the fund story of yesterday. The check was for \$9 and was most welcome.

Mrs. P. Hagens, of North Bergen, who voluntarily secured contributions to the fund, added \$2.05 yesterday, \$1.05 being from the girls of the Homestead Embroidery Works, and \$1 from F. Greish. One dollar was also received from a patron of the card medley and dance, bringing the fund up to \$1,070.55.

AMERICAN TROOPS EAGERLY AWAITING ORDER TO ADVANCE

Georgia Youth, Sent Home From France, Tells of Scenes Abroad.

The first man of the American Expeditionary Force to France to return to this country arrived in Hoboken last night. At midnight he started from the Lackawanna terminal on his return to his home in Georgia.

He is Herbert B. Lester, sixteen years of age, and resides at Normal avenue, Athens, Georgia. He enlisted, after receiving his mother's consent, on March 29, and on April 2, was assigned to Company K, of the Twenty-eighth United States Infantry. This was the first regiment to leave the shores of America for Europe, and young Private Lester sailed with his comrades from Hoboken in June last.

"We had a very quiet trip across," said young Lester, "and we had a great reception when we arrived in France. We were taken first of all to St. Lazarre, where we were quartered in buildings which had been erected by German prisoners in France. Here we remained only a short while and were then transferred to other quarters where we were able to hear the sound of the guns along the fighting front.

"Here we were billeted in regular French houses, and we had a splendid reception at the hands of the people there. They did everything they possibly could for us, and made us comfortable in every possible way. Everything had been prepared for us in advance and we soon settled down in our new quarters and made ourselves at home.

"The drilling is pretty stiff, but we soon got hardened up to it, and then it did not seem to be so hard. We started drilling at 8 o'clock in the morning and kept at it until 11 o'clock. Then we started again at 1 o'clock and finished at 5:30 o'clock in the evening. Then we had games and amused ourselves generally till we turned in for the night.

"The discipline is very strict, but none of the men are kicking. The only thing they are worried about is how long they will be held back from the firing line. Where we were stationed we could hear the roar and rumble of the guns continuously, with a few intervals of silence every now and again. It was tantalizing to know that heavy fighting was going on over there only a little distance away and we were all out of it.

"It was strange at times when the guns were not firing to look around and wonder what it was all about. We were in a quiet little town, and when the sun was shining and the birds singing and the children playing around in the street, it was hard to believe that this was so close to the firing line in the great war. Then there would be a sudden booming and it would seem as though the air was rattling together and we knew that there was hot work going on out there. It was hard to be staying in that quiet town then.

TROOPS' LETTERS ARE SEIZED BY A FEDERAL AGENT

Given to Citizen for Mailing
—Precautions to Guard
War Moves.

An interesting illustration of the precautions which the United States Government is taking to prevent the leakage of news of troop movements transpired some time ago on the occasion of the passing of a number of American troops through Hoboken.

As the men concerned are now safely on the other side, the publication of the story cannot in any way be dangerous to those concerned. The incident happened quite some time ago, publication being withheld until it was considered quite safe.

It happened that a number of United States soldiers were passing through the city and a crowd gathered to see them and give them cheer as they went by. Among the gathering was William H. Maxson, Jr., one of the most prominent members of the Hoboken Lodge of Elks.

As the men filed by one of the soldiers stepped from the ranks and stopped in front of a citizen with five envelopes in his hand. He asked the citizen if he would mail the letters for him. To this the citizen agreed. The soldier wanted to hand over the money for the stamps, but the citizen refused to take this, saying he would consider it an honor to mail the letters for him. The soldier ran ahead and got into his rank.

Scarcely had he done so when a longshoreman tapped the citizen on the shoulder and asked him what it was that the soldier had given him.

"I don't think that is any of your business," replied the citizen.

"Did that soldier hand you any letters?" queried the longshoreman.

"It's none of your business," was the emphatic reply.

Whereupon the "longshoreman" threw aside his coat and displayed the badge of the Secret Service. The citizen, on further request, handed over the letters to the detective.

"It is against the rules," said the Secret Service man, "to allow letters to be mailed by the soldiers within a certain period previous to their departure. When the men have safely arrived on the other side, these letters will be mailed. I will take care of them until then."

William H. Maxson, Jr., was a witness of the incident. It was at first stated that he was the citizen to whom the letters were handed, but he says that this is not the case, but that he did see the incident take place.

"All of the men are in splendid shape and they will give a great account of themselves when they go over the top for the first time. There were a lot of people who told us that we were going to fight the best and most seasoned veterans in the world."

"Our men are not worrying about that. They are all fresh and are as hard as nails, and there is not one of them who will not be worth two of any other troops in the world by the time they have got into action. That is not boasting. It is fact, and those who have seen our boys over there know that it is so."

"I did not want to come back, but when I got my discharge I had no choice in the matter. I was simply told that I had to go back home, and that my mother had secured my discharge. I was sent back to port and come over on one of the returning transports."

Private Lester's mother is Mrs. Lulu Morris. She is 53 years old, and both her first and second husbands are dead. She has three sons, Private Lester, aged 16; Leon, aged 21 years, and Albert, aged 28 years. When Herbert enlisted she gave her consent and allowed him to go in spite of the fact that he was the youngest of the three.

Since that time the two other sons have been drafted and have made no claim for exemption. The mother thus left alone in the world made a plea to the authorities to let her have one of her boys and they decided that she could have the youngest. They therefore sent to France to Herbert and had him discharged from the army and returned to Georgia.

When he arrived in Hoboken he had only sufficient money with which to pay his fare home to Georgia. He happened to be passing fire headquarters and stopped in to ask his way to a cheap hotel. Captain Gildea and other men of the department soon learned his story and treated him royally. They saw that he wanted for nothing up to the time of his leaving for his home last night at midnight.

N Y American
Sept 2/17
Wald's Observer
Aug 2/17
Apr 7/17

Daniels Gives New Names to Seized Ships

Washington, Sept. 1.
SECRETARY OF THE NAVY
DANIELS, to-day issued a general order changing the names of ex-German vessels which have been transferred to the Navy as follows:

Vaterland to Leviathan.
Kronprinzessin Cecilie to Mount Vernon.
Kaiser Wilhelm II. to Agamemnon.
Amerika to America.
Hamburg to Powhattan.
Grosser Kurfurst to Adolus.
Koenig Wilhelm II. to Madawaska.
Neckar to Antigone.
Rhein to Sunquhanna.
Princess Irene to Pocahontas.
Frederick der Grosse to Huron.
Barbarossa to Mercury.
The vessels President Grant and President Lincoln will not be re-named.
The names of the tugs Huron, Pocahontas and Powhattan are changed to Allegheny, Chemung and Cayuga respectively.

Observer Apr 27/17

BIG LINER THE F-26 ON MAIDEN TRIP HERE

To set at rest all rumors that the Vaterland has been removed from her berth and that she was seen being towed in the Hudson by tugs, investigation shows that the boat in question was not the Vaterland, but the F-268 from England. It arrived here several days ago on its maiden voyage. It was originally built for the Holland Line, but was commandeered by the British Government.

The F-268 is larger than the giant German vessel and has four funnels.

Dispatch
Apr 6/17

FOUR GERMAN SHIPS SEIZED BY THE U. S.

Three Steamships and a Sailing Vessel Off Staten Island Shore
Taken by Customs Officials; Expect Seizure of the
Steamships in Hoboken Very Soon.

Three German steamships and a German sailing vessel were boarded yesterday by the Federal authorities and towed from their anchorages off Staten Island by Government tugs and the revenue cutter Hudson, to the city pier at the foot of Sixty-ninth street, South Brooklyn.

They were the steamers Naia, Clara Hennig and Petronia and the schooner Indra.

The officers in charge of the actual seizure would make no statements whatever. They decline to say whether this officially was the first step by the United States in taking over the eighty-seven German vessels now in American ports. The greatest secrecy veiled the entire operations. At a late hour last night the four merchantmen taken to Brooklyn were the only German ships

moved thus far by the Federal authorities.

About fifty per cent of the normal crews were aboard the merchantmen, and the German sailors were allowed to remain on their ships for the remainder of the night. None of the vessels had up steam, and it therefore required some time for the tugs to get them across the bay. The four vessels had been at anchor off Staten Island since the outbreak of the war.

Extra guards were on duty last night at 135th street and the North River, where five of the German vessels are tied up. Whereas, there usually are only fifteen or twenty men, there were forty on duty last night. The seizure of the German ships in Hoboken is expected momentarily.

INTERNEED OFFICER GRATEFUL TO U. S.

WASHINGTON, Aug. 1.—A German interned in the camp at Hot Springs, N. C., who was an officer on a German ship, has written to an official here, conveying the thanks of himself and his companions for their treatment at the camp. He wrote:

"I beg to be allowed to express my heartiest thanks for your unlimited benevolence toward me and my family and for the troublesome efforts you undergo in my behalf.

I also wish to state that all—without exception—are exceedingly satisfied with the conditions the United States arranged for us at Hot Springs, and that this human, kind treatment is also appreciated. The United States authorities are treating us that well, as could be expected by no other country but the United States. All arrangements prove that this country not only talks but also acts according to its principles of humanity, and the words of President Wilson, who declared that the war will not be carried against the German people as individuals.

Times
Nov 27/17

GERMANS BLOW UP THEMSELVES WITH INTERNEED VESSEL

Seven Die on Board Cruiser
Cormorant in Guam as
Marines Seize Her.

BLAST WAS INTENDED FOR THE U. S. TROOPS

Premature Explosion is Believed to
Have Been the Cause—Over 360
Officers and Men Are Made Prisoners—Washington Puzzled as to
Where They Obtained Explosive.

Washington, April 7.—The German interned cruiser Cormorant has been blown up by its crew in the harbor at Guam, the Navy Department announced to-day.

Two German warrant officers and five German enlisted men were killed. Twenty German officers, 12 warrant officers and 321 men of the vessel were taken prisoner.

The news reached the Navy Department this morning in a radio dispatch from the United States Governor of Guam.

The ship was destroyed by the Germans as United States marines were going to seize the vessel.

No other details than the above were given out immediately by the Navy Department. It was said there would be a fuller dispatch later.

Officers here were unable to account for the Germans being in possession of sufficient quantities of explosives to accomplish the destruction of the ship. At the time of her internment, in accordance with standing orders, all ammunition and explosives of every character, and even the gun breeches were removed by federal authorities.

Officers believe the explosion was premature and that it was intended to wait until the ship was boarded by American marines before firing the explosive.

The Cormorant was a converted cruiser, active in the early days of the war in raiding allied commerce in the South Pacific.

A later statement by the Navy Department indicated that possibly one of the two warrant officers and four of the five enlisted men originally reported dead, may have escaped.

One warrant officer and one enlisted man are now reported as known dead. One warrant officer and four enlisted men are listed as missing.

The department also announced the taking over without incident of the German interned ships Grier and Locksun, at Hawaii, and the Odenwald, at Porto Rico.

No resistance, it was stated, was made by the crews of these three ships.

Times
Nov 30/17

205 GERMAN SHIPS IDLE.

Allies Negotiating for Vessels Lying
at South American Ports.

Special to The New York Times.

WASHINGTON, Nov. 29.—In connection with the announcement that the Brazilian Government had agreed to the use by France of thirty of the forty-five German merchant vessels in Brazilian ports, attention was directed today to the fact that there is an enormous amount of German tonnage lying idle in South American ports. Altogether there are 205 Austrian or German vessels in South American ports, the largest number being in Chile.

The Allies are endeavoring to bring about the freeing of some of this tonnage, which is estimated at \$15,428, and is understood to be distributed as follows: Chile, eighty-nine vessels, aggregating 318,383 tons; Brazil, forty-five German vessels, totaling 235,191 tons, and four Austrian vessels of 18,604 tons; Argentina, fifteen vessels representing 79,712 tons; Mexico, thirteen vessels, of 47,722 tons; Uruguay, eight vessels of 42,658 tons; Cuba, six vessels of 19,464 tons; Colombia, four vessels of 14,575 tons, and Venezuela, one vessel of 217 tons.

Telegram Apr 8/17

GERMAN SHIPS AT HOBOKEN TO BE SEIZED BY GOVERNMENT TO-DAY

The Vaterland and other German merchant ships at the Hamburg-American and North German Lloyd line piers at Hoboken, will be seized by the United States government to-day, the HERALD learned yesterday from an authoritative source. The minute word is received from Washington that Congress has declared a state of war to exist with Germany, the ships will be taken in charge by customs officers and later a marine guard will be placed on board.

The main question discussed in the German colony at Hoboken yesterday was that of the ships. It was said that the government would seize the vessels only to guard them from the work of vandals, and that they would be returned to the German government after the war. That was the contention of one element of the German population.

Cite Treaty Violation.

Another element said the vessels would be taken and used and not returned. It was said that the safety of the vessels was guaranteed under the treaty of 1828, which also provides for civil liberty of all German subjects in the event of war. As that treaty provided that Germany must abide by the law of nations on the sea, it was held that the imperial government and by its lawless acts abrogated the treaty, and therefore the vessels were liable to confiscation. It was stated that the Secretary of State, Mr. Lansing, himself had been quoted as saying that the treaty was no longer in force.

When one asks a German-American in Hoboken concerning the loyalty of that class of the population the usual answer is that the question is an insult. However, the police force of the New Jersey city, the United States government and the State authorities are taking no chances, and there are at least one thousand men on duty there ready to quell any disturbance.

Report Guard Aboard Ships.

The customs guard is on the piers, and it was said, but not confirmed, that it already is on board the German vessels, although the ships' officers are in command. No word could be obtained from the vessels, nor could the number of men on board be ascertained yesterday after-

noon. It was said that large numbers of the men have deserted the ships since diplomatic relations with Germany were severed.

Engineers have been on board and found, as was exclusively told in the HERALD, that the machinery of all the ships has been disabled. In most instances it will take at least two months to make repairs.

Would Be Towed Up Hudson.

Among the rumors in circulation yesterday was one that the officers and seamen of the steamships would be placed aboard the Vaterland, which would be towed up the Hudson a safe distance from other shipping, and there interned until peace is declared.

If the Vaterland be used as the prison ship it is probable that she will be anchored in the centre of the Hudson somewhere near Yonkers, where the width of the river will permit the passage of other steamships. A torpedo boat destroyer would be placed on guard, and food would be carried to the sailors regularly from the governmental commissaries.

That the seamen expect the steamships to be seized by the government is made evident by the careful inventories made recently of every article on board the ships. Petty officers have been seen from the piers going about on board the ships with pencils and paper. Every plate, every piece of silver or glassware, all linen, bedding and, in fact, every article aboard all the ships, has been carefully inventoried.

Thousands of persons passed along Riverside Drive yesterday gazing steadily and some of them longingly, at the German steamships at 135th street. Occasionally the crowds edged close to the piers, but they were turned back by the police sergeant and the three policemen from the West 125th street station on guard.

Veterans' Association. Six of the ten clergymen who defended their flag in 1861 were on the platform. All the music was patriotic.

At every mention of President Wilson there was an outburst of applause. There was a large flag over the lectern and one on each side of the pulpit.

"We have a lot of intellectual fools to-day," said the Rev. Dr. Andrew Schriver, of Chester, N. Y., president of the association.

"We have a large assortment of men who are unpatriotic and who are unsound in the principles of Americanism," continued Dr. Schriver, who is known as the patriarch of the conference. He is seventy-seven years old. "These men are trying to embarrass our President. I did not vote for Mr. Wilson, but now he is my President."

"The message to Congress by Mr. Wilson is one of the ablest documents which has ever been struck off by a human being. God bless the President of the United States!"

"Government by party is a failure. I don't care whether a man is a republican or a democrat, but I do care whether he is a patriot. This ruling by parties and platforms ought to be played out."

"We have some gentlemen over there in Washington who ought to be growing corn or training steers, or anything but voting in the United States Senate."

"These men are standing up to hedge the President. No one knows better than Mr. Wilson the tremendous undertow he has had to stand for the last four years."

Speaking of Colonel Roosevelt, Dr. Schriver said, "don't think Theodore Roosevelt is the author of righteousness; he is the preacher of righteousness."

Dr. Schriver told of enlisting when Fort Sumpter was fired on. He said he was a young man up in the hills of Delaware county, and that he and his comrades "didn't enlist to get anything, but to do something."

"I hope that the United States government ought to arrange a respectable wage for the men who go to the front," said the venerable clergyman.

"If other men are willing to fight for my home and the homes of my children I ought to be willing to pay a ratio of the tax."

PRINCESS IRENE GOES AWAY FROM HOBOKEN PIERS

Twelve Tugs Pull Former German Liner Out of Mud; Third Vessel to Go.

HOIST FLAG ON NORTH GERMAN LLOYD PROPERTY

Report Vaterland Will Be Moved Before End of Week, Probably to Halifax.

It took twelve tugs to tow the Princess Irene, the former North German Lloyd steamship, now under the control of the United States Government from its pier in Hoboken yesterday, where it was imbedded in mud at the dock. It is understood she was towed to the Erie Basin in South Brooklyn. This is the third vessel removed from the North German Lloyd piers in Hoboken by the Government. The others already removed are undergoing repairs at the Tietjen and Lang docks in Hoboken, and a fourth is also said to have been taken up the North River.

HOIST FLAG ON PIERS.

There was a considerable change on River street yesterday when the "stars and stripes" were hoisted over the property of the North German Lloyd Company for the first time. Tons of material lying to the north of the Government property, owned by the Hoboken Construction Company, still blocks the spur which enters the North German Lloyd line docks. This material must be removed by May 1, according to the orders issued by the military authorities.

Brewers and beer importers who have thousands of barrels stored in the piers of the Hamburg-American and North German Lloyd lines are busy getting them out of the Government property, and although they were given until last Saturday, there are still thousands of barrels remaining to be taken away.

When the Twenty-second Regiment, or the four companies of that regiment, took up their quarters at the piers Colonel J. M. Carson and his officers were accommodated at the baggage room of pier 2 of the North German Lloyd line, but as was previously stated, the late residence of Superintendent Jarcka of the Hamburg line was to be taken over for this purpose.

Indications that the headquarters have been established in Jarcka's house were seen from the fact that there was a heavy armed guard on duty at the residence. While other big steamships of the Princess Irene class are expected to be moved from the docks in Hoboken momentarily, present interest centres around the giant merchantman "Vaterland," of the Hamburg-American line.

VATERLAND MAY GO COON.

Of all the ships in the Port of New York, the Vaterland, it is claimed, is the only one which has escaped with its engine intact, and it is understood she will be able to go out on her own steam.

Rumor has it that the Vaterland will leave before the end of the week, and there is likely to be a big crowd on hand to see her go, as the three big smoke stacks can be seen from almost any point in Hoboken, and any movement there would undoubtedly bring a big crowd to the river front.

According to present advices the Vaterland will proceed to Halifax, this being the only port on this side of the Atlantic where there is dry-dock accommodation for her.

The movement of the smaller vessels from the piers of the North German Lloyd line is in anticipation of the docking of vessels there for the transportation of munitions of war and supplies to the Allies. It is understood that Government officials have been busy rounding up selected longshoremen for the purpose of leading the vessels which will leave from Hoboken for the war zone. While no confirmation could be gained for the story, it is claimed that any person with a German name will not be allowed to take part in the loading of the ships.

Wald May 20/17

GERMAN SHIP WAS MADE GIANT BOMB PRIOR TO SEIZURE

High Pressure Cylinders of the
Koenig Wilhelm II. Are Found
Packed With Inflammable
Cotton Ingeniously Placed for
Explosion.

That havoc was wrought to many of the vital parts of the German ships in this country upon the breaking off of diplomatic relations was known shortly after the damage was inflicted on the vessels, but the extent to which the orders from Germany were carried out to make the vessels unfit for use against her was never made known.

Upon the declaration of a state of war existing between the United States and the German Empire, the vessels were seized and steps were immediately taken to fit them out for service under the Stars and Stripes. It was also known that prompt action by the United States officials frustrated plans for what might have resulted in permanent crippling of the ships. Still the interesting details of their condition were concealed.

The World has obtained and presents to the public the first concrete facts of what was done to one of the large liners under the German peacetime plotting.

Made Cylinders Destructive Bombs.

Photographs of the actual damage to the North German Lloyd liner Koenig Wilhelm II. have been made, and they show how the cylinders of her engines were broken and even stuffed with a chemically treated cotton, so that two of her high pressure cylinders were virtually turned into huge high explosive bombs.

This is why Collector of the Port Malone and his entire staff sat up all night waiting for Congress to declare a state of war existing and upon receipt of a flash that Congress had acted, pounced upon the sleeping Germans. He had known to some extent what was going on, but could not prevent it while peace remained, as the ships were private property and the Government was determined not to violate the rights of their owners.

The case of the Koenig Wilhelm II. was found to be one of the most striking of all. She is of 9,410 tons and valued at \$2,000,000 under the high price of tonnage, and lay at the foot of West One Hundred and Thirty-fifth Street with four other Hamburg-American vessels, the passenger liners Hamburg, Prinz Joachim and Prinz Eitel Friedrich and the freighter Allemania.

The 490-foot Koenig Wilhelm, which is a steel twin screw vessel built in 1907 in Stettin, is a modern liner and was used at her berth as a club for the officers of all the ships tied up there. Capt. von Leitner was in charge of her. The orders to cripple the ships there were received aboard her, as they were in Hoboken aboard the Vaterland of the Hamburg-American Line and the George Washington of the North German Lloyd.

After the United States Govern-

ment took over the ships, and an examination was made of them, it was found that four of the eight cylinders of the Koenig Wilhelm's quadruple expansion engines were damaged beyond repair, but the rest of her machinery and her hull had not been injured. The plates had not been tampered with, as was the case in other ships on which rivets had been removed and holes bored in the plates.

The four cylinders were only fit for the scrap heap, but as no other damage was done it was decided to replace the broken cylinders and use her. She was taken to the yard of the Morse Dry Dock and Repair Company, South Brooklyn.

Fixed Cylinders for Collapse.

In her engines are four low pressure cylinders, two on each engine, two intermediate cylinders and two high pressure cylinders. Two of the low ones and the two high pressure ones were damaged. Sections of the steam chests at the bottom had been broken away by driving steel taper pins in three-quarter inch holes bored in the casings and then wielding sledge hammers against the casings. The broken sections of the high pressure cylinders were about two and a half feet wide and a foot and a half high.

Bolts had been removed and cast iron set into the holes flush with the casings, so the cylinders would have to be bored out, and then the threads in the holes had been stripped. Other bolts were bent and twisted. Holes had been bored in the cylinders and filled with clay.

Then all this damage has been covered with clay, which was used with asbestos as a covering for the cylinders. This was done apparently in the hope of the engines being started in case the Germans did not have time to blow up the cylinders. Had steam been forced into the cylinders they would have collapsed with the first thrust of the pistons.

Mysterious Explosive in Cylinders.

But the turning of the cylinders into virtual bombs was the most ingenious designing of all.

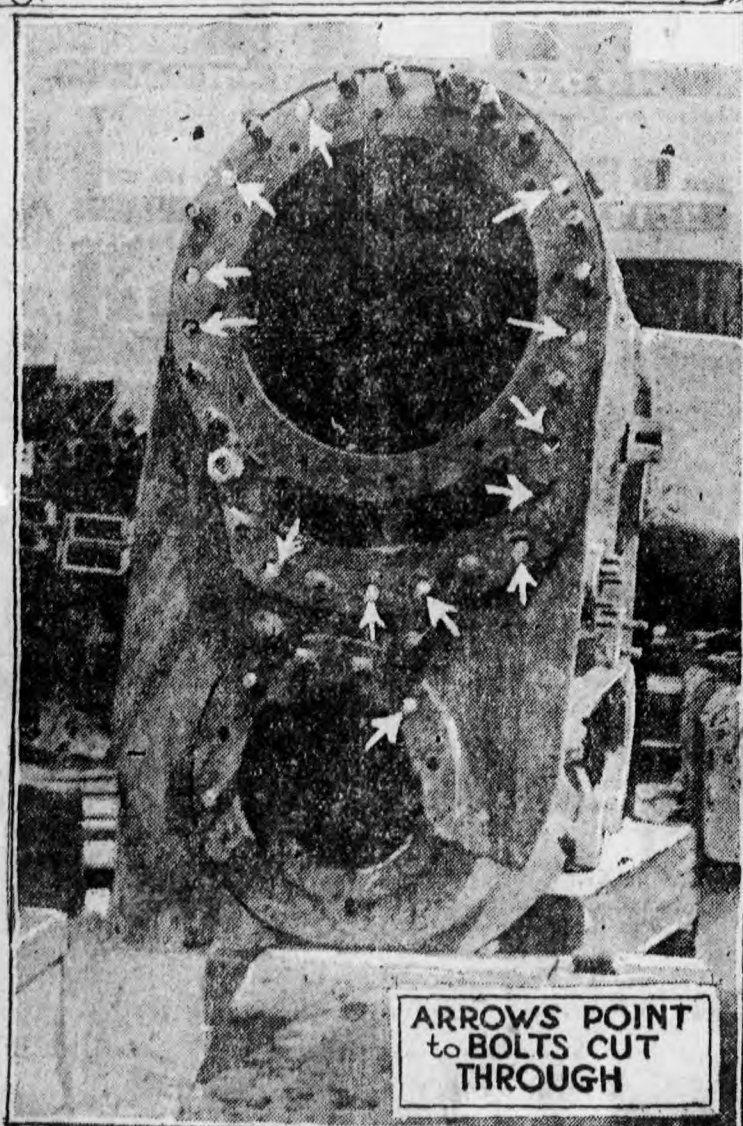
Two high pressure cylinders were found to have been stuffed with what was at first supposed to have been gun cotton. There was enough to fill a barrel in each cylinder. The substance has not yet been put under chemical analysis, but it is thought to have been cotton treated with silico, a liquid compound, colorless, fuming and inflammable, which is made by subjecting silicon to heat in the presence of hydrochloric acid gas. It is believed this was to have been used to set off gun cotton, which was to have been placed in the cylinders just before the vessel was seized.

There was evidence that tackle was to be used to hoist the piston of each cylinder and drop them by cutting the tackle. Copper pins that had been driven into the cylinder so they projected on the inside would have caused friction when the cylinder heads rubbed against them, setting off the cotton. This would have burst the cylinders and caused damage that only could be conjectured.

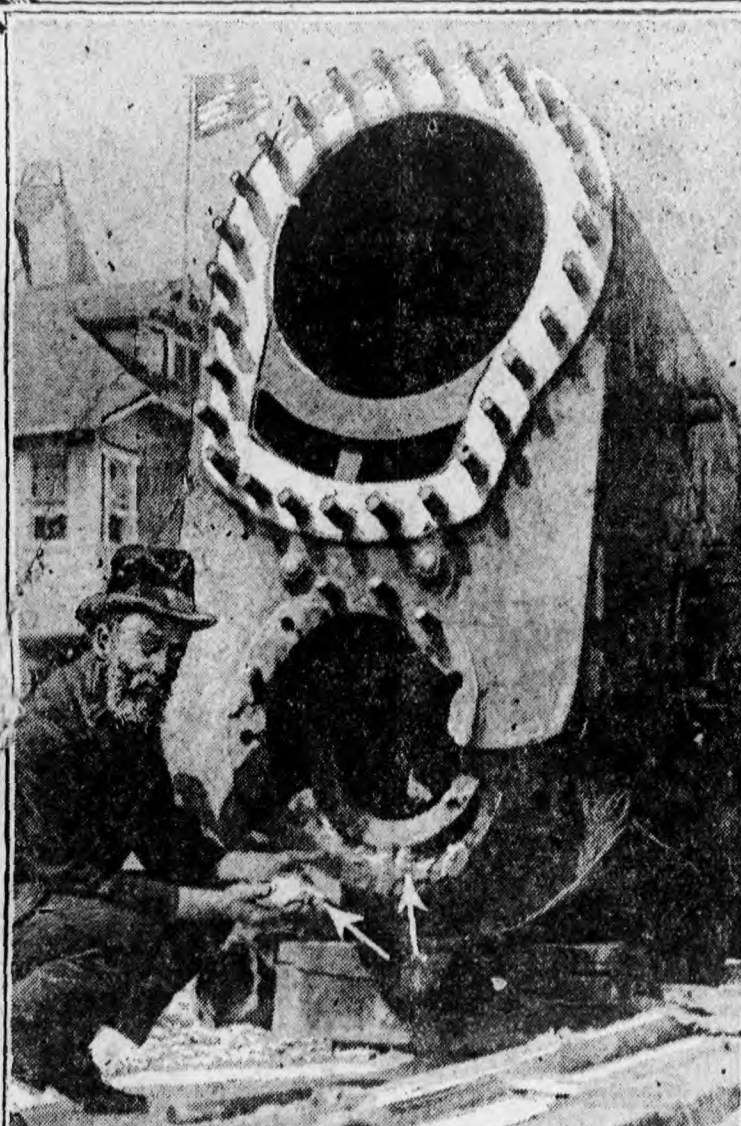
As a result of finding the cotton, the electric engines, dynamos, pipe lines and other parts of the liner are being opened up for traces of explosives. If none are found, the cunning of the Germans will have gone almost for naught and the Koenig Wilhelm II. soon will be ready for sea.

World May 20/17

EVIDENCE OF PLOT BY GERMANS TO BLOW UP LINER BY USE OF EXPLOSIVES IN LINING OF ITS ENGINE CYLINDERS



ARROWS POINT
to BOLTS CUT
THROUGH



HIGH PRESSURE CYLINDER of S.S. KÖNIG WILHELM II,
SHOWING SECTIONS BROKEN OFF and BOLTS CUT

REMOVING CHEMICALLY TREATED COTTON (indicated by Arrows) from HIGH PRESSURE
CYLINDER of S.S. KÖNIG WILHELM II, which ALSO HAD LOWER PART BROKEN OFF.

Observer May 12/17 *Dispatch May 11/17* *Observer May 11/17*

TEN THOUSAND ATTEND PROMENADE CONCERT

A record crowd was present last night at the promenade concert, held on River street, Hoboken. Close on to 10,000 people assembled in the vicinity to listen to the excellent program rendered by the O. L. G. Band. The band played on the balcony of the North German Lloyd Piers, and the men of the Twenty-second Regiment, U. S. Regulars, constituted the inside audience.

Credit for organization of the concert is due to Dave Hamilton, who is taking a very keen interest in the welfare of the men of the battalion. Captain Bomford and Lieutenant Bennett were among those who enjoyed the music. Owing to the storm of wind and rain that started at about ten o'clock, the program was shortened by about fifteen minutes.

Dispatch May 23/17

COMPLETE PLANS FOR BIG CARD MEDLEY

Captain Bomford and Other Officers With Wives to Be Among the Guests.

Final details for the card medley and war pictures entertainment of the Hoboken Branch of the Soldiers and Sailors Relief League, were made yesterday afternoon at the weekly working session of the league, held at the First Presbyterian Church. The affair, which is to be held Friday evening at the Castle Point home of Richard Stevens, is attracting so many people it was found necessary yesterday to have an extra number of tickets printed to accommodate those desirous of attending.

The party will be informal because of the number of business men who wish to attend, and who in many cases will have to go direct from their places of business, owing to the rush of war preparations which are making extra demands upon so many large companies. Among special guests that evening will be several officers of the regular army stationed at the Hoboken piers, and their wives. Captain Bomford who is in command at the piers, Mrs. Bomford, and at least two lieutenants and their wives are to represent the Twenty-second Regiment at the affair.

Mrs. Palmer Campbell, chairman of the organization will receive the guests.

The card games are to be played all the evening at the option of the players of each table, as there are to be no rules governing the play, and each table being allotted to prize. The games may begin at eight o'clock if desired, giving two hours of play before the pictures of Joshua G. B. Campbell and motion picture program will be begun. Mr. Campbell's picture of his work in the French trenches as a member of the American Ambulance Field Service, number number about forty and are stereopticons. He will tell the story of each picture as it is thrown on the screen. The motion pictures will include two new films of the Pathe Company, four of the Pathe Weeklies, pictures of our own soldiers in training camps, some of the college units, including the Princeton men in training at the University, American men leaving for the other side, and war ships at sea.

Mr. Stevens will donate the refreshments which will be served, sandwiches and punch, these being included in the admission price. The pictures will be shown on the lawn if the night is clear.

O. L. G. BAND TO GIVE CONCERT TO-NIGHT

The O. L. G. band will give a promenade concert to Captain Bomford and his men of the Twenty-second Regiment at pier 2 of the North German Lloyd line tonight. The band of 65 pieces will march from the O. L. G. hall to the docks where they will be met by Captain Bomford and his command. The band will be escorted to the open part of the deck of pier No. 2.

Great progress has been made by this aggregation of musicians in recent months and they have been accorded considerable praise from their concerts. Captain Bomford welcomed the opportunity to have the officers and men of the Twenty-second hear the local band and expressed his appreciation of the offer of the concert.

Three weeks from Monday another concert will be given at the docks, this time by the Letter Carriers band of New York City and the Amphion Glee Club of Hoboken.

Observer May 17/17

"DOUBLE DEUCES" AT ST. JOSEPH'S CLUB

At St. Joseph's Catholic Club, Ferry and Monroe streets, Hoboken, last night about two score members of the "Double Deuces," from the riverfront in Hoboken were entertained by the members of that club. Refreshments and "eats" for the soldier boys were there aplenty. Games were enjoyed, such as bowling, pool and basketball and there was singing. All had an enjoyable evening.

James J. Walker, who was in charge of the affair, did all possible to provide them with amusement.

Observer May 25/17

"DOUBLE DEUCES" TO BE GUESTS AT CONCERT

One of the finest concerts ever heard in Hoboken will be that which will be held in the auditorium of the High School on Monday night next.

Collector of Personal Taxes "Dave" Hamilton has spent the past two weeks preparing the program, which is one that will be well worth hearing. Dr. La Peragallo, a graduate of the Conservatory of Music of Bologna, will contribute a violin solo. Miss May Rosenkrans, of Hoboken, will recite. A special feature of the event will be the performance given by J. Lester Gassin, one of the oldest actors at present in America, and who was identified with Booth and Barrett in their palmist days.

Miss Virginia Copper will contribute a soprano solo, A. J. Dillen will give a humorous recitation, and other items will be contributed by the Amphion Glee Club, the Ruelle String Quintette, William Flynn, the silver voiced tenor, and Mrs. Marie Stroeble Liederhaus.

Captain Bomford, who is in command of the Twenty-second Regiment, in whose honor the concert will be given, has given permission to four hundred of his men to march to the school in a body. They will occupy the front and center of the auditorium. There will be also six hundred tickets for free distribution to the public. These may be had by application to Dave Hamilton.

SEND MAGAZINES TO SOLDIERS ON PIERS

Every man and woman in Hoboken can, if they wish, help, make the stay of the "Double Deuces," as the Twenty-second United States Infantry is known, pleasanter if they will take a little trouble in the matter.

The men have every comfort that they require—with one exception, they have but few periodicals. Quite a number of magazines and newspapers have been sent to the men by citizens since the battalion arrived in this city, but there are a large number of men on the piers and there is a considerable dearth of reading matter. The matter was mentioned to some of the newspapermen who have been visiting the docks of late and it has been decided that an appeal to the public may result in this deficiency being rectified. Those who wish to send their magazines and papers to the men can do so by communicating with Dave Hamilton, Collector of Personal Taxes, at his home, 1027 Washington street, or by calling Hoboken 2359 on the telephone, when a boy will be sent for the parcels.

Observer May 11/17

THANKS THOSE WHO DONATED MAGAZINES

Captain Bomford, Through Dave Hamilton, Wants It Known They Are Appreciated.

Captain Bomford of the Twenty-second Regiment has asked Collector of Personal Taxes Dave Hamilton to convey to the citizens of Hoboken, Jersey City and North Hudson, who so generously donated magazines and other reading matter to the members of the Regiment stationed at the German docks, his appreciation of this kindness shown to his men.

The commandant has also expressed his thanks to School Commissioner Robert Rath for the use of the auto-truck, which was loaned for the purpose of collecting the literature and to Manager Helmuth of the Postal Telegraph office for the two messengers who assisted in making the collections of the magazines.

It was Collector of Personal of Taxes Dave Hamilton who was responsible for getting the idea abroad that magazines would be appreciated by the soldiers and who took much pains to secure collection of the magazines.

Observer May 29/17

BIG CROWD AT CONCERT FOR "DOUBLE DEUCES"

Braving the elements, fully 500 residents of Hoboken attended the complimentary concert tendered to Captain George W. Bomford, his staff and members of the "Double Deuces" regiment last night at the Hoboken High School. Collector of Personal Taxes Dave Hamilton, who arranged the affair, was gratified to know that the citizens of the city manifested their appreciation of his efforts and for the tribute they paid the fighting unit quartered in the city.

The concert was one of exceptional merit. Congressman John J. Egan injected the proper patriotic spirit into the affair with an inspiring address replete with thrilling patriotic utterances. He welcomed the soldiers and proclaimed them the "Flower of the Army." He spoke of the horrors of the great international war and paid high compliment to the men under arms. Several high-class artists appeared and were enthusiastically received and applauded for their efforts.

Dispatch
May 29/17

Observer June 8/17

SOLDIERS' CONCERT PATRIOTIC SUCCESS

Fine Program Rendered in Hoboken High School for Men of Twenty-Second.

The complimentary concert to Captain George W. Bomford, his staff and the members of the Second Battalion of the Twenty-second Regiment in the Hoboken High School last night was a big patriotic demonstration in which the soldiers of which there were close to 400 present, joined in the singing of a new version of "Onward Christian Soldiers."

It was one of the finest affairs ever given in the High School and notwithstanding the storm which raged just before the concert started there was a big crowd on hand including many of the most prominent citizens of Hoboken.

Collector of Personal Taxes Dave Hamilton was master of ceremonies and introduced the talent. Congressman John J. Eagan gave a short introductory address in which he welcomed the soldiers to the entertainment which was arranged for their benefit. The Congressman alluded to the war and paid a high compliment to men who have taken up arms for the country.

The program was carried through without a hitch and the artists were given a big ovation. J. Leslie Gossin, one of the oldest actors in the country, made a big hit with his patriotic recitations. His glorification of "The Flag," was fine, and two dramatic stories which had for their theme the fighting men of the G. A. R. won tumultuous applause.

The Amphion Glee Club in a number of selections made a big impression and responded to an encore. William Flynn won instant favor with his tenor voice, in several new patriotic songs.

Marie Streubel Leiderhaus was never heard to better advantage than in the numbers she selected last night. Others contributing to the program were Ruebke String Quintette, Dr. R. Peragillo, violinist, and Miss Virginia Smith Cowper, vocalist. Two effective tableaux wound up the performance.

Observer
June 7/17
1917

CONCERT TO-NIGHT BY "DOUBLE DEUCE" BAND

Through the courtesy of Captain Bomford, of the Twenty-second U. S. Regulars, stationed in Hoboken, a band concert will be tendered the people of Hoboken to-night in Elysian Park, Eleventh and Hudson streets, Hoboken, by the crack Twenty-second Band, which will come here from Fort Totten, S. I., to entertain the people of Hoboken.

It is a mark of appreciation on behalf of the captain and his men for the many courtesies extended the "Double Deuces" since they arrived here. The "Double Deuce" Band is considered one of the crack regimental bands of the country and it will be a rare treat for the people to hear them play.

Dispatch June 5/17

TWENTY-SECOND'S BAND WILL PLAY IN HOBOKEN

Hoboken will have an opportunity to hear the fine band of the Twenty-second Regiment of the United States Infantry on Thursday night when it will play in one of the public parks.

Captain Bomford, in command of the second battalion of the regiment has arranged for this concert in appreciation of the efforts of Hoboken to entertain the men of his command at different times.

"DOUBLE DEUCE" CONCERT SUCCESS

Fifteen hundred people attended the band concert in Elysian Park, Hudson and Tenth streets, Hoboken, last night when the crack "Double Deuce" band of thirty-five pieces gave a concert in appreciation of the hospitality of the Hoboken public since the regiment has been quartered at the Hoboken Piers. Captain George W. Bomford arranged the concert and wants it understood that he and his men appreciate very much the many kindnesses of the local people toward the khaki-clad boys.

Last night's affair was one of the best heard in Hoboken in a long while. There was none of the commonplace airs heard here and there, but an hour and a half of continuous classical selections by an aggregation of musicians second to none.

Collector Dave Hamilton, local newspaperman, acted as master of ceremonies and saw to it that the boys had a sufficient quantity of sandwiches and soft stuff before they returned to Fort Totten. Vanderbilt and Shultz's trucks were kindly loaned to convey the soldier-musicians to and from the fort.

Dispatch Nov 30/17

Soldiers And Sailors In North Hudson Homes, Though Quota Was Too Small

Over 300 of Uncle Sam's Fighters Were Wanted, But Committee Was Able to Get Only 70; Many Families Disappointed; Automobile Riding After Dinners.

North Hudson families filled out Dispatch coupons asking for over 300 sailors and soldiers for Thanksgiving dinners.

George O'Hara, head of the Red Cross movement to place the "boys" in the homes, was promised 150 soldiers from the Hoboken army piers.

When the time came to get them yesterday, there were only 70 guests to be distributed.

Result—many disappointed families in North Hudson; for North Hudson families had planned some great turkey dinners for the men who are to do the fighting for democracy.

The disappointment was brought about by a change in plans on the part of the army officers. When Chairman O'Hara was promised 150 men, the promise was made by Lieut. Hunter, of an infantry company stationed in Hoboken, that the men would be ready at noon, and twenty big touring cars were on hand to carry the men to the various homes.

Between the time when the promise was made and the time for the men to go out, orders were received from the Government that the quota of men who

could be off duty in Hoboken must be reduced, and only 40 soldiers were permitted to go.

Mr. O'Hara then scurried around and secured 30 sailors from transports at the embarkation piers, and with a total of 70 men, began the task of trying to satisfy the generous hosts and hostesses.

Those who had asked for five or six soldiers were cut down to two; in fact, all those supplied were cut down to two men, but even this method failed to take men into the various homes, and several had to be disappointed, among them Chairman O'Hara himself, the man who had spent the greater part of his time for a week past making arrangements.

It had been thought originally that unlimited numbers of men could be had at Camp Merritt, at Dumont, but the Government would not release any men from that point.

But the 70 men were distributed throughout North Hudson, and those families who were favored had the opportunity to give Uncle Sam's men a joyous Thanksgiving holiday.

Many of them were given automobile rides after dinner, as there were about 20 machines volunteered for the day.

Dispatch May 29/17

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Observer June 8/17

"DOUBLE DEUCE" CONCERT SUCCESS

Fifteen hundred people attended the band concert in Elysian Park, Hudson and Tenth streets, Hoboken, last night when the crack "Double Deuce" band of thirty-five pieces gave a concert in appreciation of the hospitality of the Hoboken public since the regiment has been quartered at the Hoboken Piers. Captain George W. Bomford arranged the concert and wants it understood that he and his men appreciate very much the many kindnesses of the local people toward the khaki-clad boys.

Last night's affair was one of the best heard in Hoboken in a long while. There was none of the commonplace airs heard here and there, but an hour and a half of continuous classical selections by an aggregation of musicians second to none.

Collector Dave Hamilton, local newspaperman, acted as master of ceremonies and saw to it that the boys had a sufficient quantity of sandwiches and soft stuff before they returned to Fort Totten. Vanderbilt and Shultz's trucks were kindly loaned to convey the soldier-musicians to and from the fort.

Dispatch Nov 30/17

Soldiers And Sailors In North Hudson Homes, Though Quota Was Too Small

Over 300 of Uncle Sam's Fighters Were Wanted, But Committee Was Able to Get Only 70; Many Families Disappointed; Automobile Riding After Dinners.

North Hudson families filled out Dispatch coupons asking for over 300 sailors and soldiers for Thanksgiving dinners.

George O'Hara, head of the Red Cross movement to place the "boys" in the homes, was promised 150 soldiers from the Hoboken army piers.

When the time came to get them yesterday, there were only 70 guests to be distributed.

Result—many disappointed families in North Hudson; for North Hudson families had planned some great turkey dinners for the men who are to do the fighting for democracy.

The disappointment was brought about by a change in plans on the part of the army officers. When Chairman O'Hara was promised 150 men, the promise was made by Lieut. Hunter, of an infantry company stationed in Hoboken, that the men would be ready at noon, and twenty big touring cars were on hand to carry the men to the various homes.

Between the time when the promise was made and the time for the men to go out, orders were received from the Government that the quota of men who

could be off duty in Hoboken must be reduced, and only 40 soldiers were permitted to go.

Mr. O'Hara then scurried around and secured 30 sailors from transports at the embarkation piers, and with a total of 70 men, began the task of trying to satisfy the generous hosts and hostesses.

Those who had asked for five or six soldiers were cut down to two; in fact, all those supplied were cut down to two men, but even this method failed to take men into the various homes, and several had to be disappointed, among them Chairman O'Hara himself, the man who had spent the greater part of his time for a week past making arrangements.

It had been thought originally that unlimited numbers of men could be had at Camp Merritt, at Dumont, but the Government would not release any men from that point.

But the 70 men were distributed throughout North Hudson, and those families who were favored had the opportunity to give Uncle Sam's men a joyous Thanksgiving holiday.

Many of them were given automobile rides after dinner, as there were about 20 machines volunteered for the day.

Jersey Journal
Nov 30/17

Soldiers Absent; Many Dinners Went Cold

Several Churches and Private Homes Waited in Vain for the Boys at Thanksgiving Feasts.

The failure of three hundred men of the Forty-second and Forty-ninth Infantry to put in an appearance at Thanksgiving dinners that had been prepared for them yesterday at churches, neighborhood houses and private homes, yesterday brought disappointment to many people in the city. Six hundred soldiers did keep their engagements.

But at Whittier House, at St. Stephens P. E. Church, and at Holy Cross P. E. Church big dinners grew cold with nobody to eat them and women who had worked hard to make these dinners a success, went home at nightfall tired and disappointed.

The Chamber of Commerce, which had undertaken to place the soldiers with those who desired to arrange Thanksgiving dinners for men in khaki, says it was nowise to blame and that neither were the officers at the Army piers at Hoboken, where the men of the Forty-second and Forty-ninth are quartered.

When Mrs. Joseph E. Bernstein made her suggestion that Jersey City people throw open their homes to soldiers on Thanksgiving Day, the city joyously seized the opportunity. The Chamber of Commerce prepared to carry out the details. James Kiernan, chairman of the Chamber's War-Camp Community Recreation Committee, got in touch with the Army men at Hoboken and learned that 605 men, the total force there, would be permitted to accept invitations. So, as names came in to the committee, cards were filled out and sent to the Army officers. These cards gave the name and address of the host, and the number of men who would be entertained.

Wednesday afternoon, at about 2 o'clock, word reached the Chamber of Commerce that a new army order made it imperative that half the force at the Hoboken army piers be kept on duty all the time. The army authorities sent back 150 cards, each calling for two soldiers. The other 300 men, it was stated, would be able to accept the invitations.

The Chamber worked late Wednesday getting word to the 150 people whose cards had been returned that the soldiers would not be able to come to their houses. Every woman, whose card had been returned, was notified by special telegraph messenger Wednesday night.

No cards, however, were returned for St. Stephen's Church, Holy Cross Church, or Whittier House. St. Stephen's had prepared a turkey dinner for twenty-five soldiers. All the fittings were there. The women of the congregation had worked hard cooking the good things. The church band had volunteered its services. It was to be a real Thanksgiving with a dance in the evening. St. Stephen's was going to do itself proud.

The dinner was set for 1 o'clock. The hour came, then 2 o'clock, then 3 o'clock. At half-past 4 o'clock the women, who had been keeping things warm, gave up in despair and went home. There was nobody to eat the big feed. Men connected with the church had telephoned to the army piers and had been told that the men had left. But they did not appear.

"Of course," said Rev. Sydney E. Sweet, the pastor, "we were disappointed. We can't let all that food go to waste. If we did, Mr. Hoover would be down our backs. We will give a cold turkey supper in the church Saturday night."

At Holy Cross Church and at Whittier House the same condition prevailed. Holy Cross had made arrangement to dine thirty soldiers, and Whittier House was to take care of eighteen of the men in khaki. Nobody put in an appearance at either place. Jersey City Lodge of Elks spent \$100 for talent to give a show for the soldiers. This plan was spoiled, too.

Mrs. Robert Duncanson of 433 Ocean Avenue had made arrangements to dine four soldiers. She bought a 24-pound turkey, and there were busy times in her kitchen. But the four soldiers came not.

"Talk about food conservation," said Mrs. Duncanson to-day. "Here was real waste. Why didn't they let us know Thanksgiving morning if the soldiers were not coming?"

However, if some were disappointed, others were made glad. The men of the 413th Signal Corps Telegraph Battalion, who are stationed at the Fourth Regiment Armory, went to the places to which they were assigned. There was no slip-up here.

"Tell the people of Jersey City," said Mr. Kiernan last night, "that on behalf of the Chamber of Commerce's War Camp Community Recreation Committee I want to thank them for their splendid co-operation. I sincerely regret that we were unable to supply every family with a soldier, but I am sure that the people of our city will appreciate the fact that these are war times and that the personnel of military units change very rapidly and unexpectedly."

"I know that every man who came to Jersey City was made to feel at home, and I am proud to think that the people of our city have given such a fine example of their patriotism. We fed nearly 600 boys to-day, and every one of these men, in my estimation, is going to be a better soldier for the remembrance that he will carry with him of the hospitality of the people of our city."

In getting out their telegrams Wednesday afternoon the Chamber of Commerce had the co-operation of Mr. Kramer of the Western Union Telegraph Company. Without his help, the 150 notices of cancellation could not have been sent out. When he learned of the situation he rounded up an extra force of boys. Practically

every one of the disappointed families whose cards had been returned were reached by 10 o'clock Wednesday night.

BARS WATERFRONT TO ALL GERMANS

Under New Rule None May Live
or Work Within Half-Mile Zone
in Brooklyn or Richmond.

ALL PERMITS ARE ANNULLED

Warehouse Fires Probable Reason—Arrest for All Who Disobey—Police to Give Aid.

A drastic regulation for the control of enemy alien movements on the Brooklyn and Staten Island waterfronts, which supersedes all previous rules and which will require the immediate discharge of every German subject employed in any capacity within one-half mile of the waterfronts of those boroughs, goes into effect at 12 o'clock tonight. Permits granted to Germans permitting them to reside or work within the waterfront zones become void under the new order, and these persons must not only give up their present jobs but must seek new homes beyond the limits of the prohibited areas. It is estimated that between 1,000 and 2,000 Germans are employed along the Brooklyn waterfront and probably 500 more on Staten Island.

While it was not officially announced that the new rule was promulgated as a result of recent fires along the Brooklyn waterfront, there is every reason to believe that these fires, one of which destroyed thousands of bushels of wheat destined for the Allies, led to the order. Also recently a man believed to be a German was discovered on a Government vessel, and evidence is said to be in the possession of the Government that he plotted to destroy the ship with a bomb. Other suspicious incidents have been brought to the attention of the authorities.

To every shipbuilding firm, every warehouse company, and every other concern doing business within half a mile of the Brooklyn and Staten Island waterfronts the following letter was delivered yesterday by deputy marshals from the office of James M. Power, United States Marshal for the Eastern District of New York:

The Marshal's Letter.

New York, Oct. 30.
Sir: You will please take notice that on and after Nov. 1, 1917, no German aliens will be allowed to work or visit the waterfront in the Eastern District of New York. This rule affects all German aliens, regardless of whether they have alien permits or not. A representative of this office and agents of the Department of Justice will visit the docks from time to time after this date, and all enemy aliens found will be immediately apprehended and removed to a place of internment. I send this notice to you so that you may have time to make such arrangements as are necessary in the discharging of German aliens in your employ. Respectfully,
JAMES M. POWER,
U. S. Marshal, Eastern District New York.

More than forty firms engaged in shipbuilding, ship repairing, and other enterprises in Brooklyn received the notice yesterday.

Marshal Power when asked yesterday afternoon concerning the new regulations said:

"There are many reasons why I have decided to take this drastic action relative to allowing German aliens to continue their employment along the waterfront. Their employment along the waterfront has kept this office and other investigating branches of the Government service very busy of late investigating all sorts of rumors. We have found it necessary to intern a number of these waterfront workers also, and

after due consideration and serious thought I have decided that the best way to handle this situation is to clear them away from the waterfront entirely. If these men are the good mechanics that they profess to be they will not find it very difficult to get other employment away from the waterfront. It is also my opinion that we will be better off generally if the work of reconstructing the interned German ships into transports to carry our troops across the sea is handled by Americans solely. We can feel sure about one thing, and that is that no alien enemies will have anything to do with the work on these transports hereafter. Then again I feel that we should exercise the utmost secrecy regarding the movements of our transports, and how can we do this if we continue to allow

these aliens to have access to our waterfront? This rule is going to be carried out, and I warn all those who come under it to obey it immediately or else they can expect arrest and internment." About 37,000 Government permits have been issued to German subjects in

New York City, of whom about 26,000 live in Manhattan and the Bronx. A complete list of these persons, together with their present addresses, has been turned over to the Police Department, and it is understood that from this time on the police will co-operate with the Government agents in seeing that every enemy alien lives strictly up to the regulations which were promulgated by President Wilson immediately following the declaration of war.

United States Marshal Thomas D. McCarthy of the Southern District of New York said last night that the regulations governing enemy alien activities along the Manhattan waterfront were already as stringent as they could be made and that no enemy could now be employed in any capacity in the Manhattan zones, and furthermore that none were permitted to travel on ferryboats or other craft except under certain conditions made necessary by their employment. The entire Manhattan waterfront, Marshal McCarthy added, was patrolled every minute of the day and night by agents of the Government.

1,000 GERMANS LOSE WATERFRONT JOBS

Teutons in Panic Over Clean
Up Order in Brooklyn
and Queens.

LABOR SHORTAGE FEARED

Shipyards Affected—Employer
Who Knowingly Hired
Kaiser's Subject Seized.

With the enemy aliens driven back from the Brooklyn, Staten Island and Queens waterfronts yesterday by the order of United States Marshal Power, and the lines tightening about those in Manhattan and The Bronx through the cooperation of the police with United States Marshal Thomas McCarthy, the Germans in the five boroughs are bordering on a state of panic.

Now more than at any time since war with Germany was declared the Teutonic dwellers of New York are awakening to the possibility of spending their days in internment camps unless they strictly observe the rules laid down for them by the Federal authorities. Thousands of them have permits to invade the restricted zones, such as about Federal buildings and reservations, but none is permitted to loiter along the waterfront, permit or no permit.

It was this latter clause in the warning issued by the Federal officers which resulted in the cleaning up of the Brooklyn, Staten Island and Queens waterfronts, the order becoming effective at midnight last night. All Germans employed along the Brooklyn piers and shipyards were discharged at the close of work yesterday and as a result upwards of 1,000 of them are seeking new jobs to-day. This rule was promulgated in Manhattan and The Bronx by Marshal McCarthy on June 10 last, but Marshal Power did not issue his ukase until yesterday.

Scores of shipyards and other manufacturing industries were hard hit by the enemy alien order yesterday. With labor at a premium many of these superintendents said last night they would have difficulty in keeping their plants going to full capacity unless a fresh influx of mechanics and laborers was immediately forthcoming. These employers and superintendents readily understood the order and set about to comply with it at once, but to the Germans it came as a stunning blow.

Teutons Make Protest.

As a result the Brooklyn Marshal's office was besieged all day yesterday by a clamoring, jabbering horde of Teutons who guardedly voiced their opinions of a Government that would "deprive us of our bread and butter." While the order was executed in Manhattan without the slightest hitch, there were conflicting orders executed in Brooklyn.

Marshal Power was spending the day on Long Island and his office was in charge of Deputy Marshal William H. Parry. The deputy's lack of decision brought about many strange rulings, and if a careful canvass of the Brooklyn waterfronts should be taken to-day it is more than likely that a number of concerns will be found to have in their employ Germans who are listed as enemy aliens. While a SUN reporter was seated in his office scores of telephone calls were received from employers of German labor. Each wanted to know just why he had to part with his best mechanics at a time when work was at high tide. Some were told the order must be put into effect at once and others were permitted to retain their German employees. Yet in each case the plants of these concerns were in barred zones.

But the Germans who called in person were told there was no appeal, and that unless they complied with the order at once they would be arrested and interned. They left the office in a high state of indignation, but none dared to voice the threat of not complying with the rule.

A. E. Deyo, secretary of the Robbins Dry Dock Company, at Erie Basin, said he had discharged 100 Germans yesterday. He said he would be very careful in selecting men to fill their places. The Morse Dry Dock Company, at the foot of Fifty-seventh street, denied that any Germans were employed in their yards. Schewen & Sons, at the foot of Twenty-seventh street, said: "We have a few to be fired, and we will do it tonight."

The Henry Beard Dry Dock Company said no Germans are employed there, and in consequence there is none to fire. The W. Crane Company announced that the order would be obeyed to the letter. The Gokey Dry Dock Company said they had little Government work on hand and that for the most part their mechanics are Swedes and Norwegians. They said they did not look for any trouble.

Queens Factories Hampered.

Queens' waterfront factories, many of them working on war orders, will be seriously affected by the alien resident order which went into effect at midnight. Long Island City, in particular, where there is a large enemy alien population, especially in the Laurel Hill section, will feel the order the more acutely. The plants affected most are the Nichols Copper Company, the General Chemical Works and the General Vehicle Company. The Standard Oil Company, the Ford Motor Company and the Wellin Equipment and Marine Company also are in the restricted zone.

At College Point the L. W. F. Manufacturing Company, makers of army aeroplanes; the American Hard Rubber Company, the Empire Art Metal Company, College Point Boat Company, Chilton Paint Company and the National Chain Company are all within the restricted area.

The Nathan Manufacturing Company, now supplying shells from its Flushing factory, is within half a mile of the waterfront.

There were two arrests of Germans yesterday, and in each case internment will follow. William Schultze of 229 West 127th street was arrested on the waterfront and locked up in the Greenwich street police station. He will be sent to Ellis Island this morning. The charge is that he had no permit and then invaded the barred waterfront zone.

The second arrest was made by a custom officer also on the water front where the prisoner was found at work. When the custom officer reported his arrest to Marshal McCarthy the latter asked:

"Did this man's employer know his workman was a German?"

"Yes, of course," said the custom officer.

"Well, go back and arrest the employer too. We will make an example of this unpatriotic citizen. Men of his class are just as much a menace to the community as the Germans themselves!" the Marshal shouted.

Beginning to-day the Police Department will set to work on the list of 25,000 enemy aliens in Manhattan and The Bronx which was supplied by Marshal McCarthy. Special Deputy Police Commissioner Fuller Potter and Marshal McCarthy conferred yesterday on this work. It was the Marshal's suggestion that each patrolman on post should be supplied with the names and addresses of all enemy aliens living on his post. It shall be the duty of the

11/12/14
Oct 12/14

THREATEN TIE-UP OF N. Y. HARBOR

Port Craft Workers of Four Affiliated Unions Want More Wages and Less Hours.

TO STOP TROOP SUPPLIES

Unless Differences With Employers Are Settled the Government May Step In.

Complete tie-up of the port of New York on Nov. 1 is threatened to-day by harbor craft workers of four affiliated unions unless demands for increased wages and reduced working hours are granted.

Not only would all New York commerce be paralyzed by the threatened tie-up, but the government transport service would be so affected that supplies could not be sent to the troops in France and troop movements abroad would be brought to a halt.

So grave is the situation that unless the differences between employers and unions are composed the government may step in and draft the workers to stave off paralysis of shipping.

Avoid Term "Strike."

Ship owners receiving the ultimatum of the men declare they cannot meet the demands without going into bankruptcy. Wage increases amounting to \$10 a month on the average already have been granted since June, they say, and additional increases are impossible.

Avoiding the use of the term "strike," the workers in their ultimatum state that unless their demands are complied with they will "resign" Nov. 1.

Sixty days off with pay, wage increases approximating 20 per cent., recognition of the union, overtime payments, and allowances for food while on duty comprise the demands of the men.

From Captain to Cook.

They were presented to ship owners by the Marine Workers' Affiliation of the Port of New York. The organization comprises the Marine Engineers Beneficial Association, Harbor Boatmen's Union, Association of Mates and Pilots, and the Tidewater Boatmen's Union.

Included in the affiliation, which is part of the International Longshoremen and Transport Workers' Union, is every man from captain to cook and deckhand on all the harbor craft of New York with the exception of the employees on the Brooklyn and Staten Island municipal ferries, who are under civil service.

Approximately 400 tugboats, 100 steam lighters, and 800 barges would be affected. Thirty per cent. of these craft are under contract with the government transport service.

U. S. MAY RUN HARBOR CRAFT

Owners Favor Plan if Labor Trouble Isn't Settled.

BUT ADJUSTMENT SEEMS NEAR

Shipping Board Official Here to Listen to Both Sides.

With every prospect of an early adjustment of their differences, the representatives of the New York Towboat Exchange and the Marine Workers' Affiliation are meeting to-day in a conference at the Shipping Board's rooms in the Custom House. H. B. Stevens, vice-chairman of the board and chairman of the National Adjustment Commission, is presiding.

Unless the conference is successful the owners will insist that the Government shall take over the boats and operate them for the period of the war. They decided upon this course at a four-hour session yesterday, at which a reply to the demands of the captains, pilots, engineers, cooks and other workers on the harbor craft was drafted. In this ultimatum they declared they could not increase wages, as they could not demand higher rates for their work at this time of national stress.

Seeking Agreement for Year.

The calling of the arbitration conference at the Custom House was decided upon at the end of a day of discussion in Washington, where T. V. O'Connor, who represents the marine workers, placed their side of the case before Mr. Stevens. As soon as news of the ultimatum of the towboat owners reached Washington it was decided to deal with the trouble at its source in this city.

Mr. Stevens's plan is to have both sides agree to the appointment of a local adjustment board, which will deal with all differences during the period of the war. The immediate need, it is believed, is an agreement which will run for one year.

Representatives of twenty-two towing companies met yesterday afternoon at 11 Broadway and considered the demands of United Harbor No. 1, Masters, Mates and Pilots, the Consolidated Marine Beneficial Association and the Tidewater and Harbor Boatmen's unions. Later the members of the New York Boat Owners' Association met at the Maritime Exchange. Owners of 170 boats, valued at \$5,000,000, took part in this conference. Action at both meetings on the ultimatum was unanimous.

Wage Demands Called Unreasonable.

It was pointed out in a statement issued last night that the wage demands are without reference to the size of the boats or the services of the employees. Thus the demand that captains' pay be made \$150 a month, with \$18 for board, would mean that the skipper of a small tug which hauls a single lighter would be put on pay equality with the captain of a tug which handles ocean liners. Since 1914 wages have been raised to a minimum of \$80 and a maximum of \$140, depending upon the size of the tug and the nature of the services.

Engineers in many instances have received proportionately greater increases. Second engineers received from \$60 to \$70 a month in August, 1914; now they are paid from \$90 to \$110. Deck hands have advanced from \$35 and \$40 to \$55 and \$60. Firemen's wages have been raised from \$45 to \$60 and \$65.

Meanwhile the owners have agreed not to increase the rates to the Government, but are doing all Government work at the rate paid in 1914.

POLICE CHECK A MUTINY ON SHIP AT HOBOKEN PIER

Sailors, Inflamed by Whiskey, Battle With British Steamship officers.

RESERVES BREAK HEADS OF FRENZIED RIOTERS

Liquor Smuggled on Board Vessel Cause of Trouble in the Crew.

A mutiny started on the British steamship Kansas, docked at the foot of Twelfth street, Hoboken, last night when the nondescript crew of Hindoos, Lascars and Coolies rioted after a liberal supply of whiskey had been distributed on the vessel.

How the whiskey was smuggled aboard is still a matter which the ship's officers are investigating; but aboard it did get, and the war in Europe seemed a trifle to what took place on the Kansas.

An imaginary grievance between a Chinaman and a Lascar started the trouble and the national lines were equally divided. Everything on the ship that looked like a weapon was used by the whiskey-crazed men.

Capt. J. Millman and his officers made several attempts to quell the riot. In a body the officers charged into the fighting mass several times with crowbars and belaying pins as "persuaders," but they were driven back and the Hoboken police were called.

On getting word of the riot Lieutenant Edward McFeely, at Police Headquarters, and Lieutenant William Driscoll, at the Second precinct, dispatched all reserve men at their command to the scene.

A greater portion of the crew were clothed in but a strip of linen around the loins, and the local cops were thrown right into a battle with almost naked flesh. After a short sojourn, during which several heads were broken, the police withdrew victors.

The bo'sun and the head fireman were called together and ordered by the captain to dispose of all the whiskey which had been smuggled aboard, following which Captain Millman said he believed he could handle the situation.

No arrests were made and none of the sailors were taken to the hospital, though several of them were treated by the ship's doctor for skull wounds as a result of the fight.

U. S. Times
Nov 12/17

Jersey Journal Nov 10/17

PLAN STRICTER BAN ON MUNITION PLANTS

Waterfront Fire Here May Lead
to Revision of Rules
for Permits.

DEMAND GREATER CAUTION

Government to Insist That Its
Own Interests Are Above
Those of Employers.

Special to The New York Times.

WASHINGTON, Nov. 12.—The execution of the plan adopted by the Government almost from the beginning of the war to safeguard manufacturing plants engaged on war supplies is being questioned now by owners of warehouses and plants where fires and explosions have occurred under suspicious circumstances suggesting the activity of enemies. The permit system, it is urged, does not work, as plotters are still able to get employment where they can carry on their plans to the risk of large amounts of property and the hazard of human lives.

Government officials who are charged with the execution of the plan of granting permits complain that they have been made the target for blame by manufacturers on two counts. They have uniformly found the employers, they say, prone to plead for the retention of old enemy alien employees, and as an employer countersigns the permits obtained from the United States Marshal of the Judicial District where the plant is situated they say they have the right to retain such employees as they desire. For some reason, it was asserted, they have insisted that the special faithfulness of an employee should be considered, and have retained men who would otherwise have been kept out of war plants.

Many such enemy aliens have been in the employ of corporations or firms for years before the war in Europe. Employers cite such cases to back their contention that it would be a hardship to discharge such men, and they are usually emphatic in asking that they receive permits. When fires and explosions have occurred it was said manufacturers in several cases declared that the Government was lax in enforcing the permit plan and that had there been strict enforcement the trouble would not have occurred.

It is likely that in consequence of the New York waterfront fires there will be a more rigid inquiry into the antecedents and character of men vouched for by employers and that permits will not be so easily granted hereafter. The Government has proceeded, it was said, too much on the theory that the judgment of the employers in regard to their men could be relied on and that their own self-interest was sufficient to safeguard the industry. But officials now admit that this view is not conclusive of all contingencies and that a hard and fast exercise of caution is demanded. No new method of protecting munition plants will be employed, but there will be new regulations buttressing the administration of the existing method. The Government will insist on the view that its own interests are paramount and the necessity for the output of munition plants is so great that employers must bend to the rules to be laid down by the Government.

It was said to night that there has never been carried out in this country anything like the precautions taken in English and Canadian war plants. Their uniform practice has been to place barbed wire barriers around their works and employ large and competent forces of watchmen. All employees are subjected to the most rigid test of loyalty, and monitors are kept in the works during all working hours to note any suspicious conduct or any sign of defection that might give rise to trouble. The United States Government has no present intention of going as far as this, but the practical co-operation of employers will be expected, and there will be more thoroughly organized effort hereafter to protect munition manufacturing plants.

U. S. Takes Up Jersey City Water Front Problem

Government Engineers Will Hear Jersey City Thursday on
Greenville Shore Front Development.

Thursday morning at 11 o'clock, in the Army Building, New York, a public hearing will be held by United States engineers regarding the New York harbor improvement and to consider the application of the railroad interests who occupy the greater portion of Jersey City's shore front along the New York Bay shore front for a deeper waterway.

Harbor Engineer Frederick Dunham of Jersey City will represent the city at the hearing. All the information that the city has to date on the hearing is told in a circular letter sent to Commissioner Moore, who has taken over the harbor and shore front development problem of the city. The letter reads as follows:

"The river and harbor act, approved Aug. 6, 1917, directed that a preliminary examination and survey be made of New York harbor, west side of upper bay, from Constable Hook to Ellis Island.

"A public hearing will be held in Room 3, Custom House, New York, at 11 a. m., Thursday, Nov. 15, to consider the improvement desired. All interested parties are invited to be present and to express their views. While for accuracy of record important facts should be presented in writing, oral evidence will be heard. Information is particularly desired on the following subjects:

"What kind of vessels use the locality at the present time, and what is their maximum draft?

"What kind of volume of commodities are brought in and taken out by water? Statistics are requested.

"What dimensions of dredged area or channel are desired?

"What increase of commerce would result from this improvement?

"What kind of draft of vessels in addition to those now employed would use the improved waterway?

"Is there any publicly owned land bordering on the west side of the upper bay?

"Are there any public piers on the west side of the upper bay?"

"What, if any channel or other waterway improvement has been made at local or private expense?

"How and to what expense would public or national interests be benefited by the proposed improvement?"

The above list of questions will be asked by the Government engineers Thursday and answered by those who have made the application for the improvement of the harbor. Engineer Fred Dunham and Commissioner Moore have held several conferences on the matter, but are evidently in the dark as to exactly who the applicants are. Engineer Dunham is of the firm opinion, and so is Commissioner Moore, that the railroads are behind the move,

and are again trying to bring about this improvement for their own gain.

"The city does not object to the improvement," said Engineer Dunham today. "In fact we all would welcome any improvement in our harbor, but what we do want to know is who are the persons behind the move, so that we can get a line on the situation and not be in the dark.

"I have been instructed by Commissioner Moore, who now has taken over the management of this important branch of city work, to sit in and listen to the arguments. There seems to be little doubt but what the Lehigh Valley Railroad is paving the way for the drive that they soon will make to obtain the permit from the city to construct their \$10,000,000 freight terminal on the New York bay shore in the Greenville section of the city. Everything points to that course.

"We also are of the firm opinion that the Central Railroad Company of New Jersey is interested in this improvement. They own about 173 acres at Caven Point. This improvement would certainly improve this land. Corporation Counsel Milton made an offer to the railroad company in the form of a certified check amounting to \$1,038,000 for this strip of land, and it was refused by them. This was at the rate of \$5,000 per acre, the price they said it was worth at one of the recent tax hearings.

"This is the assessed valuation of the property, despite the fact that the company, although in refusing to sell at that price have said at all the tax hearings that the property was over assessed and was only worth at the present time \$2,200 per acre.

"Commissioner Moore is mapping out a plan of port development that will bring about the needed results in the near future, and is not against any harbor improvement. He favors anything that will bring commerce to Jersey City. If the city can it will purchase this strip owned by the Central Railroad Company and with all these proposed improvements put through by the Government one can readily see what Jersey City could do with this land, and the vast improvements that we could make."

Engineer Dunham will submit a report of the hearing to Commissioner Moore within a few days after the hearing has been held in New York, and then the City Commissioners will get together and decide just what course they will pursue in the future regarding port development, working in co-operation with the Government at all times, but trying to obtain all lands along the bay shore that is possible to obtain.

MYSTERIOUS FIRE ON NAVAL SUPPLY PIER

Steel Plates Cut Away to Get
at Seat of the Blaze.

Patrolman Blancken last night discovered a fire burning the woodwork under the 800 foot municipal pier at the foot of East Twenty-fourth street, which is now used by the Government for storing naval supplies. Despite the protests of the sergeant of marines, who was on guard, who said his men could extinguish the fire unaided, the policeman turned in an alarm.

The fire was burning the beams about 400 feet from shore, about midway of the pier. When fire apparatus reached the scene the firemen found the fire too far out to be reached with hose and fireboats which came up were unable to play any water on the fire. As they were too low, a sent for the rescue squad that the fire was burning beneath a steel plate about six inches thick, twenty feet long and six feet wide. Instead of cutting away the wooden flooring of the pier the squad cut through the floor and then lowered through the hole their oxyacetylene torches and then lowered through the hole the fire extinguishers. The police were unable to get the fire started.

Wald Nov 14/17
Seen Nov 21/17

MAY PUT TROOPS ON WATER FRONT PATROL DUTY HERE

Germans Must Clear Out of
Barred Zone by To-Night
—Permits "Don't Go."

The task of getting enemy aliens out of waterfront streets in Manhattan, Harlem and the Bronx was started to-day by United States Marshal McCarthy. The order includes Germans holding zone permits and requires such persons to keep off proscribed streets as well as away from piers and docks as heretofore.

The new barred zones take in streets along the Harlem, Hudson and East Rivers. The Government authorities may make still more drastic regulations after they have obtained from Washington an authoritative definition of "munitions factory."

Signs are to be put up to-day in waterfront streets warning alien enemies to stay out. The order applies to even those living in the district and they were given twenty-four hours in which to move. It is hoped to have the streets cleared of Germans by to-night.

It was unofficially reported to-day that the War Department is considering the advisability of detaching 5,000 soldiers to patrol streets running parallel with the New York waterfronts.

Marshal McCarthy expects to cancel at least 400 permits in carrying out the new order. He has already revoked a dozen or more. In the notices posted to-day will be information as to what streets Germans may use in reaching ferries.

Exactly 25,318 permits have been issued by Marshal McCarthy to alien enemies to enter barred zones—within half a mile of the water front, or in the proximity of armories, war plants, &c. These holding permits are only a small part of the male Germans above fourteen in New York, the others having failed to apply for them. The Marshal wants every German to understand he will be subject to arrest for failure to obey the new order, even if he holds a permit.

Johann Meisbach, a German who had lost employment as a worker, appealed successfully to Assistant United States Attorney John C. Knox for internment on Ellis Island. He said he could not make an honest living, so wanted to be taken into custody. Another German, aged sixty-two, who had been working for the United Fruit Company, also went to Ellis Island for internment yesterday.

Several appeals have been made to Mr. Knox by women who assert they have been rendered destitute because their husbands are interned or thrown out of work by the zone regulations.

That women and children of alien enemies may not suffer from privation, the Federal authorities have been notified that several Americans of German descent and Germans residing in New York have formed a prisoners of war relief committee, with headquarters at No. 11 Moore Street.

SOLDIERS TO GUARD ALL WATERFRONTS

Ports From New York to Virginia Will Be Closely
Patrolled.

4,000 MEN ARE REQUIRED

Plans Now Being Worked Out
by Department of the East
Officials.

Tentative plans are being worked out by the Department of the East to guard the waterfronts of all the cities that come within its jurisdiction in accordance with the provisions of the proclamation issued yesterday by the President. Enemy aliens are to be held in check, confined to districts prescribed by the Federal and military authorities, and any violation of these rules is punishable by immediate internment or worse.

According to one of the ranking officers at Governors Island yesterday the plans he and his staff are now working on apply only to New York, Brooklyn, Staten Island, Newark and other New Jersey cities that are reckoned in the metropolitan zone. The broader plan takes in all of New York, Pennsylvania, Delaware, Maryland, District of Columbia and Virginia.

In the opinion of these officers 4,000 soldiers are the very least necessary to police the piers, wharves, docks and streets facing the waterfronts in this zone. These soldiers will be used to augment the work of the police and the private watchmen now employed at all these points. The original plan called for 10,000 soldiers, but even the smaller number will strain the Department to produce.

Just how these soldiers are to be apportioned is the problem the officers are now working on. They have requested every United States Marshal within the territory covered by the Department of the East to submit a list of streets, wharves, piers, docks and other points to be policed, with a detailed list of the private watchmen employed at each.

When this list is completed the officers will know how to detail the men that are to be sent here and then the question of quartering these troops will be taken up. As the area to be policed is so widespread, even in the metropolitan zone, this in itself is a big problem. Some of the troops will be billeted and these will draw their daily allowance of 75 cents for maintenance and find quarters for themselves.

Where it is possible to concentrate the guards they will be grouped in camps and a mess provided. In this way the soldiers will be able to subsist on the army's 41 cents a day allowance for rations. Where possible camps of 100 men each will be pitched, in some loft or building that the Department can lease or commandeer. It requires thirty or more men to establish a mess and it is hoped that the greater part of the troops will be taken care of in this way.

Another problem just now is that of providing the necessary 4,000 men. As all of the militia regiments are already in camp various units will have to be brought here from distant points until the quota is raised to the required strength. The Department of the East has no authority over the National Army, so these troops are immune from police service here. Either regulars or onetime militiamen will be pressed into service.

United States Marshal McCarthy said last night he had not yet received his final instructions from Washington as to the registration of enemy aliens, but expects them to-day. Last night he forwarded a complete list of all the day and night watchmen employed at the piers, docks and wharves in the southern district of New York, and this list must coincide with that forwarded to the same authorities by the Department of the East.

MILITARY LAW ON THE WATER-FRONTS.

A state of war against the United States has in fact long existed on our water-fronts through the acts of the German Government and its hired and sympathetic minions scattered among the loyal industrial populations of these ports. It is now formally accepted as such by the United States Government, and measures have been taken accordingly.

The civil authority has generally been efficient and is worthy of praise. But it has not been sufficient and is to be made supplementary hereafter to the military authority. These zones of wharves and storage and shipping of war supplies become virtually military reservations guarded by United States soldiers under trained command and supported by police and militia forces as needed. Some 4,000 regular troops will be put on guard in the metropolitan district of New York alone. These measures, together with the more rigid exclusion of enemy aliens from the water-front and their registration everywhere else, are calculated to make somewhat more dangerous the sneaking enemy warfare of torch and bomb.

It had become time for this drastic action. There have been about enough of destructive fires and explosions affecting the American war power. Military law will now rule in these quarters and military efficiency and force will govern. Alien enemies and disloyal citizens will take notice accordingly.

Wald Nov 23/17

WILL BAR GERMAN FROM SKYSCRAPERS

New York, Nov. 23.—Germans will be prohibited from entering New York's skyscrapers, in an order which United States Marshal McCarthy is ready to issue to-day. This is to prevent enemy aliens from using the buildings as vantage points from which to view shipping in the harbor.

Wald Nov 25/17

WILSON TO PROMOTE HEROES OF THE NAVY

(Special to The World.)

WASHINGTON, Nov. 24.—The Judge Advocate General of the Navy has been instructed by Secretary Daniels to prepare the draft of a bill authorizing the President to promote for the period of the war officers and men in the naval service certified for gallantry.

There is some question as to the extent to which the existing powers of the President permit such promotions. Officials have determined that Congress should give him power to make promotions for gallantry without sending nominations formally to the Senate for confirmation, thus enabling him to take quick action in merited cases.

Men receiving promotion for gallantry would revert to their normal rank at the conclusion of the war.

Herald Nov 6/17

Telegram Nov 1/17

g T. Bush Appointed Head Port War Board; Tugboat Strike Called Off

Executive Officer Will
Entire Harbor on
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HERALD BUREAU,
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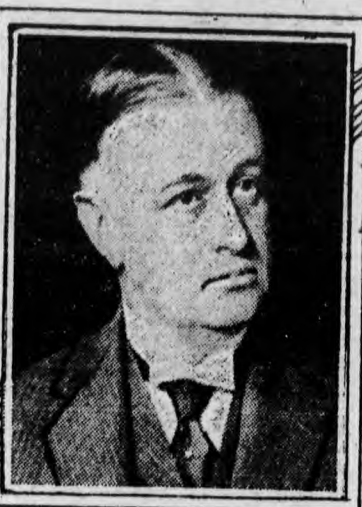
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IRVING T. BUSH

called upon to perform for the whole
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NO TUGBOAT TIE-UP IN NEW YORK HARBOR

Despite the fact that Captain T. V. O'Connor, president of the International Longshoremen's Association, announces that the men whom he represents are dissatisfied because the Federal Board of Arbitration does not call into its sessions both parties in the tugboatmen's controversy, announcement was made yesterday afternoon that there will be no tugboat tie-up in New York Harbor, as there will be no strike.

This announcement was made by Captain W. B. Baker, chairman of the arbitration board, after a three hour conference between the board and the representatives of the tugboat owners. The conference was held in the governors' room at the Produce Exchange.

While the conference was in progress, Captain O'Connor called and sent in word that he would like to see Captain Baker. The latter immediately came out of the conference room, and Captain O'Connor told him he wished to renew the request that the labor men be permitted to meet the board at the same time as the boat owners.

Mr. Baker returned to the conference room, and, after a short interval came out again and told Mr. O'Connor that the board had reported adversely on his request.

The conference was still going on when Richard Butler, head of Local No. 866 of the International Longshoremen's Association, arrived and said, "I've come here to find out what is going on." Mr. Butler's union has 900 members at work on piers in the Chelsea district. "And the men have no intention of going on strike," he said. "They will live up to their agreement with the companies."

When Captain O'Connor was informed of this, he said that Mr. Butler "does not represent anything connected with the longshoremen's association." Captain O'Connor hastened to add, however, that he too stood for an amicable settlement of the trouble.

"That I am absolutely for peace," he said, is shown, I think by my actions in the tie-up of the boats of the Great Lakes Towing Company at Buffalo. The men on the twelve tugs there walked out Saturday, and when I learned of it I sent them the following message, addressed to O. J. Cavanaugh:—

"Local 6 is making a mistake in taking this step. You must carry out the agreement which you made. We cannot sustain you. As you men gave your word, as men keep it by returning to work, or send your charter to the International Longshoremen's headquarters, as we consider an agreement of more value than a scrap of paper."

In announcing, after the conference, that there will be no strike, Mr. Baker said that the New York Towboat Owners' Association had submitted a proposition which would probably lead to a settlement of the difficulty with the workers. He said the board would announce its decision to-morrow.

SEIZE MAN HIDING IN CROW'S NEST OF ARMY TRANSPORT

Federal Agents Gather Up
Scraps of Paper Torn by
Suspected Enemy.

STEAMSHIP DELAYED BY TIMELY CAPTURE

Lithuanian Carpenter Found Carrying
Bomb Aboard Troopship in Brook-
lyn Held Without Bail.

Federal agents took into custody yesterday a man who was found hiding in the crow's nest of a German owned steamship recently impressed into government service and which was about to leave this country as a troop transport. The leaving of the steamship was delayed as a result of the capture of the suspected man, but it could not be learned whether the troops she was to have carried abroad had gone on board at the time the suspected spy was found huddled in his lofty hiding place.

Despite the reluctance of the secret service agents to discuss the case, it was learned last night that when the man was detected the federal agents who caught him saw him tear up a large piece of paper and scatter the torn fragments to the wind. The pieces of the torn paper were gathered up, only one or two of them being lost. They were placed together last night, but the nature of the document's contents could not be learned.

Seizure Viewed as Significant.

Following the apprehension in Brooklyn of a man alleged to have carried a bomb of unusual destructive power aboard one of the largest of the vessels now being used as a transport, and the arrest of another man accused of having attempted to bribe a workman to get him on board a steamship, formerly of the North German Lloyd line, which also now is in the service of this government, yesterday's arrest was looked upon as of more than ordinary significance. Nothing, however, besides the torn paper was found on or near the man who was arrested yesterday. Nevertheless, the federal agents refused to divulge his name. Likewise, they refused to make known the nature of the charge that had been made against him, or to reveal his nationality.

All that could be learned about the man was that he had no business on board the steamship, and especially not in the place where he was found hiding. It was intimated that, temporarily at least, the man would be sent to the alien enemy detention camp, at Ellis Island.

No Bail for Bomb Carrier.

Accused with violation of the Espionage Act, Mathews Vaitiekounos, a Lithuanian carpenter, who was seized as he was about to go aboard a government transport at a local ship yard carrying a powerful bomb in his pocket, was yesterday arraigned before Judge Howe in the United States Court, in Brooklyn. Melville J. France, United States Attorney, asked that bail be fixed at \$25,000, but Judge Howe committed Vaitiekounos without fixing bail.

Victor E. Gartz appeared as attorney for the accused man, and entered a plea of not guilty. He said that he had entered the case after the fact that the prisoner was a Russian had been laid before the Russian Consulate here, but stated that with the entering of the plea his connection with the case ended, the seriousness of the crime charged precluding the Russian Consulate interesting itself in the defense of the man.

Mr. and France and James M. Power, United States Marshal, questioned the prisoner in an unsuccessful effort to get any information of any plot. The prisoner repeated that he had picked up the bomb near the navy yard and had put it in his pocket believing that the metals of which it was made would be salable.

1,000 GERMANS LOSE JOBS ON DOCKS AND PIERS

Washington Orders Cause Whole-
sale Dismissals of Enemy Aliens
on Brooklyn Waterfront.

NEW YORK SITUATION TO BE CAREFULLY WATCHED.

Acting upon orders received from Washington, James M. Power, United States Marshal for the Brooklyn and Long Island district, has revoked the permits of 1,000 enemy aliens, who have been permitted, by virtue of their permits, to work along the Brooklyn water front.

As a result of this action, foremen of shipyards and elevator and steamship companies lined up their employees and dismissed all who acknowledged German citizenship.

Every enemy alien in Manhattan and the Bronx hereafter will be under constant surveillance by the Police Department, according to an announcement made following a conference between Thomas D. McCarthy, United States Marshal, and Fuller Poetter, a Special Deputy Police Commissioner.

A list of all the Germans to whom permits had been issued by Marshal McCarthy has been provided the police.

Under the terms of the permit, it would be automatically revoked if the person to whom it was issued changed his place of residence without notifying the Marshal.

Hereafter, the police in each precinct will be required to keep tabs on the enemy alien holders of permits living in their precincts. They will be called upon to go to the homes of the aliens regularly to observe their movements.

The Mayor's Committee on National Defense has begun efforts to find employment for the men who were discharged in Brooklyn.

Two men accused of having violated the barred zone edict were arrested Wednesday.

N. Y. American Jersey Journal
Nov 6/17

IRVING T. BUSH, founder
of the great Bush Terminals, who has been named as chief executive officer of the New York Port Board.



IRVING T. BUSH TO RULE PORT

**Baker Names Terminal Company
Head Dictator of New York
Harbor During War.**

Washington, Nov. 5.—Irving T. Bush, founder and head of the Bush Terminal Company, is to be the virtual dictator of New York harbor. His official title will be Chief Executive Officer of the New York Port War Board. He will organize a staff of New York and New Jersey shipping men and merchants to administer the affairs of the port.

The following announcement was made following Secretary of War Baker's visit to New York, where the Port War Board was formed.

"Secretary Baker summoned Mr. Bush to Washington this morning to meet the committee and explained to him it was the unanimous opinion of all who participated in the conference that the situation called for a business man familiar with the port and experienced in the administering of large affairs, who would take hold immediately and mobilize every available resource of the port. He told Mr. Bush he was the unanimous choice of the conference in New York and that the Government required his services for the performances of this national war duty. Mr. Bush accepted the post and will begin work at once."

Secretary Baker said:

"Great things will come out of this project. Not only will there come about the intensive use of the port for war purposes, mobilizing every utility in the port and using it as its full capacity, but through the experience New York and New Jersey will learn how the port should be managed in times of peace."

NEW JERSEY AND ITS GREAT PORT.

Irving T. Bush's appointment by Secretary of War Baker as Chief Executive Officer of the New York Port War Board meets with the approbation of shipping men in New Jersey. Mr. Bush is the founder of the great Bush Terminal development at Brooklyn. Foreseeing the conditions which now congest the Harbor of New York and which, in its present State, make it unable to supply the demand for shipping facilities, he endeavored to interest our citizens in the building at Bayonne of a port terminal similar to that which bears his name. He has consistently urged the development, to a high degree of efficiency, of the unparalleled harbor facilities with which nature has endowed Hudson County.

In this work he has not been alone for, more than a year ago, a syndicate of shipping men, headed by Joseph B. Harris, who controls Piers B and C of the Pennsylvania Railroad, at Grand and York streets, Jersey City, at which the only trans-Atlantic liners landing in Jersey City dock, offered to build for Jersey City one or a dozen large piers and lease them for a long term of years at a rental which would in twenty years repay their investment and give the city complete ownership of the improvements and possession of the best shipping facilities in the port.

Mr. Bush will not attempt, single-handed, to "mobilize every available resource of the port," which is the large task Secretary Baker has assigned him. He will call to his aid men experienced in the shipping conditions of the port and the lack of co-ordination of shipping interests to supply the great needs for more pier room. There will also be required connecting rail facilities from the available resources of the port to be found both in New York and New Jersey, but mainly upon the shore of the harbor located in this county.

Secretary Baker, in naming Mr. Bush to undertake this big work, predicted: "Great things will come out of this project. Not only will there come about the intensive use of the port for war purposes, mobilizing every utility in the port and using it to its full capacity, but through the experience New York and New Jersey will learn how the port should be managed in times of peace."

It is to be hoped that Jersey City and other municipalities in Hudson County will lend full co-operation in this tremendous enterprise and will not, as they have in the past, stand idly by while other municipalities, having less natural advantages, capture the world's commerce. The emoluments of such a "capture" are a fully employed citizenry, industrial prosperity and increased land and property valuations, which will reduce the individual burden of taxation.

With the aid of men like Joseph B. Harris, who with but two small piers at his service has brought to this city the great ships of the Lloyd Sabauda Steamship Company, the Swedish-American Line, the Transatlantica Italiana Steamship Company, the Iceland Steamship Company, the Maru Navigation Company and the Nafra Line, besides tramp steamers bearing cocoanuts, potash, cork and other raw materials in bulk for our local industries to fabricate, Mr. Bush may be depended upon to waken our local officials from their lethargy and develop our shore to its fullest use, even if the might of the Federal Government has to be enlisted to make the necessary improvements "for war purposes."

The present shipping needs of the Government cannot be satisfied without intensive use of the Jersey shore front, which is the only portion of the Harbor of New York which is connected directly with the hinterland from which the exports that fill the ships are drawn, and to which the imports are sent to be utilized. New Jersey should have in the organization which Mr. Bush has been commissioned to perfect its most experienced and practical shipping experts. The interests of the Federal Government demand it and the interests of our State and county and water front cities demand it.

that such a request had been recommended was readily admitted.

Another recommendation which it was declared had been forwarded to Washington was that employers of labor here as well as in other cities be compelled hereafter to make a report of every person of foreign birth entering their employ. At present it is said many Germans who either were refused permits to enter barred zones, or who defiantly refused to make applications for permits, simply ignoring the President's proclamation, are employed in factories close to the water front and in other places where war supplies are handled. Employers are forbidden to hire enemy aliens for any marine occupation, and an unnaturalized German found working on the water front or on board any steamship in American waters is liable to arrest. Nevertheless, it is said these regulations frequently have been violated, especially in manufacturing plants close to the water front.

SAY WATER FRONT IS TO BE MILITARY ZONE; BAR FOR ALL

Proposed Scheme to Guard Especially Against Austrians Not Now Technically Enemies.

600 CITIZENS OF ALLY OF GERMANY AT WORK

Have Opportunity to Observe All That Is Being Done by the Government and Shippers.

That the entire waterfront of New York city devoted to transatlantic shipping may soon be declared a military zone from which every one except those having military passes for the transaction of business will be barred, was strongly intimated by federal officers in this city yesterday.

Recommendation that the waterfront, particularly in Manhattan and Brooklyn, be placed under military guard, is the result of the fires and other outrages, believed to be the work of organized plotters in the pay of the Central Powers. Such fires have been numerous in the last few weeks, not only in New York but in other cities along the Atlantic seaboard where shipping for war purposes has been heavy.

Barring every one from the waterfront is declared to be a measure aimed especially at Austrian subjects who have had unlimited freedom in going where they liked ever since this country entered the war against Germany. Only unnaturalized citizens of Germany now are enemy aliens of the United States. Although Austria, Turkey and other European countries are aligned in the war on the side of Germany the subjects of these countries are in no way hampered in their movements by the President's proclamation forbidding enemy aliens from entering so-called barred zones.

As Captains of Lighters.

Indicative of the freedom enjoyed by Austrians, it was asserted by a high federal official that six hundred unnaturalized Austrians now are serving as captains of lighters in the waters about New York. These men are free to go where they like along the waterfront and are not required to possess themselves of an enemy alien permit. In the course of their labors they obtain access not only to piers and storage warehouses where army, navy and other war supplies are kept, but they have knowledge of the character of cargoes being carried by virtually every vessel that leaves the port. Their movements about the harbor also places them in possession of information regarding troop transport movements, when the troop ships enter or leave this port.

Investigation of the Austrians' work on board lighters was declared to have revealed that many of these men have had a part in sowing discord among crews of the lighters and other vessels, as well as among longshoremen and other pier workers who recently have been demanding higher wages and threatening to tie up shipping here and at other ports. The definite statement was made that it is known the captains of some of the lighters are endeavoring to foment a strike among lighter crews, and that an investigation of their part in the plot to hold up war shipments now is under way.

Reports made to the federal officers show, it was declared, that many of the Austrians employed along the water front are openly hostile to the United States. The belief is strong among the federal agents that a large part, if not all, of the plots that have been projected have been carried out by men either of Austrian or other foreign birth not Germans. This condition has prevailed, they declared, because the Germans knew they were being watched.

5,000 Soldiers Would Be Needed.

If the contemplated regulations are put in effect, it was declared at least five thousand soldiers will be required for duty at the port of New York.

With the soldiers on guard, a military pass, issued under regulations of the strictest kind, would be required before any one, American, Austrian or German, could pass the street entrance to the piers. Whether an actual request for a military guard for the water front had been submitted to the Department could not be learned.

N. Y. Sun Nov 28/17.

Herald Nov 27/17

FIRST REGULARS GO ON N. Y. PIER GUARD

Capt. Heath and 120 Men Invest Hudson River Zone, From 10th to 22d Street.

WILL CARD INDEX ALIENS

Work on Barbed Wire Cordon Begins To-day—Rifles Will Carry Ball Cartridges.

Capt. W. A. Heath, commanding 120 men from the United States Army's artillery contingents stationed near New York, took command last night of the Hudson River waterfront, and by breakfast time this morning the entire section from Twenty-second street to a point below Tenth street will be under the bayoneted control of the regulars.

As a second precaution a big force starts this morning to enclose within barbed wire lines the zone marked by a 100 yard line around the whole front. At first these men will only build wire barriers before the pier entrances, with a gate at each pier, and a soldier, rifle loaded, at the gate to prevent any unauthorized persons from passing his station.

As soon as the piers proper can be thus fenced the entire district will be shut off behind a wire barricade and 500 soldiers will keep constant watch over the piers from which the great bulk of local shipping is done.

This action followed a conference yesterday at the office of Dock Commissioner R. A. C. Smith, at which plans which had been suggested by Mr. Smith are understood to have been heard and approved. At this conference were Brig. Gen. Eli D. Hoyle, commanding the Department of the East; Gen. Phillips, United States Marshal McCarthy, Inspector Dillon of the Police Department, Assistant Attorney-General Knox and representatives of the International Mercantile Marine, the American Line, the Cunard Line, the French Line and the Southern Pacific Railroad.

Twelve Big Piers in Zone.

The chief concern of the officials was the absolute protection of the twelve big piers along the waterfront in the mile stretch running south from Twenty-second street. It was decided that the regulars should take over the task of outside patrolling and guarding and that the men should be placed on duty at once. Arrangements were made to house and feed the troops in the immediate vicinity of their working zone. Pending the arrival of the troops the Police Department doubled its force in the district.

Duty marshals, secret service men and policemen were sent to post 10,000 notices in German and 5,000 notices in English warning all persons that alien enemies must not go within speaking distance of the shipping centres.

At the same time the statement was unofficially that the guard on the Hudson River front would be extended to sections of the city as rapidly as deemed necessary until the whole city's waterfront was under abeyoneted rule.

Soldiers who went on duty last night were told to halt all persons who attempted to venture within 100 yards of their posts, to interrogate them carefully and in the event any person refused to obey promptly the command to enforce it with a shot.

Several companies of Home Defence League have been listed as available for reinforcements to the regulars if they find the task requires more men than the garrisons around the town can supply.

Quick Work by Authorities.

The fast work done yesterday in coordinating the efforts of the army, the Department of Justice and the Police Department was the result of a decision that the situation demanded immediate action, and the prediction was made that within forty-eight hours practically all of the important points in the city which bear relation to shipping and to water transportation will be under martial law, to the extent that they will be guarded by soldiers under orders from Washington.

The United States law officials and the police representatives agreed also that they would establish a card index system by which every enemy alien can be so identified that the authorities may act without delay or mistake in all instances that arise from alleged violation of the proclamation of the President under which the local arrangements for the safety of the waterfront were made. A house to house canvas will be made in the city and all persons will be listed.

Marshal McCarthy was besieged yesterday by enemy aliens with requests for permission to violate the proclamation barring them from the river districts. A German caterer wanted permission for two cooks to prepare a dinner at the armory of a Manhattan organization. The Marshal indignantly told the man that if any German cook or any other German put in an appearance at an armory in this town he would be interned at once.

No Exception for Restaurant.

A woman who has a restaurant in West street complained that her kitchen was exactly 261 feet from the pier and she wanted permission for her cook to remain at work. She said he entered by a rear door and that he could not see anything in the direction of the river. The woman added that she had done a little restricting on her own account and that she had drawn a chalk line on the floor beyond which her employee might not pass. McCarthy informed her that he couldn't change the rules to fit her German cook and that if the man got within 100 yards of the pier line he would be arrested.

The authorities shut down hard on the use of public telephones in the restricted area and instructed the guards and watchmen not to permit any strangers to use the public telephones unless they could identify themselves perfectly or were known to the watchmen on duty.

Two enemy aliens were sent to Ellis Island to be interned for the period of the war. Rudolph Schultz, employed by the Wright & Cobb Lighterage Company, 17 Battery place, was found on a pier at East Twenty-third street. He was promptly taken into custody. Rudolph Reskin was found on an island near Peekskill, which is used as a Government storage point for ammunition and explosives. The man said he was working for work.

Soldiers on guard at the Hudson River waterfront received guard cartridges last night. These cartridges carry charges that curtail the range of the bullets.

TO GUARD ALL PORTS.

Alien Enemies to Be Barred From Every U. S. Waterfront.

WASHINGTON, Nov. 27.—Guarding of waterfronts by police and troops, as begun in New York, will be extended to all ports in the United States under the terms of the President's alien enemy proclamation. The extension will be made as fast as arrangements can be perfected.

NEW DEAD LINE HUNDRED FEET BACK OF PIERS

Soldiers from Governor's Island and Will Enforce Enemy Alien Order.

SUSPECTED GERMANS FORCED TO QUIT JOBS

Five Pound Tin of Black Powder Taken from Coal Going Aboard American Steamship.

Upon the strong recommendation of federal officials located in this city, backed up by a report from Brigadier General Jesse McI. Carter, U. S. A., chief of the Bureau of Military Affairs, who spent Sunday in New York looking over the situation, the War Department last night ordered military guards for the Chelsea piers, which extend along the Hudson River front from West Thirteenth street to West Twenty-second street, and for the piers of the Southern Pacific Railroad Company at the foot of West Twelfth street. It was announced in Washington that the military patrol will be extended to other points along the city's 771 miles of waterfront as fast as the places to be guarded are determined.

Instructions were sent by mail last night to Brigadier General Eli Hoyle, U. S. A., to put the military patrol into operation. Regular troops, now stationed on Governor's Island, will be used as guards until the proposed new federal police force of a semi-official character can be substituted. For the present at least the soldiers will be used only for duty in front of the piers, policemen, watchmen and civilian guards taking care of the piers themselves.

Will Post Soldiers To-day. The posting of soldiers probably will be arranged to-day.

The work of the military in guarding the shore fronts will be strongly backed up by the civil officials of the government. Already, it was stated yesterday, lessees of piers have complied with the orders to place extra guards on duty.

Although Thomas D. McCarthy, United States Marshal of this city, and James M. Power, United States Marshal of Brooklyn, had arranged to take every possible precaution to protect shipping, both officials were greatly relieved last night when they heard that the War Department had decided to put soldiers on guard.

After nine o'clock Thursday morning it will be a very unsafe thing for an enemy alien to enter the barred areas.

Notice to Enemy Aliens. That there may be no mistakes what-

ever, Marshal McCarthy yesterday had thousands of copies of the following notice printed:—

"NOTICE TO ENEMY ALIENS. Enemy aliens must not in any circumstances pass east (or west) beyond this line. Enemy aliens will be immediately arrested if they violate the above rule. It is the duty of all good citizens to notify this office of any violation of the foregoing rule.

"THOMAS D. MCCARTHY, United States Marshal." To-morrow these signs will be placed in both the north and south sides of all side streets one hundred yards from pier entrances, from Seventy-second street to the Battery on the west side and from Thirty-ninth street to the Battery on the east side. They will be printed in English and German, and will absolutely prohibit alien enemies from going closer than one hundred yards to the water fronts in streets where there are piers where either coastwise or transatlantic vessels of more than 500 tons dock.

On the west side, Seventy-ninth, Ninety-sixth and 129th streets will also be prohibited zones. Similar precautions will be taken at Yonkers and along the Harlem River.

Thursday, at Nine O'Clock. All employees who come within its meaning must clear out by nine o'clock Thursday morning at the latest. Alien enemies who are the heads of business concerns will be permitted a reasonable time.

Hundreds of alien enemies are employed in office buildings within the one hundred yards zone. Many of these have asked for special permits to remain at their places, but have been refused. They must get out and there will be many vacant desks in the business sections Thursday morning. Numerous Germans also are employed in the slaughter houses in the forbidden areas. Federal authorities assert they can make no exceptions whatever.

Alien enemies will not be barred from using the ferries. An alien can ride or walk to any ferry straight through the street leading to the ferry, but may not turn north or south. He may not travel from one ferry house to another ferry house inside of the barred zone, by taking a belt line car, but must approach each ferry from without the hundred yard line. In the case of hospitals within the barred zones, such as Bellevue, alien enemies may enter them under the same rules that apply to ferries.

None of the restrictions apply to women. City Police to Help.

In carrying out the new rules the federal authorities will have the assistance of the local police.

Melville J. France, United States attorney, and Marshal Power, whose district includes all of Long Island, Queens, Brooklyn and Staten Island, issued a statement last night in which they said that full provision for carrying out the President's proclamation had been made and that the new rules would be rigidly enforced.

A tin box containing five pounds of black powder was found yesterday in a load of coal from South Amboy, which was about to be put aboard the steamship Caracas, of the Red D line, at the foot of Clark street, Brooklyn. A laborer unearthed the box, and it was taken to Police Headquarters, where a test showed that it had ever found its way into the steamship's furnaces it would have caused a serious explosion.

William Stenforth, who under the name of Peter Stevenson has been teaching school in this city, was arrested yesterday and interned on Ellis Island. Stenforth was a petty officer of German field artillery. He was captured by the French at the battle of Champagne. He made his escape and reached Bermuda. Posing as a Norwegian he managed to reach this city in May, 1916, and has since been employed in the Franklin School.

PIER ZONE ORDER IN EFFECT TO-DAY

Internment for All Germans
Found Along Waterfront
After 9 A. M.

The order which bars enemy aliens from approaching within 100 yards of the city's waterfront becomes effective at 9 o'clock this morning. With United States soldiers on guard duty at the principal piers along North River and the entrances to these piers barricaded by barbed wire entanglements, none but those with properly prepared passes will be able to enter.

At least 5,000 Germans who lived in the barred zones or whose places of employment were within 100 yards of the waterfront have been ousted in the last twenty-four hours. There was tremendous activity along the North and East rivers yesterday. Many families moved into other lodgings, while hundreds of clerks and other workers were forced to seek new jobs.

Barred Zone Extended.

At the direction of United States Marshal McCarthy the barred areas have been extended considerably along the East and North rivers and the Harlem. The rule just issued now applies to the North River as far north as Seventy-second street. At other points further north, such as Seventy-ninth, Ninety-sixth and 126th street, soldiers are to be stationed and enemy aliens barred from entering the district.

On East River the rule applies from the Battery to Seventy-seventh street and at other points further north. Any pier, dock or wharf where shipping of any sort is carried on will be classed as restricted territory and no enemy aliens will be permitted in the lines.

Marshal McCarthy announced last night that since certain sections of the waterfront have been restricted he has suggested that the entire shore line within his district, which extends along both sides of the Hudson as far as Albany, be classified as barred zone and the aliens ousted. He says he realizes this will entail a tremendous amount of work, but he thinks in the circumstances it would be best. Ultimately all aliens could be herded into a given area, and in this way the better watched and guarded.

Scores of Germans, men and women, besieged the Marshal's office yesterday pleading for more time before moving or begging to be permitted to retain their present places of employment. All were told the rule would be enforced to the letter and that there wouldn't be a single exception.

One concern which occupies an entire floor of the office building at Liberty and West streets is moving elsewhere in order to retain in their employ nine Germans. Some men, many of them so old they declare they will be unable to obtain new jobs, pleaded to be permitted to continue to ply their trade around the market districts where they have worked for years. All were told they would be interned the moment they entered the barred zones.

Brooklyn Marshal Wants Soldiers.

Marshal Power of Brooklyn is posting signs at all vital spots along the Brooklyn waterfront, and he too has asked that soldiers be stationed at the points he designates. These restricted zones include Erie Basin, South Brooklyn, points near the navy yard, Flushing avenue to Greenpoint, and thence to the canals; points about Long Island City and Port Jefferson.

Parts of Staten Island, such as St. George, Tompkinsville, and thence to Fort Wadsworth, also are to be restricted. Marshal Power will issue his list of vital points to-day, and also will name the streets where signs warning aliens away are to be posted.

Brig.-Gen. Hoyle said he had not received any request for additional soldiers for sentry duty about the piers, but supposed all orders for such would come from Washington. So far he has heard of none.

Marshal McCarthy and Police Inspector Dillion to-day will make a tour of Manhattan's waterfront. The Marshal says after seeing every foot of this territory he will be in a better position to advise the Attorney-General and the War Department of the points where the soldier guards seem most needed.

BARBED WIRE AND SOLDIERS GUARD PIERS

Troops Posted at Southern
Pacific and Chelsea Docks.
Brooklyn to Be Patrolled To-day

Entire Waterfront Will Be Under
Military Control Soon—Census
of Zone Residents Is Planned

Armed soldiers of the United States regular army, behind barbed wire barriers, to-day will begin their patrol of the West Side piers, from Christopher to West Twenty-second streets, along West street and Tenth avenue. Two companies of the Twenty-second Infantry, from Governor's Island, landed at the Southern Pacific and Chelsea piers last night and went into cantonments in the pier sheds.

The Hoboken water front has been under military guard for several months. Brigadier-General Hoyle, commanding the Department of the East, will furnish troops to guard Brooklyn piers to-day.

While only twelve piers on Manhattan Island are under military guard to-day, the entire water front is to be similarly protected shortly. The plans worked out by United States Marshal McCarthy have been adopted by the military authorities. Within a few days all piers used by coastwise and trans-Atlantic vessels will be fringed with soldiers.

CENSUS WILL BE TAKEN.

A census of all persons living or working within 300 feet of a pier—citizens as well as enemy aliens—will be taken in a few days by the United States Marshal and the police.

On receipt of orders from Washington for the guarding of the Southern Pacific and Chelsea piers, a conference was held in Dock Commissioner R. A. C. Smith's office. There were present Major Phillips, U. S. A., of Governor's Island, Assistant United

States Attorney John C. Knox, Marshal McCarthy, Chief Inspector John E. Dillon, of the Police Department, and the general managers of the Southern Pacific, Cunard, French and International Mercantile Marine steamship lines.

Arrangements were made for housing and feeding the troops on the piers. The police at once began the erection of barbed wire fences in the open space east of the guarded piers. At each opening in the barrier, a steamship inspector will be stationed with the sentries, to see only authorized persons are admitted.

As soon as the entire water front is made a military zone the barbed wire fences will be removed and the marginal street itself will form the barrier.

MARKET IN BARRED ZONE.

Midway between the Southern Pacific piers and those of the trans-Atlantic liners to the north is West Washington Market. This is included in the guarded zone. Many small German butchers and all those who deal with the kosher poultry market are daily visitors.

It was stated no untoward event had impelled the selection of the designated West Side piers as the first to be guarded. At all these piers the companies have maintained armed watchmen. It was announced these piers are considered the most important in Manhattan at present.

In Brooklyn United States Attorney France and Marshal Power issued a statement yesterday which said a list of the most important piers there had been furnished to Brigadier-General Hoyle. General Hoyle will furnish a military guard.

NOTICES TO ALIENS POSTED.

Notices to alien enemies to keep one yard away from all piers were posted yesterday by Marshal McCarthy's men and the police. These signs are on all the side streets leading to the rivers.

A man in the Battery Place Building who has several German employees notified the Marshal he had decided to move his office. The woman proprietor of a lunch room in West street was told her German cook would have to go. A caterer who wanted a special permit to allow two of his German chefs to serve a Thanksgiving dinner in an armory was driven from the Marshal's office.

Water front saloons last night were doing the usual amount of business, with the soldier just across the street on guard.

RIFLE GUARD BARS ALIENS NEAR PIERS

First Detachment of Armed Men
Takes Up Patrol at Important Piers.

MEN WILL LIVE ON SCENE—
TIME LIMIT UP.

Construction of the barbed wire defenses about the great Chelsea and Southern Pacific piers, on the North River, began early to-day. One hundred and twenty men of the Coast Artillery, drawn from the garrisons at Fort Hamilton and Fort Totten, under the command of Captain William A. Heath, U. S. A., are guarding the piers, the first detachment being relieved by a second drawn from the two forts early in the day.

The soldiers all carry loaded rifles, and the men are instructed to use them instantly in case any attempt is made to

disregard their instructions to halt or to answer any question which may be necessary to identify persons who seek to pass the forbidden lines. Enemy aliens, of course, may not cross in any circumstances.

Grim Determination.

Arrangements for feeding and sheltering the soldiers have been made by the steamship companies whose properties are under guard. The men have their own bedding with them and they will live on the piers while they remain on duty. The sentries moved about with grim, business-like deliberation, and so far there has been no report of any attempt to question their authority.

The restricted area takes up most of the space in front of the piers, locally known as "The Farm," but does not extend far back enough into West street to interfere with traffic. Truckmen or pedestrians who desire to enter this area will be permitted to do so only when properly notified. Once in they will be subjected to second scrutiny at the pier entrance.

Time Limit Is Up.

Alien enemies living or employed in prohibited territory are leaving as possible. Many pleas are being made to Thomas D. McCarthy, United States Marshal, for special permits to enter, but the answer is always the same: "exceptions made."

Even Telegram
Nov 28/17

ALL FOR TIGHTER PIER FRONT GUARD

Pier and Warehouse Owners
Furnish Own Watchmen,
Decision Reached at
Washington Conference.

ALL ENEMY ALIENS EXPECTED
TO REGISTER VOLUNTARILY.

to Make Them File Bonds
Discussed—Talk of Curb
for Women Offenders.

(Special to The World.)

WASHINGTON, Nov. 30.—Com-
co-operation between the police
of New York and the Fed-
government in the enforcement
President Wilson's proclamation
regarding the treatment of enemy
aliens was agreed upon to-day at a
conference attended by John Lord
McCarthy, representing Attorney Gen-
eral Gregory; United States Marshal
McCarthy and Police Commissioner
Woods of New York City.
At the meeting the principal dis-
cussion concerned the part which is
to be taken by the owners of piers,
wharves and warehouses in New York
in order to insure complete protection
against the encroachments of Ger-
man subjects who might attempt their
infiltration.

While such owners have been plac-
ing guards around their establish-
ments for some time the Govern-
ment has not felt that they have been
sufficient either in numbers or phys-
ical attainments to afford the most
adequate protection necessary in war
time. The internal machinery of
these places has been left virtually un-
guarded, and only the approaches
have received the attention of the
various patrols.

Must Furnish Own Guards.

While the Government has been
perfectly willing in the past to offer
whatever assistance it possessed in
keeping track of the operations of
those alien enemies who might be
secretly operating under the direction
of the Kaiser's Government, it is
felt that the owners themselves have
not done their share of the work.

It will be insisted, therefore, that
these concerns which operate the
piers and warehouses place ample
safeguards both in and around their
property at their own expense with-
out depending too largely upon the
Government for aid in this direction.

The question of preparing a regis-
ter of all enemy aliens residing with-
in the boundaries of New York City
was also taken up at to-day's meet-
ing. While it has been agreed that
the police authorities shall in the
main have charge of this work, the
information already in the hands of
Government agents will be used in
gathering the names of those subjects
of Germany who fall within the pur-
view of the President's proclamation.

It is not intended that there shall
be any general round-up of enemy
aliens in New York. The German
subjects themselves will be expected
to report to the nearest police sta-
tions and register. In case they fail
to do so, more forcible methods will
be employed by the authorities and
those discovered violating any of the
provisions of the proclamation will
be interned for the period of the war.

Talk of Requiring Bonds.

The matter of requiring all such
enemy aliens to file a bond to abide
by the terms of the President's pro-
clamation was also mentioned to-day,
but no decision was reached. Police
Commissioner Woods believes this
would not be a difficult task and
would prove a most effective method

of keeping tab on the actions and
movements of German subjects.

There was no reference made to-day
to the steps that have already been
taken by Marshal McCarthy in keep-
ing track of female enemy aliens in his
jurisdiction. The Department of Jus-
tice has no authority under the Presi-
dent's proclamation to deal with such
individuals and has given no instruc-
tions whatever to Mr. McCarthy.

Whatever he has done has been
without orders from Washington, al-
though it is realized by officials here
that there should be some amendment
to the Alien Enemy Act which would
include female as well as male ene-
mies. It is probable that the President
will touch upon this matter in his ad-
dress to Congress, with a recommen-
dation that the law be amended to
meet the situation.

U. S. Army All Butchers, Remark Charged to German

Paul Frederick Schwalbe, who said
he was a bookbinder, living at No. 85
Bowery but who was employed as a
bus in a restaurant at No. 1959
Broadway, was arrested last night
and held at the West 68th Street
Station as an enemy alien, the accu-
sation being that he denounced the
United States Army.

One of the things he is alleged to
have said is that the organization
was composed of butchers. The com-
plainant was Frank Baer, recently
discharged from the army for illness,
and now employed in the restaurant
as a dishwasher.

Schwalbe first said he was born in
Hamburg, and later said Russia. He
gave his age as twenty-six and
thirty-two. He had a map of the
United States with the cantonments
marked in red ink. He told the
police he had marked the map for
his own amusement.

Police investigation of employees
engaged in Government work resulted
yesterday in the arrest of Louis Zim-
mer of Harrison Street, Stapleton, S.
I., on a charge of making a false
statement to the Federal Registration
Board.

Arrangements Completed for Boston Waterfront

BOSTON, Nov. 30.—The entire
waterfront district will be closed to
enemy aliens to-morrow morning,
the necessary arrangements having
been completed to-night by United
States Marshal Mitchell. Although
the district marked out includes only
Boston and neighboring places, the
barred zone rules will be extended to
every city and town in the State
where there are piers at which ves-
sels of more than 500 tons are loaded.
Any enemy alien found within 100
yards of the waterfront will be liable
to immediate arrest and internment.

A conference to-morrow with Col.
Howse of the Northeastern Depart-
ment of the Army and Supt. Crowley
of the city Police Department, Mar-
shal Mitchell will take up the ques-
tion of patrolling the barred zone,
which is several miles long. About
10,000 soldiers and police will be used
for this work.

Obs Dec 1/17

PIER PERMITS TO BE ISSUED IN NEW YORK

Passes to piers in the local barred
zone will hereafter be issued by By-
ron R. Newton, collector of the port
of New York, at his New York of-
fice. The Manhattan, Brooklyn and
New Jersey waterfronts are includ-
ed within Newton's jurisdiction.

The granting of permits has been
centralized and rigid precautions
have been planned. In this way, it
is believed that the danger arising
from enemy aliens passing the dead
line and going on docks and ships
will be materially lessened.

All permits granted will be card-
indexed and will probably bear the
photograph of the persons to whom
they are given.

ALL PIER PASSES UNDER COLLECTOR

Identification Cards to Be Issued
at Custom House, Not by
Three Marshals.

Identification cards for pier workers
and all other persons having business
within zones under army guard along
the waterfront will be issued at the
Custom House, it was decided yester-
day. Collector Newton will have di-
rect charge. This will centralize the
system, instead of having three head-
quarters, with distinct forces, as would
be necessary if three United States
Marshals attended to the duty.

As Collector of the Port of New
York, Mr. Newton has supervision
over the entire waterfront in this
vicinity, whereas Marshal McCarthy,
for instance, has jurisdiction only in
Manhattan, the Bronx, Westchester
and up-river counties, while Marshal
Power has Long Island and Staten
Island, and a third Marshal the New
Jersey waterfront.

Identification cards in quantities will
be sent to employers, who will be in-
structed to fill them out and return
them to the Custom House. Steam-
ship companies will not have power to
pass at will persons they wish to have
access to piers.

Instructions have been received by
Marshals McCarthy and Power for the
reception of enemy aliens from the
District of Columbia. The Depart-
ment of Justice has ordered that such
persons report by midnight, Dec. 14,
to Marshals of Federal districts to
which they have migrated since ex-
pulsion from the national capital.
Efforts are to be made by Marshals to
obtain employment for the Germans,
if necessary.

No instructions have been received
here yet regarding registration of
Germans, Marshal McCarthy said yester-
day.

Herald Dec

BYRON R. NEWTON TO ISSUE ALL PIER PERMITS IN CITY

Passes Will Be Required Be-
ginning on Thursday
or Friday.

Byron R. Newton, Collector of the Port,
to have complete charge of the issuing
of permits for workers and others having
business on the piers of New York city.
This was decided yesterday at a confer-
ence at the Custom House, in which United
States Marshals Thomas D. McCarthy and
James M. Power, representing the south-
ern and eastern districts of New York;
Major Hunter Marston, U. S. A., and Mr.
Newton took part.

The form of the permits will be fixed
at a conference at Marshal McCarthy's
office this morning. It has been decided
that each permit shall bear the photograph
of the person to whom it is issued. Be-
ginning on Thursday or Friday of this

ARMY VESSELS IMPERILLED BY DRY DOCK FIRE

Flames in Brooklyn Water
Front Plant Believed of
Enemy Origin.

REGULAR TROOPS WERE ON GUARD

Flames Burst from Carpenter Shop,
Spread to Other Buildings and
Menaced Piers.

Despite the fact that an entire company of regular infantry was on guard at the E. W. Morse Dry Dock and Repair Works, at the foot of Fifty-seventh street, South Brooklyn, fire believed to have been of enemy origin, started there a little after eleven o'clock last night and at midnight many United States army vessels were in danger.

One of the passenger vessels taken over from a German line, was in dry dock there and the flames were approaching the vessel. She soon was to have been placed in commission as a transport for troops.

At the three piers there were a dozen other and smaller vessels, all undergoing repairs for the government. Most of them had been damaged by the Germans before they surrendered them.

Started in Carpenter Shop.

The fire started in the carpenter shop, a two story frame structure occupying a large area, which was under guard by ten soldiers with rifles. The first they knew there was a fire was when a burst of flames suddenly illuminated the entire lower floor. A report spread that a bomb had been "planted" in that part of the shop. Early investigators could find no confirmation, but they could not approach the shop.

From that building the flames spread to the machine shop and then to the sheds that had been built to care for the soldiers. Fifty soldiers were asleep in the sheds at the time and they were routed out, mustered into line and sent to patrol the street approaches to the plant.

The Second Naval Battalion, in quarters at Fifty-second street, responded to the first call, and under Lieutenant Commander J. J. King and Ensign Wilson J. Harrington, hurried to the scene of the fire and assisted the police in holding the crowds back and policing the water front.

The first firemen to arrive sent two additional alarms, calling fire fighting apparatus from a large section of Brooklyn. Chief Kenlon, being informed that a government yard was burning, hurried there from Manhattan.

An exceptional patrol had been kept on the Morse works, both on the water front and along the streets. Searchlights had played continuously at night across the water approaches to the piers, and it was considered impossible for any one to approach unseen.

Sentries on duty at the time the fire started say they saw no one approach or leave the carpenter shop. They had been patrolling about that and other buildings.

The flames spread with remarkable speed, carrying the fire to adjoining structures and menacing the piers and the vessels tied up at them. Efforts were made by several of the fireboats that responded to cut some of the endangered vessels away from the piers to save them from the fire.

CHEMIST IN NEW JERSEY HELD AS ENEMY ALIEN

As an enemy alien, Herman Tohlmeier of No. 140 Reynolds Avenue, Clifton, N. J., was arrested there yesterday and locked up in Newark. To-day his case will be taken up by Federal Attorney Lynch. Tohlmeier is a chemist and a native of Germany. Special Agent Montpellin of the Department of Justice made the arrest.

*N. Y. Sun
Dec 4/17*

Watching the River Front.

The Federal Government has taken a judicious step in requiring the owners of piers and warehouses along the water front to do their own proper share in safeguarding the property by the employment of an adequate number of capable watchmen. The Government has sent soldiers to cooperate in this work, but it is time that the owners and lessees were reminded sharply that they have a share in the work, a duty which they should and must not neglect.

The employment of a few night watchmen of doubtful strength and intelligence does not fill the requirements of the case. In several instances the internal working of the warehouses has been left practically unguarded; owners who show so deficient a sense of their duty in the premises need a sharp reminder if indeed their conduct does not lay them open to more than a suspicion of neglect for their own interest.

This is the point, in fact, which is too lightly considered by many persons. Their own interests are to be protected, and help for this purpose will be given by the Federal authorities; but the individual's responsibility does not end there. He must keep sharp lookout against destruction or damage by alien or other enemies not alone for his own sake but because he is a part in the whole machinery which is working to win the war.

The extra guard of places which are vulnerable to attack is not a matter of his own option. It is his business to do his part efficiently, and the sooner a few smart penalties for neglect are imposed the sooner more persons will realize that the present is no time to be easy-going; every man should feel himself on guard, and a sentry must not go to sleep or think that somebody else will keep a lookout.

MANY PASS GUARD ROOM ABOUT

French Line Employees
for Many Men and Women
to Single Sentry—E
"Runners" Unchecked

100-YARD BARRED ZONE FOR ALIENS IS MAINTAINED

Big Job of Registering Aliens
mans as Far as Albany
Be Done by Police.

At the Chelsea Piers yesterday many persons who wanted to use the pier used by the French Line were vouched for by the employees and in that way got past the military guards. It was not until Customs inspectors and others arrived that many of these men and women were allowed to roam about in the covered pier of the French Line.

Armed sentries parolled the Avenue fronting the Chelsea piers and kept persons away from the dock excepting that used by the French Line. Only one sentry was stationed there and he was kept busy for hundreds of persons applied for access to the dock. As a result, Government officials said the military regulations must be more strict if the presence of soldiers will do any good.

The Treasury Department has ordered that no one except Customs officials, designated newspaper men and persons with special permits to meet invalid passengers be allowed to meet any vessel at the Chelsea piers. This was not carried out because of the attitude of some French Line employees. Even hotel "runners," who solicit passengers, were able to work their way upon the pier yesterday. These men, however, were known to Customs inspectors and were kept from about the gangplanks.

United States Marshal McCarthy yesterday inspected the zones in Manhattan and the Bronx from which enemy aliens have been barred. He found that placards warning Germans from the 100 yard restricted areas have been posted. He said he has followed to the letter President Wilson's proclamation in regard to factories engaged in contracts for military supplies for the United States and railroad terminals used for freight. Male Germans more than fourteen years old, those having first citizenship papers included, are not allowed within 100 yards of any such places.

It has been decided the New York Police Department will take the enemy alien registration in Greater New York. Marshal McCarthy and Commissioner Woods will consult in Washington to-day high officials of the Department of Justice, who are expected to approve their plan. It is estimated 50,000 male Germans more than fourteen years old are in New York, the Bronx, Westchester and Hudson River counties up to Albany. In Brooklyn, Long Island, Staten Island and Northern New Jersey are 75,000 more. Marshal McCarthy believes.

Therefore 125,000 enemy aliens, those having permits included, must register. Police precincts in Greater New York will be used and it is understood the same civil authorities in Jersey City, Hoboken, Newark and other nearby cities will be called upon. Sheriffs and constables will probably supervise the registration in rural communities. The registration will begin in a week or ten days. Marshal McCarthy has been told.

The question of ousting from all Manhattan office buildings every enemy alien who may be able to see from windows any part of the harbor will be discussed at the Washington conference.

Observer Mar 18/18

Observer Jan 18

DUTCH VESSELS HERE NOT TAKEN OVER BY THE U. S. AT NOON AS WAS PLANNED

Day of Grace Given Holland,
It Is Understood, by the
Washington Authorities—
Naval Reserve Guard Has
Been on Duty Since Sat-
urday, But Formal Trans-
fer Is Postponed—One
Million Tons in All Is In-
volved.

FIVE OF THE SHIPS ARE AT THE HOBOKEN PIERS

Dutch shipping in Hoboken and other Atlantic ports was not taken over at noon to-day, as was the announced intention of the Government. Delay in the receipt of an expected official cable bearing on the Holland-American negotiations plans for taking over Dutch tonnage at noon to-day will probably hold up the seizures until to-morrow, it was officially stated.

There was no indication at noon to-day at the Holland-American line piers in Hoboken that the proposed action of the Government would be taken. Everything was quiet along the waterfront. Superintendent A. J. Roggeveen declared that he had received no word either from the Government or from the New York headquarters of the line that the seizure was to be carried into effect, and said that he believed it would not take place to-day.

The formal requisitioning was to have been done by the Navy Department, which was slated to put naval reserves aboard the Holland steamers, take off the present personnel and then turn the vessels over to the Shipping Board. This plan has not been carried out up to press time to-day.

Armed guards are watching the vessels at their Hoboken piers, however. They went on board on Saturday with the announced purpose of safeguarding the ships from harm at the hands of German agents. There are in port in Hoboken to-day six vessels of the Holland line. These have a total tonnage of about 20,000 tons. The Nieuw Amsterdam, which is included in this number, is not to be taken over by the Government.

Washington, Mar. 18.—While the Shipping Board stated early to-day that the navy would take over the ships at noon, the navy said it was standing by and had had no orders to put its naval reserve men on to-day. At about the same time, the State Department indicated Holland had not signed the proposed agreement, but added she had never entirely opposed the use of her vessels in the war zone.

The department claims to have no reply from Holland and it appeared that the delay in requisitioning was to allow an opportunity to Holland to make a last minute agreement on the subject.

One million tons of Dutch shipping in American and Allied ports will be taken over as available tonnage for use against Germany under present plans. Holland's acceptance of the ultimatum regarding it was expected here to-day. If it fails to materialize or if it is unsatisfactory by reason of qualifications, the tonnage will be requisitioned without further formality. Seven hundred thousands tons of this shipping are in American ports. Under present arrangements, the Dutch will get a portion of the shipping and a liberal supply of American food. Germany is threatening retaliation against Holland, saying she will no longer keep the Dutch shipping lane open and that she will submarine the food ships.

The Navy Department has put guards on the Dutch craft temporarily and will man them with sailors if the Shipping Board desires. However, it is anticipated that a number of the present crews will consent to remain.

Addition of the shipping will be a considerable help, especially as America is now straining her resources to the utmost in order to speed up troop shipments abroad. Her work to date is meeting with success and hence every added ship is of material aid.

POOR PEOPLE TO GET WOOD FROM TEUTON VESSELS

Navy Department Makes
Possible Free Distribu-
tion in Hoboken.

This afternoon Hoboken, long said to be the home of pro-Germanism in America, will demonstrate its patriotism by burning parts of the German vessels that for so long were a feature of the Hamburg-American line piers, and which have since been seized by the United States Government.

This has been rendered possible by the action of the Navy Department at the Brooklyn Navy Yard. This morning Mayor Griffin received a communication from the Navy Yard to the effect that he could have at his disposal, if he wished, 200 loads of wood suitable for kindling purposes.

This wood is part of the fixings that were stripped from the Vaterland and the George Washington, of the Hamburg-American Line, when these vessels were seized by the United States Government at the outbreak of the war last year. The wood is in the best of condition and will be of invaluable aid to the poor people who are unable to purchase fuel. For a time, at least, none of the poor people of Hoboken will have to remain without heat.

Mayor Griffin accepted the offer and thanked the Navy Yard officials for their kindly thought. The wood will be brought over to the city in the city carts and be distributed under the supervision of the Board of Health. Health Commissioner J. F. X. Stack will take personal charge of the distribution and will have it at the three coal stations this afternoon.

The distribution will take place at 203 Adams street, 211 Madison street, 611 Grand street and 105 Bloomfield street.

As it is intended to relieve the necessities of the people who are unable to purchase a sufficient quantity of coal it is urgently requested that those people who are able to do without it will not make application.

There will be no charge for the wood. It is donated by the naval authorities and will be hauled by the city, so that there will be nothing whatever to pay. Owing to the desire on the part of Mayor Griffin that any suffering incurred by the poor be relieved at once, there will be no cards issued. All that is necessary is that those who require the wood will apply at any of the foregoing addresses and they will be given a supply.

As the wood can be readily identified, a warning is issued to small dealers not to attempt to profit by the free distribution by securing a supply and selling it to their customers. Any person found selling any of the wood will be placed under arrest immediately and charged with stealing the wood from the city.

HOLLAND FLAG IS STILL FLYING ON VESSELS IN PORT

Another Delay Encountered
in Taking Over Ships by
U. S. Government.

GUARDS PUT ON BOARD SCANDINAVIAN BOATS

Reason for This Step Not Known
and No Hint Has Been Given
That They Are to Be Seized—
Dutch Reply Received in Wash-
ington so Qualified As to Make
Seizure Necessary.

The flag of Holland was still flying over the six Dutch steamships anchored at their Hoboken piers at noon to-day. The expected taking over of the liners by the Government once more did not take place. It is understood that the authorities at Washington are awaiting the cabled Holland-American negotiations before taking action. These negotiations must be followed by a Presidential proclamation before the ships can be taken, it was stated. Superintendent Roggeveen declared that he had not as yet received word as to the action to be taken. Matters are to-day the same as they were yesterday, he stated.

It became known to-day that guards were yesterday placed aboard vessels of the only other neutral shipping company in Hoboken, the Scandinavian-American Line. These guards boarded the liners yesterday. The reason for this step is not known to Captain V. H. Lassen, superintendent of the piers. He stated that he did not believe the Scandinavian Line would also be taken over.

Washington, March 19.—The Government was ready to-day to take over Dutch shipping in American ports as part of the Allied-American requisitioning program. The Dutch reply as to an agreement on the subject arrived in the morning batch of cablegrams. The answer is an agreement but so qualified as to make American acceptance impossible, apparently. It appeared likely this forenoon that the ships would be taken over during the day.

Thus far, however, division of authority on the subject has caused confusion. The State Department, War Trade Board, Shipping Board and Navy Department all have a hand in the situation at one point or another.

Information as to progress of negotiations has been withheld, but it was stated that the delay was the result of a desire to give Holland an opportunity to reply.

The hitch on Holland's part is understood to be that she wanted a stipulation against use of the vessels in the war zone. Such a condition would detract vastly from the value of the vessels, and the American Government has been opposed to that plan.

A Presidential proclamation is necessary before any of these departments gets under way in seizing the vessels. It is expected that the State Department has refused the Dutch reply; the Navy Department will take the ships, then turn them over to the Shipping Board and thereafter the War Trade Board will pass on their cargoes.

President Wilson held a conference with Chairman Vance McCormick, of the War Trade Board to-day, to go over the proclamation.

McCormick said he understood that messages were coming over the cables bearing on the negotiations shortly before 11 o'clock and that the full text of the Dutch would be in before night.

Action by this Government, he added, will await receipt of word either from the Dutch government or American representatives in Holland or London regarding the negotiations.

Observer
Mar 19/18

Dispatch Mar 19/18

DUTCH SHIPS WILL BE SEIZED BY U. S. TODAY; BIG LINERS IN HOBOKEN

Many of the Steamships Will Be Taken for Our Transport Service—About 600,000 Tons of Shipping Affected.

PLAN TO TAKE OVER SPANISH STEAMSHIPS

A number of the Dutch steamships which will be seized by the United States today are docked at the Holland-American steamship line piers in Hoboken. Armed guards will be placed on the vessels this morning. One of the Dutch steamships here is the Ryndam, which is a crack passenger liner, and will be turned into a transport to take American troops over to fight the Huns.

By J. M'HUGH STUART,
Staff Correspondent, I. N. S.

Washington, March 18.—The United States and England will take over 600,000 tons of Dutch ships probably tomorrow. At the same time negotiations have begun, it was learned today, to place all Spanish ships now engaged in commerce under more direct control of the Allied Shipping Council.

The action on the Dutch ships, officials made it plain, will be taken no matter what was the character of the Dutch reply or counter-proposal which reached Washington this afternoon. Though slight concessions may be granted, it is insisted that nothing will be done which will delay the transaction or which will narrow the absolute control which the United States and England seek for the ships to be taken over.

See German Hand.

It is understood here that Holland has again insisted that the ships taken over be used outside the war zone. Officials declare that this is only a last desperate effort of Germany to cripple the Allies' use of the vessels. Holland, they say, can have no objection to the possible destruction of the ships, as the proposal guarantees that all vessels or their equivalent in tonnage will be returned to the Dutch owners at the conclusion of hostilities. Were the vessels to remain in Dutch ownership such safety could not be assured to the owners' interests.

Edward N. Hurley, Chairman of the shipping board, and Josephus Daniels, secretary of the navy, made it clear today that the United States is fully

prepared to take over the vessels and send them to sea.

68 In Harbor Here.

There are 68 of them in New York harbor, Hurley says. He pays high tribute to the Dutch crews who have kept the vessels in perfect order during their long layup. As they have been anchored out in the stream their bottoms are free from barnacles and they will be ready to proceed to sea immediately.

They will be manned by crews under the control of the shipping board. These crews are ready to help. Secretary Daniels said today that armed guards were ready trained at several points and can go aboard the vessels as soon as they are armed.

In addition to the 68 vessels now in New York, Mr. Hurley said today that others are on their way thither from West India and other ports. All will come under the requisition arrangements. The one exception is the Holland-American liner Nieuw Amsterdam, whose return to Holland has been guaranteed.

Ryndam to be Taken.

The liner Ryndam, second in size only to the Nieuw Amsterdam, will be among those taken over. As the vessel is equipped for large passenger lists, it is predicted that she will be turned over to the navy and used as a transport. Mr. Hurley estimates that the total tonnage of the Dutch ships in American ports is about 470,000 tons. The other 130,000 tons are in British and other Allied ports throughout the world.

The negotiations with Spain have been delayed until this time because the Spanish ships have all been at sea and serving to a certain extent the purposes of the Allies. Spain, however, has now asked favors of both England and the United States and in return it is expected that the Allies will require that Spain submit her mercantile marine to a more definite control by the Allies.

The United States granted a certain ration of cotton, petroleum and railroad supplies to Spain in return for Spanish exports for Pershing's and for the French armies. Spain is now asking England for a better allowance of coal to keep her iron industries going. If England grants this favor she is expected to require that it be returned in ships.

Huns Menace Holland.

German pressure, it considered certain here, is being exerted upon Holland right up to the last gasp. Germany is threatening to cut off her supplies of coal from Holland and to torpedo all Dutch ships unless Holland resists the efforts of the Allies to make use of otherwise idle Dutch bottoms, no matter how fair the basis proposed by the Allies may be. Officials of the War Trade Board made it plain again today, however, that if Germany adopts severe measures toward Holland hers will be the blame for the starvation or other hardships inflicted.

The United States stands ready to furnish Holland with food and to accommodate her in every way that Germany will permit her to be accommodated. But the United States will not stand for a repetition of the delays which have characterized the negotiations up to date all of which delays are attributed to Germany's intrigues and threats.

The Dutch answer was received by the State Department this afternoon from London. It was immediately turned over to the War Trade Board. Up to the answer or as to its plans.

Secretary Daniels explained that gun crews are available at the Brooklyn Navy Yard. Merchant sailors are also at hand at the Ellis Island stations. Over 20,000 young men are also in more or less advanced stages of training at the various naval training stations. New men, the Secretary explained will be mixed in with older hands in forming the crews. Most of the Dutch ships, however, will be manned by the shipping board and Secretary Daniels has been asked to make no plans for them.

DUTCH SHIPS NOT YET TAKEN OVER

One Prematurely Boarded at the Hoboken Piers Is Promptly Released.

No action had been taken up to noon to-day with regard to the seizing of the Holland-American liners docked at their piers in Hoboken. The situation remains unchanged from that of Monday, it was stated at the offices of the line in Hoboken to-day. Naval officials are marking time and awaiting word from Washington, which is expected to come in the form of a proclamation by President Wilson taking over the vessels, before they take definite action.

Yesterday's boarding of the steamship Farmarinda, of the Rotterdam-Lloyd line, is regarded as the result

of a misunderstanding by officials of the Holland line. The action was evidently premature, for the naval officials who boarded the liner did not return, as they had intended, after their departure. Superintendent A. Roggeveen takes this view of the matter.

The Farmarinda, while not properly a member of the Holland-American line fleet of passenger and merchant vessels, lies at the Holland line piers in Hoboken. Yesterday she was boarded by Naval Reserve officials. Captain Vissar and the crew were instructed to leave, and were given until midnight to depart. The naval officers told Captain Vissar that they had been instructed to take over the vessel for the government, and the crew prepared to leave.

After making all arrangements, the United States officers left the Farmarinda. They did not return. This gave rise to the report that the affair had been the result of a misunderstanding, and that the ship had been prematurely boarded. Cunch and Eddy, of State street, New York, are the agents in America of the Rotterdam-Lloyd line, to which the Farmarinda belongs.

AWAIT ORDERS TO SEIZE DUTCH SHIPS

Port Officials Here Ready to Take Action.

Although no word has yet been received by the port authorities as to when the Dutch vessels now in the harbor will be taken over by the Government, crews on many of the vessels are leaving and obtaining positions elsewhere. Guards from the Naval Reserve are already aboard all of the Dutch ships in port and will remain aboard until the vessels are officially taken over.

Through a mistake yesterday Naval Reserve officers appeared on board the steamship Samaranda and told the captain they had come to take possession in the name of the American Government. The commander was informed that the ship would be taken over at noon and the crew would be given until midnight to leave the ship. The captain communicated with the Rotterdam Lloyd, her owners, and told them that he was preparing to obey the orders. Some time later he notified them that the naval officers had left the ship, telling him that they had been told to go back to the navy yard and that the contemplated seizure had been postponed.

All that remains to be done now is to inform the commanders of the Dutch ships and their staffs that the vessels are under the American flag, when the orders arrive from Washington.

The reason for the delay in the seizure of the ships, it is said, is because the American and British Governments want to give the Dutch Government every chance to agree with their plans. Holland, it is said, wants it understood that the ships will not carry troops or war supplies through the war zone. This reservation applies, it is understood, to ships now in Dutch waters plying between American and Dutch ports and between Dutch and British ports, and not to the released shipping from American and British ports.

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SOLDIERS GUARDING WEEHAWKEN PIERS

**Armed and Have Orders to
Shoot—Quartered in
Old Ferryboat.**

A large squad of United States regulars went on duty at the Erie Railroad piers in Weehawken this morning as military guards. They are armed with rifles and side arms and have orders to shoot to kill if anyone tries to enter the barred area without a pass. Major Phillips is in command.

The troops, it is said, were sent here on orders from General Hoyle. Recently U. S. Marshal Bollschweiler and U. S. District Attorney Lynch made an inspection of the Weehawken and other nearby shorefronts. It is expected that soldiers will soon be on guard at other local points.

Employees of the Erie Railroad working on the piers and in the Weehawken yards of the road, which are also within the military area, will be provided with special passes. The soldiers are quartered in one of the old ferryboats tied up at the Weehawken shore.

At the West Shore piers in Weehawken to-day it was stated by Superintendent McCoy that his road was depending upon its own special police force to guard its property and had made no application for soldiers. The railroad police, he said, had done excellent work in this line for the past two years.

NEW WARNINGS ON RIVER FRONT

**Prospect of War with Austria
Makes Rules Against Aliens
More Stringent.**

Additional thousands of cards warning alien enemies from the barred zones were placed along the river fronts yesterday. On each is an arrow pointing forward. Each says:

"Alien enemy—stop! You must go no further."

This step was taken by Federal authorities partly as more stringent warning to Germans, and partly in preparation of regulations governing the conduct of Austrian subjects.

Pending a probable declaration of war, a long conference of Federal officials was held yesterday in the office of United States Marshal Thomas D. McCarthy. United States Attorney Caffey, W. M. Offley, John A. Knox and Harold A. Content were present. The establishment of a special enemy alien bureau in Mr. Caffey's office was tentatively decided.

The Federal authorities were careful to explain there will be no harrying or badgering of Austrians who obey the law. Hundreds of Austrians will unquestionably be interned the moment war is declared. These have been under suspicion of carrying on German propaganda. Some of them are said to be wealthy and influential. A list of suspects, numbering 4,000 or more, is in the archives of the local Department of Justice.

Many Austrian subjects appeared at Marshal McCarthy's office yesterday and asked what would be their status in the draft for the United States Army if war is declared. Many men who have been granted their first papers are in selective army cantonments. They will probably be released.

Employers began yesterday to weed out thousands of Austrians and Hungarians employed along the waterfront and on vessels plying the harbor. Regrets were expressed in many cases. The employers said a large part of New York's Hungarian, Slovak and Czech population has openly sympathized with the Allies.

The compiling of the personal records of each of the twelve hundred members of the Maritime Exchange was commenced yesterday. This is being done to discover just what members are of Austrian and German birth and how many of them have secured their final naturalization papers.

Members of the exchange have access to all records pertaining to the arrival, departure and movement of vessels, subject to some supervision by the Navy Department.

ARMY TRANSPORT DAMAGED BY FLAMES WHILE AT DOCK

Fire, due probably to a careless workman smoking against the rules, did considerable damage yesterday to a steamship undergoing repairs at the Robins Dry Dock and Repair Company, foot of Beard street, Brooklyn. The steamship is being fitted out as a transport for the government. The fire was discovered in hatch No. 4 by a workman.

In the hold of the steamship was a large quantity of paints and turpentine used by workmen aboard the vessel. It is thought a lighted match or cigarette, carelessly thrown, ignited the paints.

WEEHAWKEN DRY DOCKS TO BUILD GOVERNMENT SHIPS

**Report That 350 Steel, Concrete
and Wooden Boats Will Be
Made—Buy 300 Acres at Ver-
plank's Point.**

**TO FORM FOUR MILLION
DOLLAR CORPORATION**

That the Weehawken Dry Dock Company will build some 350 ships for the Government, was learned yesterday by a Dispatch man on good authority.

Though the whole proposition is being kept secret, pending final developments, it is understood that a four-million-dollar corporation will be formed to build steel, concrete and wooden vessels, some of which will be constructed at the local dry docks.

Purchase 300 Acres.

Recently the Weehawken Dry Dock Company purchased 300 acres of land at Verplank's Point, along the Hudson river, not far distant from Yonkers. In this purchase it secured 25 acres or more of waterfront, abutting the river at a

point where there is a depth of some 25 feet.

The corporation which is to be formed by the local company will construct a shipyard on the site of the new purchase, and use that place for building most of the Government boats, it is said, though some of them will be constructed at the dry docks in Weehawken.

Concrete Vessels.

Though contracts are declared not to have yet been actually signed, it was learned that they would be within a short time for the construction of about 200 wooden barges; about 50 steel vessels and about 100 concrete boats, ranging in tonnage of from 1,000 to 10,000 tons. The boats are to be used in trans-Atlantic shipments of supplies to our Allies and troops.

The Weehawken Dry Dock Company owns dry docks in Jersey City and also at Port Johnson, Bayonne.

Richmond Rodermond, of Weehawken, is treasurer and general manager of the company, and his brother, Harry J. Rodermond, of Hoboken, is another official of the concern. They own a large part of the stock.

It is said that some \$100,000 was paid for the purchase of the Verplank's Point property.

Globe Mar. 21/18

Dispatch Mar

77 DUTCH SHIPS UNDER U. S. FLAG

Rejection by Holland of Our
Demands Causes Wilson to
Requisition 600,000 Tons.

WASHINGTON, March 21.—Seventy-seven Dutch ships in American ports, aggregating about 600,000 tons, were flying the American flag to-day as the result of President Wilson's proclamation of last night requisitioning Dutch tonnage in accordance with the British-American shipping agreement. At the same time Great Britain took over Dutch vessels in British waters and another 400,000 tons was put into allied service.

The President's proclamation was issued upon Holland's refusal, in the face of German threats, to put into effect her voluntary agreement for restoring her merchant marine to normal activity. The government had waited more than forty-eight hours beyond the time in which Holland had been requested to make a decision as to whether she would carry out the original pact or submit to requisitioning, and every effort was made to avoid seizure, although such action is sanctioned by international law. The President's order, authorizing the navy to take over the vessels, was sent out only after word came from London that Holland's delayed reply was a rejection of the British-American demand.

Armed naval guards were aboard the vessels in American waters to-day, and the ships will be operated by the Navy Department and the Shipping Board, Dutch crews being supplemented by American civilian sailors and naval reservists. Compensation will be made to the owners, as required by law.

Jersey Journal
Mar 21/18

Wilson Is Holding Proclamation About Dutch Ships Seizure

President Delaying His Action
Pending Further Advices From
England, But Vessels Are
Sure to Be Taken.

DANIELS IN NEW YORK READY TO TAKE MOVE

Washington, March 19.—A Presidential proclamation, taking over all Dutch shipping in American ports, hung suspended in mid-air tonight awaiting word from London as to Holland's final attitude.

Whether The Netherlands government actually accepts or rejects the Allies' proposals is still to be established.

In either event the American Government is determined to get the ships.

Today's cabinet meeting is understood to have approved the stand that the action is fully warranted by the extreme need of the Allies for transportation.

As prepared, the proclamation is understood to direct Secretary of the Navy Daniels to take physical possession of the ships in the name of the United States.

Similar action by Great Britain would immediately follow:

Daniels Is Ready.

Secretary Daniels has been in New York for several days with all his plans ready to send Naval Reserve officers aboard the ships and hoist the American flag at daylight tomorrow. Most of the ships, as cargo carriers only, will be operated by the Shipping Board. Only those suitable for transport duty will be operated by the navy, though all will have naval gun crew aboard if they go through the danger zone.

Action would have been taken early in the day, it was learned tonight except that advices from London were confused. It was not quite clear whether the men in London representing the United States and Great Britain throughout the negotiations were mere-

ly awaiting the transmission to Holland of the formal notice of their action, or whether they had found it would be impossible to relax the provisions of the proposals in some slight degree to accommodate Holland in her plight.

Issues Proclamation.

The President prepared for the issue of his proclamation immediately after the cabinet meeting this afternoon.

The proclamation, drawn after consultation with Secretary of State Lansing and representatives of the War Trade Board was ready on the President's desk and George Creel, chairman of the committee on public information, was given instructions as to its publication.

Jersey Journal
Mar 21/18

SEIZE THREE DUTCH VESSELS AT 'FRISCO.

San Francisco, March 21.—United States naval crews took charge of

three Dutch vessels here following President Wilson's proclamation requisitioning Dutch shipping. When the Americans boarded the vessels in each instance the masters filed written protests and were given official copies of the Government orders. The masters of the vessels remained aboard as guests of the United States.

EFFECT OF SEIZURE OF DUTCH SHIPS

New York, March 21.—Seizure of 1,000,000 tons of idle Dutch shipping by the Allies means the present net losses due to the submarine warfare have been made good in advance for the next ten months.

Considerably before that time launchings of new ships will have definitely established the ascendancy of the Allies in the warfare with the submarines. The only development that might prevent the termination of the U-boat conflict would be the construction by Germany of a new type of submarine far less vulnerable and more aggressive than the present. That is extremely unlikely.

BERLIN THREATENS TO SWAT HOLLAND

Zurich, March 21.—Holland must expect that submarines will blockade all her ports as a result of the taking over of Dutch ships by the Allies and America, it was semi-officially stated in Berlin to-day.

The Netherlands must be compelled to bear all the consequences of her decision, the Berlin advices said.

DUTCH SHIPS TO BE SEIZED TO-DAY

Vessels at Hoboken and Bayonne to Be Taken—Total of 46
in Harbor Being Added to America's Marine.

Forty-six Dutch ships are to be added to the American merchantile marine in New York harbor to-day. Three-hundred and fifty naval reservists have been sent out from the Battery to board them. Provisional officers in charge of men placed aboard the ships, will run up the Stars and Stripes immediately after boarding each ship and the Dutch colors hauled down.

Ships are lying at Hoboken and Bayonne, Yonkers, Staten Island, Brooklyn, Long Island City, and in the Hudson River, excursion steamers, coast guard cutters and naval tugs transferred the American seamen to the ships.

The transfer is being made with little ceremony. Two patrol boats and two tugs took the reservists aboard at the Battery and then proceeded to Ellis Island, where final instructions were given. Each boat was assigned to a district and details told off to board each ship.

The provisional officers will remain in charge of the fleet until the actual transfer to the shipping board is made.

The Dutch ship Barendrecht, loaded with 35,000 barrels of oil in bulk, is scheduled to be seized at a pier at the Tidewater Oil Company's Bayonne plant. A guard of U. S. Marines was sent aboard. The ship was loaded and ready to sail two days ago, but was detained, only the captain, mate and chief engineer being allowed shore leave. The formal transfer is expected to take place this afternoon.

A sister ship, the Wieldrecht, which was loaded at the Tidewater plant four months ago, is still riding at its anchor off Ninety-sixth Street, Manhattan.

Up to noon to-day the Stars and Stripes had not supplanted the Dutch ensign on the Dutch ships at Hoboken, but it is expected the transfer will be made before sun down. There are six ships at Hoboken, including the Nieu Amsterdam which is not affected.

Globe Mar 21/18

46 Vessels Taken Over in This Harbor

The Dutch vessels taken over in this port to-day by the government number forty-six, and have a tonnage aggregating between 300,000 and 400,000. They lie mainly at Newtown Creek and Hoboken, with a scattering few at Yonkers, Bayonne, and in the harbor.

Naval forces designated to take possession of the ships were mobilized in Battery Park at 9.30 A. M. and taken to Ellis Island for instructions, after which they separated to carry out their task. They comprise 370 naval reservists and 150 customs guards and inspectors, the whole force under Commander W. H. McGrann, U. S. N., who had been retired, but took up active duty again when America entered the war.

From Ellis Island the naval forces set out in two tugs, which went respectively to Yonkers and Bayonne; the excursion boat Pontiac, commanded by Lieutenant Hassler, U. S. N., which went to Newtown Creek, and the excursion boat Hermann S. Caswell, under Lieutenant Gass, U. S. N., which proceeded to Hoboken.

Naval ensigns and lieutenants were placed in command of the Dutch ships.

in Sun Mar 24/18

N.Y. Journal
Mar 26/18

U.S. NAVY TO MAN DUTCH VESSELS IMMEDIATELY

**Ships Seized Last Night Are
to Be Put Into Commis-
sion at Once.**

ALL ARE IN GOOD SHAPE NOW

**Will Add 1,000,000 Tons to
Transport Facilities for Our
Troops and Our Allies.**

From Our Special Correspondent.

WASHINGTON, March 21.—The Dutch ships seized last night by the American Government after months of negotiation had failed to secure their release for transatlantic trade will be put into commission at once.

Officials of the Navy Department and the Shipping Board said that a thorough survey had been impossible in so brief a time, but that it was thought it would require only a few days to put most of them in shape.

The Navy Department will place officers aboard and may man some of the ships entirely. Members of the Dutch crews, however, will be utilized in cases where they wish to continue in the service.

Those who do not wish to work will be provided with transportation back to Holland.

The seizure of the ships was forced by immediately pressing problems of troop, food and supply transportation, problems which have by this action been vastly relieved if not temporarily solved.

1,000,000 Tons Added.

It was said at the Shipping Board to-day that the benefit to the cause of the Allies by the seizure could hardly be overestimated, as nearly 1,000,000 tons was added at one stroke to the shipping of the nations which are at war with the Central Powers, including that which is being taken over by Great Britain.

Except for the ships which will be used in sending foodstuffs to Holland, Switzerland and Belgium, the tonnage which was acquired by yesterday's war measure will be put at once into war service or on routes which will relieve other ships for direct war service.

Vast quantities of munitions and other war supplies have been lying at the American terminals for months awaiting shipment. They will now be moved rapidly. It also will be possible to accelerate the troop movement, which even now has been speeded up to a point beyond that hoped for at this time.

President Wilson ordered the seizure of the ships in a proclamation issued last night after an agreement had been accepted several times by the representatives of Holland only to fail of ratification by the Government itself, and even after an ultimatum setting Monday as the limit of the period of grace had been passed without favorable action by the Netherlands Government.

President's Patience Exhausted.

Patience in the situation finally came to an end, the President deciding, as he said in a statement accompanying the proclamation, that Holland, because of the pressure from Germany, did not have a free will to act in the matter and probably not even the power to carry out an agreement of the sort after it was entered into.

The President justified the action by the law and practice of nations and further by the act of Congress empowering him to take over any vessel within the jurisdiction of the United States.

He stated that the justice of the act was evident from the fact that Holland herself gladly would have entered into the arrangement, as she several times was on the point of doing, had it not been for the coercive measures and threats applied by Germany.

The same concessions to Holland which would have been incorporated in the voluntary agreement, will remain in force under the seizure.

Food Set Aside for Dutch.

Bread grains in ample quantity have been set aside in this country for Holland's needs and The Hague notified that ships may be sent for them at once.

The Nieuw Amsterdam, which was immune from seizure by a special agreement with the Dutch, will be allowed to take back with her a cargo of foodstuffs.

Sufficient tonnage will be left to Holland to take care of her colonial trade, bunker coal will be supplied to ships transporting food to Holland and every effort put forth to make the burden of the action bear as lightly as possible on the little Government.

Holland's situation, as a matter of fact, will be better than it has been in months, since she will have ships in trade where heretofore they have been lying idle in the ports of the United States and Great Britain.

Holland will be getting grains and other foodstuffs from the United

States, where previously she has been getting practically nothing.

For the same reason requisitioning of the ships is of immense advantage to the United States.

It is not as if ships were seized which had been in commission before their seizure, as would be the case with the other neutrals. Instead, they were ships which had been idle for months and their seizure adds just that much tonnage to the trade of the world.

DUTCH SHIPS IN HARBOR AWAIT SEIZURE ORDERS

**Collector Newton Informed Navy
Will Take Over Vessels.**

Collector of the Port Byron T. Newton announced at 9 o'clock this morning that he was awaiting word from Washington in the expectation that the forty Dutch ships at this port would be taken over by the American Government at once.

Mr. Newton said that he had received official information at 5 o'clock yesterday afternoon that the ships were to pass under American control.

"Since receiving word from Washington yesterday afternoon," a representative of Mr. Newton said, "we have heard that the Dutch ships are to be taken over by the Navy Department, and that our office is to have nothing to do with it. However, we will not know definitely until we receive final word from Washington."

Shortly after 9 o'clock a detail of men, largely drawn from the Naval Reserve, marched down to the Battery in anticipation, apparently, of assisting in the taking over of the ships. Their officers refused to talk to newspaper men.

Meantime the crews of the forty ships were all in readiness to quit the vessels. All had their belongings packed and were ready to go ashore on an instant's notice.

There are six big Dutch ships at the Holland-America line's docks at Hoboken, and the preparations for taking over these ships were quietly conducted.

The forty ships in New York harbor have a tonnage of more than 200,000. There are several other ships at other Atlantic ports, bringing the total tonnage to about 600,000.

Following are some of the larger Dutch ships at New York and nearby ports:

Ryndam, Holland-America passenger liner; Sussenheim, Grotterdijk, Soesdijk, Westerdijk, Samaran, Belletrix, Wondrichen, Goeland, Zeelandia (passenger liner), Merauke, Vesta, Besolki, Nercurlus, Malang, Ball, Elizabeth, Waalhaven, Yselhaven and Bussum.

SEAMEN GREASE FLAGPOLE ON DUTCH SHIP

**U. S. Sailors Have Big Task in
Removing Holland's Emblem
from Some Vessels.**

Humorous and pathetic incidents attending the taking over by the United States Government of seventy-two Dutch ships in this port on Saturday last were related by Government agents to-day. A few fist fights were reported between Holland sailors and American Naval Reserves who took possession of the various ships, but nothing of a really serious nature ensued.

The Dutch officers and crews in some cases showed violent opposition to the hauling down of the orange, white and blue tri-color of the Netherlands and the substitution of the Stars and Stripes. On one Dutch merchantman seized in South Brooklyn the American Naval Reserve men found themselves confronted with an extraordinary task when they went to haul down the vessel's ensign.

Instead of the Dutch flag flying from the taffrail as is customary, the American sailors found it flying high from the aftermast. When they attempted to lower it by means of the halyards they found it had been bound with strands of wire entirely independent of the halyard cords.

FLAGPOLE WAS GREASED.

Under instructions one American had climbed into the rigging and scrambled toward the topmast. To his great dismay he found that the flagpole had been greased.

Then there was an exciting race to reach the tricolor. One youth who had been a linesman for a telephone company before he enlisted in the Naval Reserve, saved the day. With the aid of steel spikes speedily improvised he reached the mast head, cut the wires with pliers and removed the flag.

On another vessel in Hoboken the United States sailors had a wordy argument with the captain and Dutch sailors when it came to hauling down the flag of the Netherlands. The captain insisted that his country's flag should not be lowered. American naval officers, with generous diplomacy, informed him that the Dutch flag would be presented to him and he could be its custodian until he found occasion to fly it again. This satisfied the captain, and the American party went on with its work.

The captain of one Dutch vessel retired to his chartroom and wept. He had been master of the ship for twenty-one years, sailing in and out of this port. His family had lived here fifteen years, and his children attended school here.

SAILORS TO GO HOME.

Between 1,000 and 1,500 sailors who were aboard the seized Dutchman appeared at the Customs House to-day to have their passports vised, preparatory to sailing for Rotterdam by the Holland-America liner, Nieuw Amsterdam, which was not seized by the Government because previously she had been given a safe conduct through the war zone. The Nieuw Amsterdam will carry the largest number of passengers in her history, even more than she carried at the outbreak of the war, when she brought thousands of Americans home from Europe.

Captain Godfrey L. Carden, naval officer of the Port of New York, who also is Divisional Commander of the Coast Guard, sent squads of men to patrol the Custom House while the Dutch sailors waited in line. The patrols had instructions to detain any one heard making derogatory remarks about the United States or who expressed pro-German sentiments.

Many of the seized ships have been sent to dry dock to have their bottoms scraped while their bodies are being painted a dull war gray. None of the seized ships machinery was damaged, and consequently all will be ready to sail soon.

THEY NOW FLY THE STARS AND STRIPES.

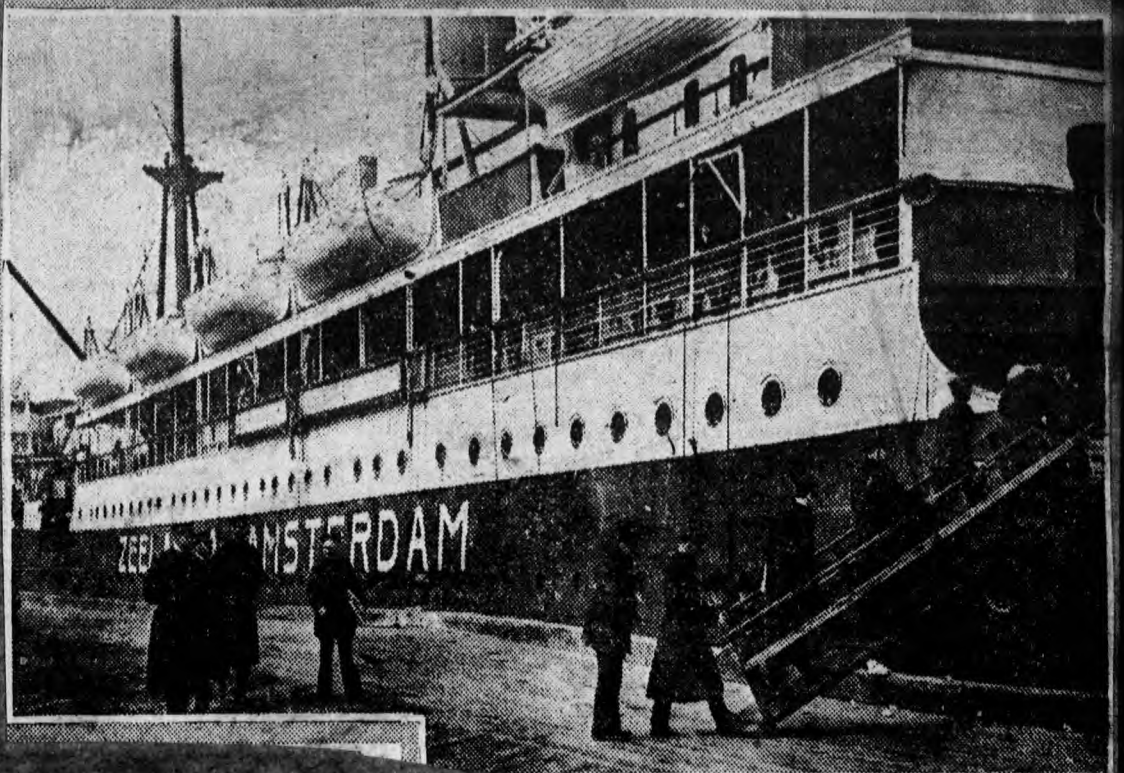


PHOTO © INTERNATIONAL FILM SERVICE

The seizure of forty-six Dutch ships in New York harbor adds 350,000 tons to the shipping of the United States. Our naval forces are inspecting the vessels to make them ready for immediate use.

GERMAN SHIPS IN OUR HARBOR WERE IMPORTANT ITEM

American Ingenuity Overcame
What Germans Thought Com-
plete Wreckage of Engines

ONE ENGINEER MADE NOTES OF HIS WORK

Washington, Dec. 12—The swift repair of the German ships, supposedly wrecked by their crews before their seizure by the United States at the outbreak of the war is described in the annual report of the Naval Bureau of Engineers as one of the most striking and dramatic performance in the history of naval engineering.

For the first time, the public is permitted to know the extent of the German vandalism and the manner in which American ingenuity and skill accomplished what the Berlin authorities, who ordered the complete disabling of the vessels, confidently believed to be impossible from an engineering viewpoint.

When hostilities were declared, 103 of these ships, docked at various American ports, many of them at Hoboken, were taken over by the Government and, of these practically all were found to have been damaged wilfully by their German crews.

The importance of the speedy repair of these ships is shown by the fact that 20 of the 103 afterwards converted to transports, had a carrying capacity of 70,000 troops. The work of repair, conversion and outfitting was pressed with the utmost energy, and within but five months, was virtually completed.

Indisputable evidence of Germany's premeditated plan to render the vessels unserviceable is contained in various memoranda found aboard the ships. One note written by the chief engineer of a big liner said he began wrecking her machinery January 31, 1917—one day before the Berlin government resumed unrestricted submarine warfare.

Listed the Damage.

Memorandum found aboard the S. S. Hamburg gave in detail the parts broken and damaged on the two main engines of the vessel and after each item appeared the notation: "Cannot be repaired."

American naval engineers found it possible to use to an unprecedented extent both electric and oxy-acetylene welding in patching and repairing the huge cracks in damaged cylinders.

Before the ships were pronounced ready for service, they were each taken to sea for a minimum full-power test run of forty-eight hours.

United States to Get German Ships Interned in Peru

LIMA, Peru, Sept. 5.

CONGRESS to-day approved an arrangement reached between the Peruvian and American Governments for the use of the German vessels interned at Callao.

Eight German vessels which were interned at Callao were taken over by the military forces of Peru last June. They include several large steamers, with passenger accommodations, formerly plying between San Francisco and South American ports and German ports.

When Peru broke off relations with Germany in October, 1917, the Peruvian Congress gave to the President authority to utilize the German ships if the national necessity demanded it.

His patch
Dec 13/18

N.Y. American
Sept 6/18

DUTCH OFFICIALS CALL SHIP SEIZURE 'ACT OF VIOLENCE'

Statement Published in Holland
Reviews Situation Which Led
Up to Action by Great Britain
and the United States

THE HAGUE, Holland (Saturday)—The seizure of the Dutch merchantmen in American ports is characterized by the Dutch Government in a statement in the Official Gazette as an "act of violence which it will oppose with all the energy of its conviction and its wounded national feeling."

The Government takes issue with the proclamation of President Wilson regarding the decision of the United States, saying it contains assertions which are contrary to the facts.

The statement says the Dutch nation "with painful surprise" has taken notice of President Wilson's proclamation and that the seizure of a neutral mercantile fleet is unjustifiable. It continues:

"According to President Wilson's proclamation the Netherlands owing entirely to the German pressure, failed to observe the preliminary arrangement which was proposed for the purpose of leaving no longer idle the Dutch tonnage in American ports and furnishing an opportunity to make voyages within a period of 90 days, pending a definite agreement on Dutch tonnage and rationing.

"This is distinctly incorrect. It is equally as incorrect as the allegations that Germany had threatened to sink two ships which were to sail from Holland in exchange for two from America which were to sail to Holland with America's approval, and that Germany had made increasing threats to prevent both the observance of such a preliminary arrangement and the conclusion of a permanent one. The real facts of the case are as follows:

"After the (American) War Trade Board had insisted that Dutch ships in American ports make trips pending a definite arrangement, The Netherlands Government proposed that some of the ships should make voyages for the commission for relief in Belgium, which Holland has always fostered sedulously for the benefit of distressed Belgium and Northern France.

"When information was received that Germany objected to America's demand that a Dutch ship sail from Holland each time in exchange for a relief ship sailing from America, the Netherlands Government deemed it a duty imposed by good faith to inform the American authorities thereof immediately so that a ship which was then on the way toward Argentina could be given a different destination. The direct consequence was that those ships were kept moving, which was exactly in consonance with the provisional agreement.

"Respecting sailings to Cette (France), a Swiss interest with which Holland sympathized warmly, the shipowners agreed thereto completely as soon as France gave assurance that the ships would not be detained at Cette. Accordingly, several ships were chartered for this service. The charterings and sailings of all these ships were not sensibly delayed by the aforementioned objections, neither did Germany attempt to influence the execution of the provisional agreement which affected traffic between trans-Atlantic ports. What did seriously interfere with its execution was the fact that cablegrams to and from shipowners were extremely slow in transmission, and sometimes never were delivered. The cause of this remains unexplained.

"The fact is that a majority of the ships had been chartered under the provisional agreement through the War Trade Board and part were already sailing to South America, but were stopped en route by the American authorities while in the Pacific.

Ships plying between the western coast of the United States and the Dutch East Indies made regular voyages without any impediment direct or indirect by the Netherlands Government. The ships now in British ports in and outside Europe and in the Portuguese port of St. Vincent, were prevented from sailing by the British and Portuguese themselves.

"As shown by the foregoing the allegation that the Netherlands, owing to German pressure, was powerless to observe the provisional agreement is contrary to fact. That the President was incorrectly advised is proved conclusively on a point of greater importance, namely, where the statement mentions the new demand that Dutch ships would have to enter the war zone and the seizure which followed Holland's reply.

"After the incorrect allegation that Holland was unable to observe the provisional agreement, Great Britain on March 7 made Holland a final proposal, whereupon Holland came forward with a counter-proposal which was unacceptable. Even had the arrangement been concluded Holland would have been unable to keep it in actual practice, for which reason the seizure was determined upon. This reason, strange though it may seem, lacks one important link which is indispensable to place the matter in a proper light. What were the facts?

"On Feb. 22 the Netherlands, in view of the food shortage threatened in the coming summer, asked America to advance 100,000 tons of wheat on account of 400,000 to be definitely arranged for. It is true that the associated governments on March 6 replied affirmatively regarding the 100,000 tons, without giving a definite reply about the 400,000, but to that apparent acquiescence they attached the onerous condition that they were to obtain immediately the disposal of all of that part of the Dutch merchant fleet to which, according to the projected London plan, they would eventually become entitled.

"The Netherlands Government under the stress of circumstances prepared to accept this condition as soon as the certainty could be had that the fullest reliance could be placed not only on the 100,000 tons, but also on the full 400,000 as the basis of definitive regulation. The Government was in a position to accept because at the deliberations in London and afterward it was understood strictly that Dutch ships would be employed only outside the danger zone and that therefore they would in no case undertake services for a belligerent which would be an infringement of neutrality.

"Suddenly the aforesaid London engagement was broken on March 7, when the cardinal point, that ships given in exchange for the advance of 100,000 tons of grain—ships with tonnage amounting to about half a million—are not to be used in the danger zone, was revoked. The onerous character of this change lay not in the fact that the Dutch ships were to be sent into the danger zone—for this has nothing to do with neutrality—but because it was evident that to enter that zone, situated as it is around the associated countries in Europe would amount to a large extent to the transportation of troops and war matériel from America to the European co-belligerents.

"Moreover, the Dutch ships, if armed, would run the risk of armed conflict with German warships. Holland as a neutral country could not, therefore, consent to the use of its ships in the danger zone unless the associated governments could guarantee that the ships would not be armed and would not transport troops of war matériel.

"In the light of the foregoing the reasoning of the presidential statement in accordance with which the seizure was held to be necessary, because Holland would be unable to observe the contract, cannot be sustained. It is contrary to the true facts. The only true representation is this:

"The powers in question, owing to the loss of ships, felt constrained to replace the tonnage by obtaining the disposal of a very large number of ships which belonged not to them but to The Netherlands. They became

aware that The Netherlands Government could not permit the ships to sail in the interest of the associated governments except on the conditions imposed by neutrality, but which were in the judgments of the governments not sufficiently in accordance with their interests. Therefore they decided to seize the Dutch merchant fleet in so far as it lay within their power.

"The Netherlands Government deems it its duty, especially in serious times such as the present, to speak with complete candor. It voices the sentiments of the entire Dutch nation, which sees in the seizure an act of violence which it will oppose with all the energy of its conviction and its wounded national feeling.

"According to the presidential statement that procedure offers Holland ample opportunity to obtain bread grain. This is so only apparently; for would it not be an irresponsible act, after the experiences of Dutch ships in American and British ports, to permit other ships to sail to these ports without adequate guarantees that these experiences shall not recur?

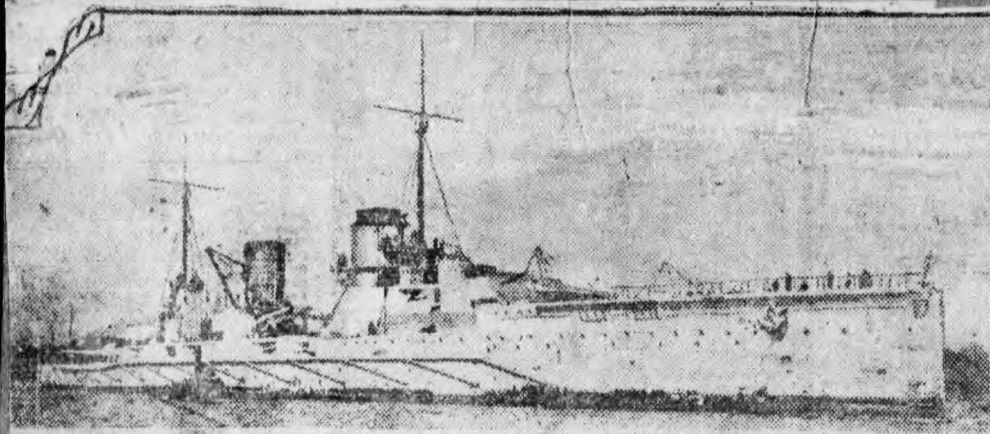
"The American Government has always appealed to right and justice, has always come forward as the champion of small nations. That it now cooperates in an act diametrically opposed to those principles is a proceeding which can find no counter-weight in the manifestations of friendship or assurances of lenient application of the wrong committed."

Sextants Taken From Ships

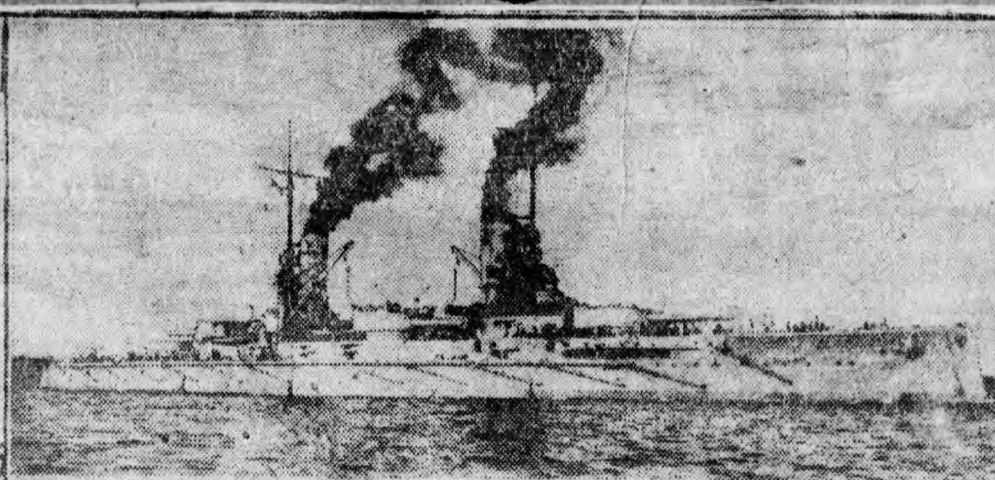
Naval Officers Find Vessels Stripped
of Valuable Instruments

WASHINGTON, D. C.—Dutch ships, when taken over by United States naval officers, were found to have been stripped of their sextants and other valuable navigating instruments. Many had been taken by ships' officers, who were about to sail for home on the liner Nieuw Amsterdam, and the delay of 48 hours in the vessel's departure was said on Saturday to have been due to the necessity for recovering them. Some of the sextants were the personal property of the officers, who were persuaded to sell them to the Navy Department.

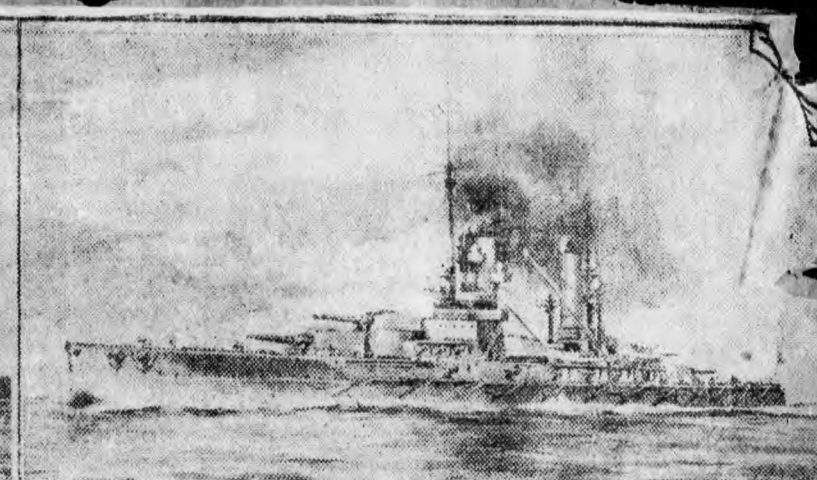
More than 1000 members of the Dutch crews have sailed for home. They are being replaced by naval reserves and civilian crews.



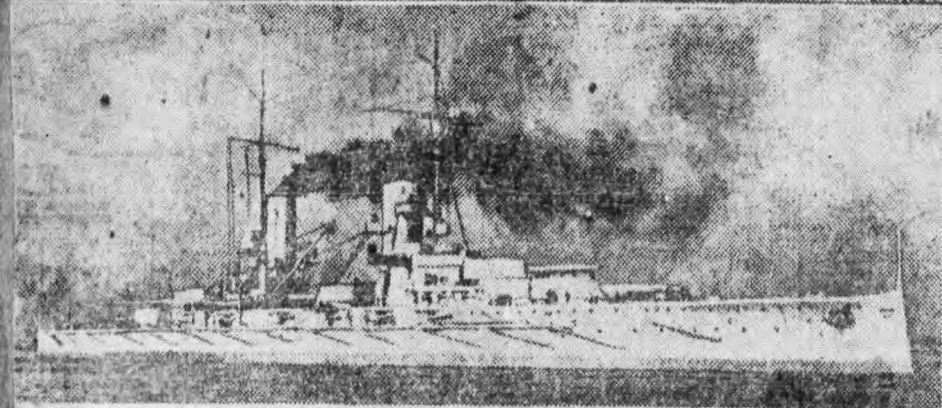
SEYDLITZ



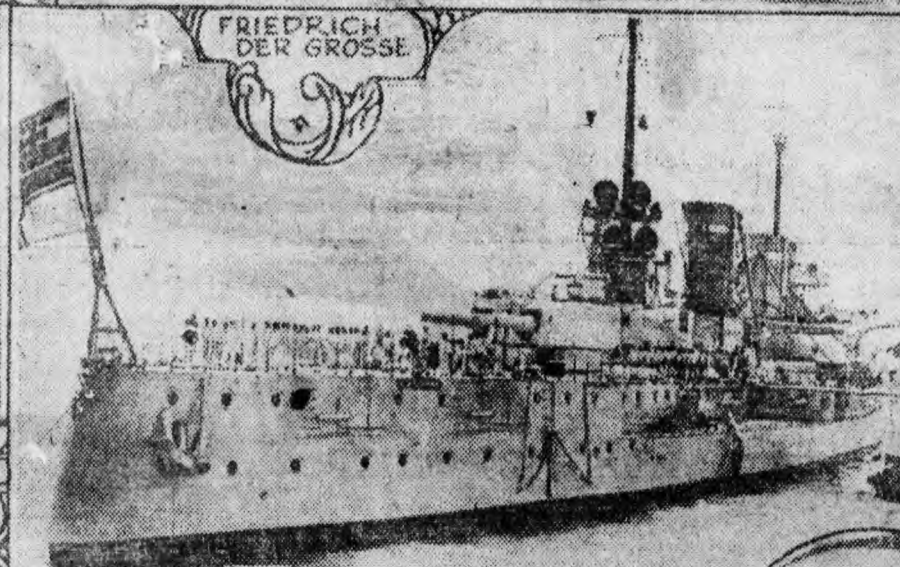
FRIEDRICH
DER GROSSE



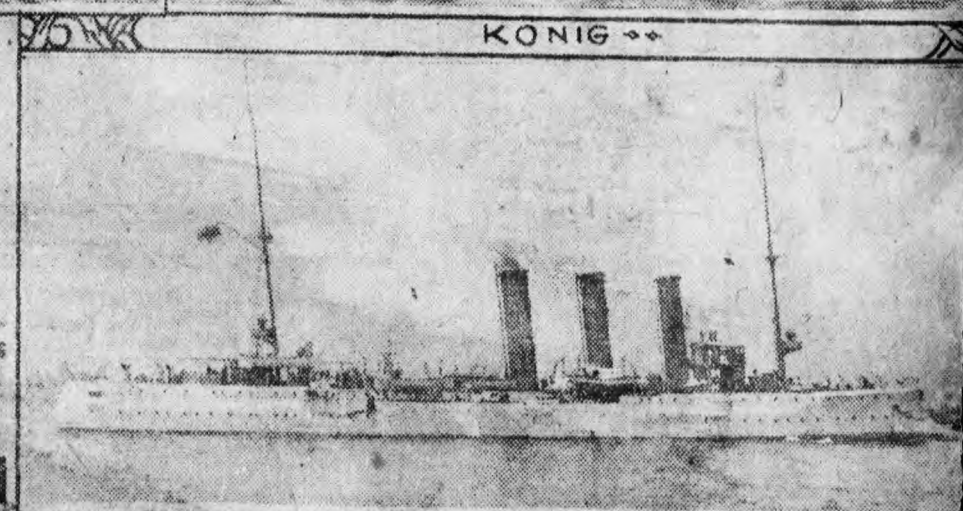
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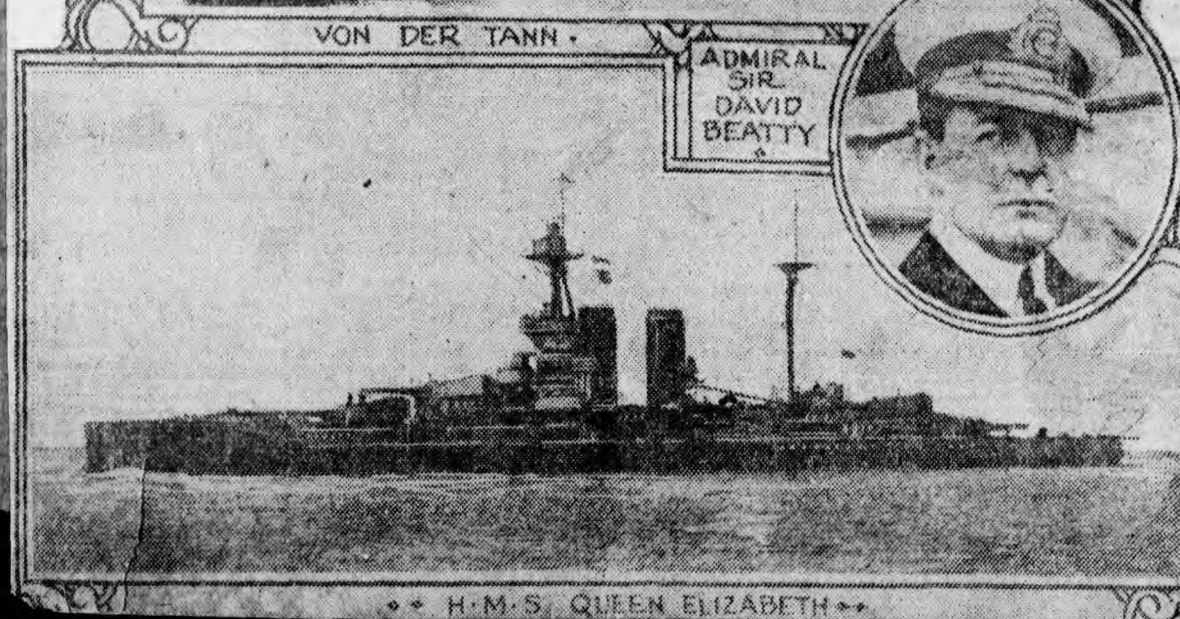


VON DER TANN



BREMEN

**"DER TAG" OF
GERMANY A DAY
OF SURRENDER**



H.M.S. QUEEN ELIZABETH

ADMIRAL
SIR
DAVID
BEATTY



Observer Even World Hispatch
Feb 16/18 Feb 16/18

SHIP HOLD AFIRE AND CARGO FOR RED CROSS BURNS

Danish Freighter Ablaze for
Four Hours at Her Pier
in Hoboken.

DAMAGE ESTIMATE OVER TWO HUNDRED THOUSAND

Flames Discovered by Member of
Crew Who Arouses His Mates and
Tries to Send in Alarm, but Fire
Box is Out of Order—Three Still
Alarms Bring Whole Department.

Fire broke out early to-day in the
hold of the Danish freighter Minsk,
lying at the Scandinavian-American
Line piers, foot of Seventeenth street,
Hoboken, and did damage estimated
at from \$200,000 to \$500,000. The
vessel carried a huge cargo of Red
Cross supplies.

The blaze was first discovered at
5:30 o'clock to-day by a member of
the crew, who was asleep aboard the
ship. He aroused the other few of
the crew aboard and then communi-
cated the startling news to a watch-
man on the piers.

Hastening to the auxiliary box at
one end of the dock, the watchman
turned the key to send in an alarm
of fire. Five minutes later, when
he saw that the engines had failed
to arrive, he again pulled the box,
with the same result. He then dis-
covered that the box was out of
order and sent in a still alarm by
telephone to Fire Headquarters.
Members of No. 2 Engine Company
and No. 1 Truck hastened to the
piers.

THREE ALARMS.

The firemen at once saw that they
had a difficult blaze on their hands
and sent in another still alarm at
once. This brought to the scene
Chief Michael A. Dunn. He imme-
diately sent in the third alarm and
with it came all of the available fire
fighting apparatus in the Mile Square
City.

The fire had broken out in the for-
ward hold of the Minsk. Alongside
it, and between the Minsk and the
pier, lay the liner Oscar II. An-
other vessel lay on the other side of
the Minsk, while a third was anchor-
ed between it and the end of the
pier.

Firemen stretched lines of hose
from the river across the decks of
the Oscar II. and poured thousands
of gallons of water into the fiercely
blazing hold. Huge pumping en-
gines, brought to the docks to fur-
ther conserve Hoboken's meagre
water supply, pounded furiously as
they drove tremendous streams of
water through the hose lines.

STUBBORN BLAZE.

The blaze proved one of the most
stubborn in many months. It spread
to No. 2 and the other holds on the
Minsk and consumed the cargo, which
consisted of cotton and provisions and
other supplies consigned for the Red
Cross. Only after four hours of hard
work were the firemen able to get
the flames under control.

Several times the hose twisted out
of the hands of the firemen and
bowed them over, drenching them to
the skin. They continued to work,
shivering in the biting wind, while
the water froze all about them. One
fireman, George Bonin, of the No. 2
Engine, fell down a sixteen-foot lad-
der and sprained his left wrist. He
continued at his task, however.

A guard of soldiers and bluejackets
from the Government Piers, just ad-
joining the Scandinavian docks, was
thrown about the entrances to piers.
Captain V. H. Lassen, superintendent
of the Scandinavian Line, denied that
there was anything suspicious about
the fire. He declared that it was due
to spontaneous combustion, and Chief
Dunn concurred. Captain Lassen de-
clared that the damage to ship and
cargo would amount to more than
\$200,000 and possibly \$500,000. The
inside of the vessel was almost total-
ly destroyed.

The Minsk is a ship of 2,000 tons.
She is 330 feet long and 70 feet wide.
The freighter has lain in port at
Hoboken for five months, first be-
cause of the embargo and later be-
cause of fear of the submarines.

MYSTERIOUS FIRE AT HOBOKEN PIER SWEEPS BIG LINER

Entire City Department Fights
\$500,000 Blaze in U. S.
Barred Zone.

Fire aboard the Swedish-American
liner Minsk, at her pier at the foot
of Seventeenth Street, Hoboken,
brought out all the city's fire fighting
apparatus to-day and caused the offi-
cers in charge of the Government
barred zone extending on three sides
of the burning ship to take extraordi-
nary precautions to prevent a spread
of the flames to the line of transports
adjacent.

The quickness with which the
flames spread, the dangerous posi-
tion of the ship in reference to the
Tietjen & Lang drydocks and other
property taken over by the Govern-
ment for its Port of Embarkation and
the fact that the alarm box on the
pier failed to register a signal at
5:30 o'clock, caused the commanding
officer of the barred zone to institute a rigid investigation
before the flames were subdued. Dam-
age estimated at half a million dol-
lars resulted to the ship and cargo of
cotton and Red Cross stores.

When flames and smoke were seen
issuing from the uncovered hatch
of Hold No. 2, officers of the Minsk
immediately ran to the alarm box on
the pier and pulled the signal cord.
When engines failed to appear a sec-
ond alarm was sent in from the box.
After another wait a telephone to
Fire Chief Michael Dunn revealed
that no alarm had been sounded.
Subsequent investigation of the pier
box indicated the wires were not in
contact.

As soon as the Fire Chief arrived
on the scene he saw the seriousness
of the blaze and turned in two extra
alarms. It was impossible for the
men to approach the hatchway over
the blazing hold, so intense was the
heat and dense the fumes of burn-
ing cotton. After a conference with
the ship's officers Chief Dunn ordered
some of the Minsk's sea cocks to
be opened so that the burning hold
might be flooded.

With the inrush of water the Minsk
slowly settled and the fire was
quenched sufficiently to permit deck
streams to be poured into the hold.
Meanwhile all the waterfront was
smothered in dense smoke clouds.

Immediately south of the Minsk are
the Lamport & Holt piers, which
have been taken over by the Govern-
ment. The Tietjen & Lang drydocks,
also in the immediate neighborhood,
and the Government ammunition fac-
tory at 16th and Washington Streets
were all in the danger zone. Blue-
jackets were thrown in a guarding
line about the drydocks and two com-
panies of soldiers barred the ap-
proaches to the ammunition factory.

ARMY MEN FEAR FIRE WITH LOW WATER PRESSURE

Gen. Shanks Gets In Touch With
Mayor Griffin and Hacken-
sack Water Co.

BUT GET NO PROMISE OF BETTER CONDITIONS

The failure of the water supply in
Hoboken and the continued lack of
pressure has made the Army authorities
seriously concerned over the situation.
Fear for a fire on the Army piers and
no water to work the boilers for the
pumping engines at the docks forced
Major General Shanks to detail a cap-
tain to get in touch with Mayor Griffin
yesterday in order to get some light
on the situation and the probabilities
as to an early remedy.

Mayor Griffin got in touch with Su-
perintendent French of the Hackensack
Water Company and it was stated that
the situation would probably be cleared
in a few hours. The Water Company
has made this assertion several times,
but no more satisfaction could be got
from the company officials.

Considerable inconvenience not only at
the Army piers, but throughout the en-
tire city has been caused by the failure
of the water supply. Saturday and
yesterday few persons in Hoboken liv-
ing above ground floor had water run-
ning from their faucets.

The sanitary condition in certain sec-
tions of the city is becoming a de-
cided menace, and the Health Depart-
ment is now seriously concerned over
the situation. Temporary relief has ar-
rived since the shortage, but the pres-
sure falls down again without notice.

Insistent rumors are in circulation in
Hoboken to the effect that the Company
is selling Hoboken's water supply to
Jersey City.

SEVERAL OF CREW HELD FOR FIRE ON THE LUCKENBACH

Origin of Flames Still Mystery;
Oil Tanks in Danger of
Exploding.

WERE SAVED BY GOOD
WORK OF THE FIREMEN

Several members of the engine room crew are believed to be under arrest as a result of the fire which broke out on the U. S. Transport K. I. Luckenbach, at the Army piers, uptown in Hoboken, Thursday. Getting a foothold in the boilerroom it would have spread throughout the ship and exploded the oil tanks on the vessel but for the precautions of the Hoboken Fire Department.

The fire broke out in the boiler room adjacent to the engine room and the origin is still a mystery. The vessel is one of the new freighters and an oil burner. She has just completed a return trip through the war zone and was docked at Army Pier No. 8.

Special calls were sent to Fire Headquarters by the officer on duty at the vessel when the fire broke out and Chief Michael Dunn hastened to the burning ship and took command.

An effort was made to counteract the flames with the chemical engine apparatus, but this proved inadequate and the flames spread from the boiler room to the engine room. The safety partition doors were then closed and the flames smothered with steam.

In the meantime the oil tanks filled to capacity were being drenched with tons of water by the pumping engines of the Hoboken Fire Department. So hot was the fire aboard the vessel that the paint on the oil tanks were peeling off and failure of the firemen to keep the tanks cool would have started the fireworks.

Several members of the boiler room crew were taken into custody to the Army piers for investigation by Secret Service agents. Two or three other members of the crew voluntarily placed themselves at the disposal of the investigator and were taken to the docks at Third street.

Whether any of the men were held or whether there are grounds for believing the fire was a deliberate attempt to burn the docks has not been discussed.

SMOKES ON TRANSPORT; IS NOW UNDER ARREST

Joseph Ross, 27, a laborer of 168 Madison street, Hoboken, was arrested at the Army piers yesterday by Detective Sergeant Breen, on the complaint of William Christie on a charge of being a disorderly person.

Ross, who was working on the U. S. transport Kroonland, was according to Christie smoking, while on the vessel, in violation of the Government regulations.

BLAZE IN HOLD OF SHIP AT LOCAL PIERS

Fire which did several thousand dollars' damage broke out early today in the hold of a vessel lying at the Army piers. It gave the pier firefighters and the local department a stubborn battle, but good work confined it to the hold. An investigation is being made to ascertain the cause of the blaze.

This morning Lieut. N. A. Poggi, of the Army Intelligence Bureau, arrested, on a charge of disorderly conduct, Joseph Benici, 42 years old, of 76 Van Brunt street, Brooklyn, a coal passer. He was found smoking in the hold of the same vessel, right near a cargo. Recorder Carsten fined him \$25, with the alternative of twenty days in the county jail, and issued a warning that hereafter those caught smoking on ships will be severely dealt with.

SMALL FIRE ON THE PIERS IN HOBOKEN

The Hoboken fire department was called out to a fire on pier 2 of the army piers, last night on an alarm sent in from box 75. The apparatus remained at the docks only a few minutes, and it is understood the fire guard had the blaze under control before the Hoboken fire department got to the scene.

An electric drum on the docks was the cause of the fire. There was a short circuit and the insulation wire went afire. The damage was very slight.

SHIP BURNS AT DOCK IN HOBOKEN

Transports in Peril as \$750,000
Cargo on Scandinavian
Freighter Is Destroyed.

A cargo of general merchandise valued at approximately \$750,000 was almost totally destroyed by fire in the hold of the Scandinavian-American liner Minsk at her pier at Seventeenth street, Hoboken, to-day. Two companies of United States Infantry were called out to strengthen the police fire lines. Bluejackets from adjoining piers were also called out to aid the Hoboken Fire Department, which responded with its entire force and equipment.

Frantic efforts were made by the firemen and sailors to keep the sparks that flew through the heavy clouds of smoke from igniting the pier, while army patrol boats pulled into the slip alongside the Minsk and poured streams into her hold.

The burning vessel with its curling black smoke was watched with much excitement by thousands on the Manhattan piers and in the large buildings downtown.

TRANSPORTS AT NEXT PIER.

Directly across from the Scandinavian-American pier are the upper army piers. Several transports and supply boats are tied up there and for a time it was thought expedient to tow these to midstream.

Not far from the army piers is the big Remington Arms Works. When the first alarm was sounded residents of Hoboken became alarmed, believing that it was the big factory that had caught fire.

The freighter Minsk was loaded four months ago with a general cargo for Copenhagen. She did not sail, however, because her agents here were unable to obtain the necessary clearance papers from the Custom House. The Minsk was in the same predicament, as the numerous Holland ships which were tied up here because they could not obtain clearance.

In the Tietjan & Lang dry docks where many bottoms intended for overseas war service are being scraped, water was used on the timbers to make them proof against the sparks shot from the burning ship's hold.

EXPLOSION OCCURS ON THE GREAT NORTHERN

A large tank of oil exploded in the hold of the army transport Great Northern, lying at Fletcher's dock, Hoboken, at 2:30 o'clock this morning but fortunately none of the crew was injured nor was any damage done the ship. The Hoboken Fire Department was called, but there was no need of outside help as members of the crew extinguished the light blaze that followed the explosion.

Gas forming from the oil is believed to have caused the explosion. The Great Northern arrived recently with a big load of wounded soldiers and was immediately sent to Fletcher's for overhauling.

Dispatch
Sept 30/18

Dispatch
Oct 3/18

The Hoboken Fire Department was called to a fire at Army Pier No. 6, Hoboken last night. From what could be learned it is understood that the blaze started on a wooden cabin on pier 6, the old wooden pier formerly owned by the Hamburg-American Steamship Company. The blaze was not serious.

Dispatch
Oct 26/18

Slight Fire at Piers.

The Hoboken Fire Department was called out to a fire at the Army piers night. It appeared that a pile of rubbish on the piers had taken fire in some manner unknown to the guards. The members of the Fire Department had the fire extinguished before any damage was done.

Observer Dec 28/18

Dispatch
Oct 16/18

Observer
Oct 16/18

Observer Nov 14

TRANSPORT WAS TO HAVE SUNK IN MIDDLE OF RIVER

That is One Story Rumored Regarding America — U. S. Agents Have Good Clues.

CARGO OF FLOUR HAS BEEN WHOLLY RUINED

Authentic accounts of the reasons for the sinking of the huge U. S. Transport America at her piers early yesterday morning are still lacking. A clamp was put down by officials on any information regarding the sinking. It is understood that over a million bags of flour has been lost.

The cargo for the most part was flour, and there is no possibility of salvaging it. The rescue of the troops which were on board when the liner sank was effected with the greatest dispatch.

She now lies in the mud at the bottom of the slip, partly submerged. It was rumored that the seacocks were open and this caused her to sink.

Sank at 3 A.M.

From the best of information it is understood that the vessel started to sink shortly after 2 o'clock in the morning and struck bottom some thirty or forty minutes later. She had been fully loaded and the troops which were to go to France were on board.

While it has been stated that a number of the engine room crew, one estimate placing it at 50, have been drowned, no verification or denial of this could be secured from the Naval officers in charge at the docks. All inquiries were referred to Washington.

The America was formerly a Hamburg-American line steamship in the trans-Atlantic service and was the biggest ship of the German service prior to the advent of the Vaterland, now the U. S. transport Leviathan.

As a transport she has made many trips across the Atlantic and has had battles with submarines.

Government Men at Work.

Several men were called in by the Department of Justice agents yesterday and examined. It is reported that information has been furnished the authorities which will link up the sinking of the America with the sinking of another transport, the St. Paul, of the American Line, which was sunk off her pier in the North River after leaving drydock in Brooklyn some months ago.

It is said that a clue leads to certain men who premeditated the outrage, even before the United States got into the war, and that they never relinquished their plans of sinking vessels.

One theory is that the plans of the men who took the affair in hand went awry, that is if it has been established that it was no accident, and that the purpose was to sink the ship after it got out into the river and block up the channel.

Various branches of the secret service are following up trails, but as the Federal authorities here are refusing to give out any information whatever nothing definite can be learned as to the investigations which are proceeding.

Observer
Dec 16/18

TRANSPORT AMERICA RAISED AND LEAVES

The transport America left her Hoboken piers this morning for the Brooklyn Navy Yard, where she will be outfitted. The vessel, which sank at her pier here October 15, was raised in less than two months.

The liner Santa Anna is due at Hoboken this afternoon. She will dock at the north side of Pier 8.

PREPARE TO RAISE THE S. S. AMERICA

There was no further information available this morning concerning the sinking of the transport America at her pier in Hoboken yesterday morning. The rigid censorship clamped down immediately following the sinking was even more impenetrable to-day.

The official announcement of the Navy Department at Washington yesterday stated that three privates and two members of the crew were missing. Of these five, it is believed that two or three have been accounted for, though no definite information on that point is available.

The America is resting with her keel in the mud at the bottom of the river. Her decks are about 40 feet under water at the point where the huge transport went down is about forty-eight feet deep. Divers went down yesterday afternoon to ascertain the cause of the accident and to get reports on what appeared the best way in which to begin operations of raising the big transport.

Though opinion as to the cause of the sinking now seems to have veered to the Navy Department's version, that a sudden listing to port of the vessel, being coaled on that side, permitted water to enter through the open coaling ports, officials of the Army and Navy and of the Department of Justice are tracing every available clue. Several men were examined yesterday. Major H. C. Craig's military police stopped every one leaving the piers and subjected them to a rigid examination. Captains of barges lying in the river near the America were also questioned.

Observer
Oct 17/18

Start to Raise Transport

Employees of the Merritt-Chapman Marine Wrecking Company have begun operations to raise the transport America, which sank on Tuesday morning at her pier in Hoboken. Just when the huge task will be completed is not known.

Latest reports as to a probable loss of life fixed the number of missing at two. Denial was made to a report that arrests had been made.

Dispatch
Nov 15/18

"AMERICA," SUNK AT PIER, SOON TO RISE

Freight Now Being Moved by Diving Experts—Time Bomb Caused Sinking.

The U. S. Transport America, which was sunk at the Army piers in Hoboken some time ago, is being as quickly as possible relieved of its freight and operations will be underway shortly to raise the vessel to the surface.

Divers have been at work on the vessel since it sunk in its slip just before it was about to leave the port with troops for France. Extraordinary rumors have been in circulation to the effect that the ship had been bombed, and that the discovery of two plates of the ship below the water line blown out proved conclusively that it was the work of spies.

A Time Bomb.

The theory was advanced that a time bomb was placed in the coal bunkers with the coal. Some delay in getting the freight aboard was responsible for the vessel sinking in the dock with the loss of only about eight or ten lives. Many more would probably have been drowned had the ship sunk away from its berth at the Army piers.

All the sailors on the America were transferred to other transports in the service, and only divers and longshoremen salvaging parts of the cargo are at work on the vessel.

San Diego Was Sunk By The Deutschland

Navy Department Has Almost Conclusive Evidence
Giant Mercantile Submarine Laid Mine That Later Wrecked the U. S. Cruiser Off Coast.

Washington, Nov. 14.—The German submarine Deutschland is charged with responsibility for sinking the United States San Diego a short distance out of New York a few months ago.

The information is the best available that the Navy Department has as to the cause, it was stated by an official to-day.

The Deutschland, originally a cargo submarine carrier, was converted to lay mines and was also fitted with torpedo tubes. She was known to have operated for a while off the Azores, it was stated.

As far as the navy has been able to ascertain, she was the vessel that crept into American waters and discharged mines which later wrecked the old cruiser San Diego. It was indicated that the navy's proof so far is not positive, but its evidence is regarded as rather conclusive.

The Deutschland, under Captain Koenig, first came into Baltimore Harbor with a cargo of dyes. About four weeks she went out with a cargo of nickel and, when she had her second trip, she docked at London, Conn. On her outward voyage there was a collision in a tug was sunk.

What happened to her sister the Bremen, is still a mystery, as the world is concerned. The British Admiralty probably knows there may be some American officials in on the secret. One is certain—she was expected in New London and never appeared. Stories current in naval quarters that she was captured and in by the British.

Germany is understood to have built seven or eight of the vessels the Deutschland type, which later converted into submarine cruisers.

Observer
Nov 15/18

Observer June

S. S. AMERICA TO BE RAISED IN FEW DAYS

The transport America, which sank at her Hoboken pier on the morning of October 15, will probably be raised within the next few days. Preparations for bringing the huge vessel above the water are proceeding rapidly. The Merritt-Chapman Wrecking Company is in charge of the work.

BOYS ARE MUSICAL BUT HAVE NO INSTRUMENTS

The boys of the Medical Department, United States Army at 208 River street, Hoboken, are very able musicians, and would help in whiling away hours. The "medicos" are buying an instrument, if cheap, accept one as a gift, either ordinary.

Observer
Nov 23/18

TRANSPORT AMERICA RAISED AND AFLOAT

While no official information was forthcoming it was learned this morning that the U. S. Army transport America, which sank at her pier in Hoboken some weeks ago, was raised this morning and now fully afloat.

Immediately a thorough investigation was instituted as to the cause of the sinking, but the results of this will not at once be made public. It seems, however, to be established that there was no explosion on board immediately prior to the accident, as was widely rumored at the time.

The rumor of an explosion on board the transport was very current immediately after the sinking. The Hudson Observer at that time made every effort to trace the rumor and also made a thorough investigation, with the result that it was fairly well established that it was without foundation in fact. No mention of the rumor was published in the Hudson Observer.

That the sinking was caused by an open sea cock or port hole now seems to be established. It cannot be said at this time, however, which of the two was directly responsible for the sinking, although it is understood that those charged with the investigation have reached an important conclusion regarding this phase of the matter.

It is also stated, on what appears to be thoroughly reliable authority that seven lives were lost in the sinking, some of these being soldiers who were on board at the time and others sailors who were members of the crew. When all of the water was pumped out of the transport one body was found in the mud which had accumulated there, it is stated being that of a soldier.

WHEN S. S. ST. PAUL WAS SUNK.

Editor Jersey Journal:

W. J. S.—The steamship St. Paul "turned turtle" and sank at her dock at the foot of West Twenty-first Street, New York, shortly after noon on April 25, 1918. The sea cocks were supposed to have been left open, either by accident or design. No lives were lost.—Ed.

BARGE MYSTERIOUSLY SUNK AT ARMY PIERS

An investigation is being conducted into the sinking of a barge at Army Pier No. 5, Hoboken, yesterday, the circumstances surrounding the incident being of a somewhat unusual nature.

The presence of a number of cases of canned goods floating on the water led to the discovery of the sinking of the barge. The barge had been brought alongside one of the U. S. vessels and must have quietly sunk without anyone apparently noticing the incident.

The New York Salvage Company has sent over a number of lighters to raise the barge.

TRANSPORT GOES DOWN AT PIER; SOLDIERS SAVED

America Sinks—Open Seacocks Are Believed to Have Been Responsible—Red Cross Called Upon to Care for Troops—Rumor Has it That Thirty or Forty of Crew Are Lost—Of Vessel's Eight Decks Only Three Remain Above Water—Censorship Clamped Down Immediately After Sinking—All Queries Referred to Washington.

INVESTIGATION UNDER WAY BY THE NAVAL OFFICIALS

The United States transport America sank at her pier early this morning. A rumor that from thirty to forty men, members of the crew of the big transport, are missing, has not been confirmed. Naval officials of the Third Naval District, under whose jurisdiction the ship comes, declared that they had no definite information with regard to the sinking. Flag Lieutenant H. B. Lawson, aide to and personal representative of Read Admiral Albert Gleaves, commanding the naval district, referred all inquiries to the Navy Department at Washington.

Just what caused the sinking of the big transport has not as yet been made known. It is said, however, that one of two things would have caused the disaster. Either the seacocks had been opened or the vessel had shipped a big sea through open coal bunkers. This last probability is not considered worthy of serious consideration, however.

It is understood that the America was fully loaded with troops and supplies. Her cargo consisted mostly of flour. It was lost. The big vessel was lying on her side, partly submerged.

A gang of machinists, according to rumor, was working on the vessel just before she first began to settle. Whether some of these opened the seacocks or not in a deliberate attempt to sink the vessel is not known and cannot be ascertained. An investigation is under way and arrests may be made.

The ship began to sink shortly after 6 o'clock this morning. She went down in little more than half an hour.

Army and navy officials at the pier at which the transport lay at once began the work of rescue. It resolved itself into a race against time. The troops were taken off with amazing rapidity. Their conduct was admirable. It is not thought that any of the soldiers were lost. The men reported missing are all thought to have been members of the crew, at work in the boiler room and below decks.

The soldiers, immediately after being taken off the sinking transport, were quartered at Army Pier No. 3. Military officials notified the Atlantic Division headquarters of the American Red Cross, distributing depot, and truckloads of food and supplies were immediately rushed to the army piers. All about the transport, though as far away as was consistent with safety, swarmed all sorts of craft, facilitating the work of rescue, which was performed from land and sea.

The soldiers and sailors taken off lost almost everything which belonged to them. Many of them, shivering and wet, were taken care of by Red Cross workers and were billeted in quarters which were made as comfortable as circumstances would permit. Military and naval officials alike refused to discuss any particulars of the sinking. They would neither confirm nor deny the many sensational reports which were brought from all sources. A strict censorship went into effect immediately after the sinking. Report has it that a representative of the Navy Department is already on his way to this port to conduct the investigation. A court of inquiry, with Admiral Gleaves presiding, will sit to consider the sinking, though just when the court will convene is not known.

Latest reports had it that there were about 1,200 sailors on board, with many hundreds of troops. Twenty men in the sick bay were rescued. The coaling of the vessel had been almost completed.

The America is, next to the Leviathan, the biggest vessel in the American transport service. She is a 25,000 ton vessel and has a carrying capacity of 8,000 troops, in addition to unlimited quantities of supplies.

She was formerly the crack Hamburg-American liner Amerika and was one of the vessels interned at this port at the outbreak of the war and later seized. She has eight decks. Five of them are now above water. It is more than likely that efforts will be made immediately to raise her.

Washington, October 15.—The Navy Department was advised this forenoon that the Amerika, formerly the German liner Amerika, sank at her pier at an Atlantic port here to-day, but that so far as known no lives were lost. The cause of the sinking is unknown and an investigation is now under way.

SHIP FROM HOBOKEN SUNK BY SUBMARINE

A Former Hamburg-American Liner Lost, But All on Board Are Saved.

London, March 25.—The American steamship Chattahoochee has been sunk off England by a submarine, an official Admiralty announcement to-day said. The crew of seventy-eight was saved. The captain of the vessel declared on landing that the submarine fired several torpedoes, four of which hit the ship.

The Chattahoochee formerly was the German ship Sachsen of the Hamburg-American Line and was taken over by the United States when war was declared to exist.

The Chattahoochee was a steel screw steamship of 8,000 tons, built in 1911. She sailed from Hoboken several weeks ago, but her sailing was not announced, in conformity with the censorship rules. She was probably on her return trip when sunk. She is believed to be the first German ship taken over to be sunk by a U-boat.

SHELLS FOR BRITAIN RECOVERED BY DIVERS

Divers are busily engaged recovering the shells for English shipment which were dumped into the river off the Wilson line piers in Hoboken the other day when a Pennsylvania railroad lighter mysteriously sprung a leak and the shells were tipped overboard.

The shells were not loaded, as no powder is taken on at any of the Hoboken piers. Most of the shells have been recovered, however, and the loss as a result of the sinking of the lighter will be small. Much valuable time was lost in the shipment, however.

CARGO OF SHELLS FOR BRITISH IN RIVER

A lighter loaded with shells destined for a British transport at the Eilerman-Wilson line piers in Hoboken was mysteriously capsized the other night as the lighter lay alongside the transport.

The name of the lighter could not be learned, and practically no official information could be gleaned on the matter. It is stated that the lighter in some mysterious manner sprung a leak and toppled over, dumping the shells into the water. The lighter did not sink, but is stated that most of the shells were dumped in the dock.

It could not be learned whether the resultant investigation proclaimed the incident to be an accident or design.

Observer
Dec 23/18

Jersey Journal Dispatch Dec 9/18
Dec 21/18

SOLDIERS ON PIERS TO BE ENTERTAINED

For those lads in khaki who are still obliged to guard the waterfront and piers through the exigencies of war, the War Camp Community has arranged that some of the atmosphere will be brought to them, through the medium of a Christmas party to be given at several of the piers at which little gifts will be distributed, refreshments and dancing arranged for them, and a cabaret at which the old time Christmas carols will be sung for them. This will all take place to-morrow night, with the Red Circle Club of the War Camp Community of Jersey City leading the arrangements, assisted by the members of the Girls' Patriotic League under Mrs. L. Maynard Brown.

Mrs. Edward A. Ransom, chairman of the musical committee, has engaged the services of a number of vocal stars who will visit the Central Railroad terminal, Erie and the Port of Embarkation in Hoboken. The start will be made from the headquarters on Bergen avenue at 7:30 o'clock, in trucks furnished by the Quartermaster Corps. Rehearsals for the singing were concluded yesterday. The singers will also appear on Christmas Day in front of the City Hall, Jersey City, at the Christmas tree celebration.

Some of the singers and those to accompany them are Llewelyn Crossman, Edward S. Breck, Messrs. Bodington and Zwald, Edith Finkelday, Anna Vickers, Miss Bohn, Miss Jones, Mr. and Mrs. L. Maynard Brown, Mrs. Edward A. Ransom, Jr., Miss Erzberger and Miss Julia Forrest.

The Girls' Patriotic League will conduct the Christmas party distributing Christmas gifts to the soldiers, and entertaining in dancing and refreshment.

N.Y. American
Dec 23/18

Leviathan Crew to Give Party for 1,000 City Children

BIRD S. COLER, Commissioner of Charities, announced yesterday that the crew of the Leviathan is to give a big Christmas party to one thousand children from the orphan asylums and charitable institutions of the city. He said:

"An ensign from the Leviathan came to my office to ask for a thousand little Christmas guests who wouldn't have much of a celebration otherwise. He said: 'Give me the poorest, most forlorn and destitute cases you have—we have a surprise for them.'"

"He said the men had subscribed more than \$1,000 for the Christmas party. Many of the sailors are many miles away from their own homes and families."

CHRISTMAS PARTY ON HOBOKEN PIERS

A monster Christmas party with all the attendant details of a tree, music, presents, good things to eat and drink, and in addition a half-hour entertainment by professional entertainers, which will be participated in by more than 10,000 persons, has been arranged for the officers and enlisted men and women of the army and navy attached to the Port of Embarkation at Hoboken for the afternoon of Dec. 23.

The party will be held in the large passenger dock at Pier 4, the former landing place of the largest German ships. Major General David C. Shanks, U. S. A., commanding the Port of Embarkation, and Vice-Admiral Albert Gleaves, U. S. N., commanding the cruiser and transport forces, will be present and take part. A large Christmas tree had been provided, one and possibly two military bands will furnish the music and the canteen service of the Red Cross will provide the refreshments. Chaplain John A. Axton, U. S. A., is in charge of the details of arrangements.

In addition to this other celebrations, including one on board the Leviathan for orphans, are being arranged by various of the ships in port.

Globe
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A fund collected from the embarkation force is being used to provide holiday remembrances for all who will be present. Plans now being prepared indicate it will be one of the largest Christmas entertainments in the United States.

MILITARY BALL GRAND SUCCESS EVERY WAY

General McManus Led the Grand March, Fifteen Hundred Persons Participated

Nearly fifteen hundred persons attended the military ball held in the Armory at Jersey City under the supervision of Major H. C. Craig of the Fire and police guard of the Port of Embarkation on Saturday night. The Police band and Quartette of Jersey City were in evidence and pleased the people with their part of the program.

The grand march was led by General McManus of the Port of Embarkation, closely followed by Majors Axton and Craig and Director Stuckey of the War Camp Community Service. The latter in speaking of the affair last night said that the function was the finest of the kind he had ever witnessed and he will recall it with pleasure after the peace pact has been signed and every soldier and sailor has returned to his home.

Observer
Dec 19/18

ORPHANS TO FROLIC IN PALACE OF CHEER

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Commander J. H. Blackburn and his committee are hoping to make this a never to be forgotten party for the youngsters, and officers not on leave during the holidays have expressed their willingness to help to give the children the time of their lives.

The party will be held in the general mess hall on deck "F" which will be decorated with a maze of Christmas greens. Here the children will dance around the huge Christmas tree, which will be set up for the occasion. A real Santa Claus will be on hand to distribute the gifts to all of the guests.

The dinner which will include turkey, pie and everything that goes to make a holiday dinner complete, will be served at one o'clock in the afternoon, after which there will be an old-fashioned Punch and Judy show, and movie entertainment. Lieutenant Cleveland Hemby, who was to have sung, will be at his home in North Carolina during the holidays. The funds for the party are in charge of the secretary, F. J. Stevens.

Herald Dec 21/18

EMBARKATION FORCES WILL HAVE BIG CHRISTMAS PARTY

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Everything essential to a Christmas celebration will be there—a Christmas tree, well lighted, and presents, the gifts being furnished by the canteen service of the Red Cross, which will also furnish a band and entertainment by professional talent. There will be girls there, too—employees of the quartermaster's department and the navy, so perhaps the men will have dancing partners.

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Jersey Journal Dispatch
Dec 24/18
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*Observed
Dec 24/18*

BIG CHRISTMAS CELEBRATION AT THE ARMY PIERS

**Marie Dressler Substitutes
for Santa—Gifts Are
Distributed.**

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*Dispatch
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A committee of the sailors aboard the Leviathan thought up the festival for the poor kiddies and they wanted to entertain more, but 1,000 was what they were limited to. There are 2,280 members of the crew of the big ship, and they chipped in to get up the festival for the poor kiddies.

It will start aboard the vessel today at 12 o'clock. Each guest will receive a bag of candy and a box of real toys from the sailors. A big Christmas tree has been put in place on the vessel, the decks are decorated with holly and movie pictures and entertainers have been secured to make the kiddies happy.

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Observed Dec 24/18

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The huge vessel is lying at Pier 4, Army Piers, Hoboken, and preparations were completed this morning for the entertainment. It is questionable whether the sailors or the youngsters will have the better time, but it is certain that all will long remember the Christmas festival on board the big ship.

There is to be a Christmas tree, thirty-five feet high, all covered with electric lights and tinsel. And there will be a real Santa and a whole lot of other Santas helping him out in his joyous task, and there will be hundreds and hundreds of real toys, in fact a thousand of them, toys which will bring pleasure and happiness for weeks to come, for they are of the kind that are not easily broken and are built to stand rough wear.

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CHRISTMAS DAY

UNDER AUSPICES OF

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CHRISTMAS DAY

UNDER AUSPICES OF

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Children's Christmas
Party



U. S. S. LEVIATHAN

Hoboken, N. J.

1918

*A word with the grown-ups
with us to-day.*

This is the children's day and party. The grown-ups present, the families and friends of the crew have been invited to help us give the kiddies a Christmas they will never forget. We need your active assistance and will call on you. We know you all will get as much pleasure out of doing for these little ones as we intend to do.

THE CREW.

By their Committee.

Program

12:30 P. M. Children and guests arrive. Cloak Room E Deck amidship. Sight seeing around the ship.

1:30 P. M. Christmas Dinner in Troop Mess Hall, amidship on F Deck. Music by band, piano and singers.

3 P. M. Distribution of presents by Santa Claus from Christmas Tree in Troop Mess Hall.

3:30 P. M. Moving Pictures in Winter Garden, B Deck. Games and puppet show aft on B Deck, weather permitting.

4:30 P. M. Children start to leave ship.

Menu

ROAST TURKEY

OYSTER DRESSING

CRANBERRY SAUCE

CELERY

CANDIED SWEET POTATOES

APPLE PIE

ICE CREAM

COCOA

MILK

APPLES

ORANGES

BANANAS

Dispatch Dec 26/18

LEVIATHAN SCENE OF WONDERFUL ENTERTAINMENT AND CHRISTMAS PARTY FOR MANY POOR CHILDREN

At Army Transport Converted Into a Fairyland of Gifts and Good Times by Crew, Who Had Eleven Hundred Children as Their Guests Yesterday Afternoon—Crew of George Washington Also Hosts to Children, Whom They Load With Gifts And Provide With Big Dinner.

The U. S. Navy transport Leviathan, the former pride of the German imperial mercantile fleet when it was known as the Vaterland, was the happy hunting ground as it lay moored to its slip at the Army piers in Hoboken, yesterday, of 1,100 poor children of the City of New York and the City of Hoboken.

It was without doubt the merriest party that was ever held aboard the vessel, and the members of the crew who made the Christmas party possible were made just as happy by the joy of the kids as they themselves had made the kids happy.

The 2280 sailors of the giant transport selected from among themselves committees to take charge of the big Christmas festival, and invitations were sent out through the Mayor of New York and the Mayor of Hoboken to the poorest children of the two cities.

In the centre of what once was the grand salon of the floating palace was erected a magnificent Christmas tree, and around it was crowded hundreds of toys, toys for girls and toys for boys. Ranged around the tree were innumerable tables and benches and the tables were creaking and groaning with the weight of the Christmas fare. Dozens of sailor boys in their immaculate white uniforms stood by to replenish the dishes when they became empty, and everything that was even invented to make a child happy in the food line was ready.

Marched to Ship.

The youngsters were taken to Hoboken on a ferryboat to the Lackawanna terminal and marched up River street to the entrance to Pier No. 4 where the big ship is docked.

Special trip passes to the Leviathan had been prepared and distributed to the children, who, selected as they were from many different orphan homes in New York City, included Hebrews, colored boys and girls and just plain orphans. From Hoboken the children of the recreation centre and from the Mary Hammond Memorial Home, a home for orphans erected in Hoboken to one of the Lusitania victims, were among the guests.

The New York contingent which numbered about 800 were in charge of matrons from the homes from whence they came, while the Hoboken youngsters were in charge of Julius Durstewitz, superintendent of the Recreation Centre.

They were received aboard the Leviathan by Lieutenant Commander Neal Farwell, the chief paymaster of the vessel, while the commander of the ship, Captain William Woodward Phelps and his wife also accorded the children a welcome later in the session.

All Day Affair.

It was an all-day affair, and the fun started with the big Christmas dinner which was served by the jackies, and made by them, and assisted by several members of the Canteen service unit of the Hoboken Red Cross, the New York County Red Cross, and the ladies members of the American Defence Society of Hoboken under Mrs. R. L. Benson.

There were moving picture men aboard, photographers, newspapermen and the movie men made the most of their opportunities in taking movies of the delighted kids enjoying a regular Christmas dinner.

It was the sailors of the Leviathan who provided the dinner, having con-

tributed from among them \$1,300 for the affair. The decorations in the dining room were lavish with a grand display of Allied flags, the Stars and Stripes predominating.

As the dinner progressed, Captain Phelps made a short address to the children. He said:

"I know you will all think of the one child for whom this day stands. The hearts of all the men here, they are all your big brothers, have gone out to you to-day, and they have been so pleased you could come and enjoy the dinner they have prepared for you, and they hope you won't get sick taking too much. The crew wants to thank the ladies who have helped them out to-day, and when you little girls grow up, too, may some day be doing what they are doing to-day."

"On behalf of the officers I want to say that we have been very proud of what you men have done. We are always behind the men and we are glad that the men can take hold of things like this and make it go over to a sure success. Now if my wife will go to the piano and give us a note we will all sing the first verse of the 'Star-Spangled Banner.'"

Mrs. Phelps did oblige and the sailors and kids sang that first verse of the National anthem with a deep enthusiasm.

Orphan Band Plays.

The New York Hebrew Orphan band played the incidental music, and after the dinner the children were taken in parties all over the big ship from the top deck to the engine room, being allowed a peep only at the massive engines which propel the Leviathan.

Then there was movies and entertainment, but the big affair came off just at 4 o'clock when Santa Claus held court at the Christmas tree and every boy and girl in the ship was given a very fine toy.

It was an occasion which those children will remember for the rest of their lives and many years hence tell with pride of the time they were guests of the crew of the Leviathan when that ship was in service and the United States at war.

Those In Charge.

The committees in charge of the entertainment are as follows: Executive committee, Ensign Allen, chairman; Chief Yeoman Eddy and C. M. M. Peppers; amusement committee, C. M. M. Thelan and C. E. M. Schaefer; decorations, C. G. M. Williamson; publicity, Yeoman Merrill; candy, C. P. M. Zelleridge; sight-seeing committee, C. B. M. Chafman, deck, C. M. M. Parkhead, engines; music, C. E. Costello.

There was on board the Leviathan, too, Babe Marie Osborne with her father. She is the youngest movie star and it was her first trip to New York, her home being in Los Angeles. She was a big favorite aboard and was a source of amusement and wonder to the little guests.

On the George Washington.

On board the U. S. Navy transport George Washington lying at Army pier No. 5 there was another entertainment going on yesterday, when some 200 new-

boys from New York were given a Christmas dinner and entertainment.

Chaplain Bloomhardt, who had charge of the affair, stated, however, that part of the George Washington Christmas festival was being held that day in an hospital in Brest. He explained that it was at first the intention of the crew to entertain several hundred French orphans, the belief being that the ship would be held at Brest until the President's return, but as the ship returned with wounded, part of the celebration was left in one of the hospitals and the gifts, etc., were being distributed in France.

The newboys had a good time and enjoyed themselves to the very last.

The arrangements for the Hoboken children were made through Mayor Griffin and Commissioner Schmulling, who both went aboard the Leviathan. County Clerk John J. McGovern, Mrs. McGovern and their niece were also on board. Mrs. John J. Fallon and other women of the canteen service as well as Mrs. Benson and members of the American Defence Society assisted at the tables serving the children.

GREATEST CHRISTMAS IS FITTINGLY CELEBRATED IN THE MILE SQUARE CITY

Twelve Hundred Poor Kiddles Are Given a Rousing Time on Board Transport Leviathan by the Crew—Big Crowd of Men in Service Are Guests at the Admiral Benson Club—Dinner Served to the "Boys" at the "Y" Hut—Newsboys Guests of Officers on George Washington.

HOLIDAY CHEER FOR WOUNDED IN HOSPITAL

The greatest Christmas in the history of the world was celebrated in fitting manner in Hoboken. It was essentially a peace and prosperity celebration, with happiness and plenty abounding. The vast majority of people remained in their homes entertaining the kiddies, and it is safe to say that the kiddies had the time of their lives.

Hoboken, however, being the port of embarkation of the United States, had also other duties to perform. With lots of soldier and sailor boys away from their own homes it was but right that efforts should be made to care for these. While the army and the navy authorities celebrated Christmas in the traditional and characteristic manner, there were, nevertheless, those who longed for a little of the home touch, and in the Admiral Benson Club on Washington street, the Y. M. C. A. Hut, and in St. Mary's Hospital, every effort was made to make the boys feel at home away from home.

The best of all the efforts, however, was the celebration on board the Leviathan. Here the sailors not only entertained 1,200 poor children, but, at the same time, provided themselves with ready-made families of kiddies which lent the real home touch that was quite lacking elsewhere. What is home without a kid? Evidently the sailor boys in Uncle Sam's Navy have only one answer to the question. They demonstrated what that is yesterday in the manner in which they entertained their little guests on the big ship.

It was shortly before noon when the incoming ferries brought over 800 kiddies from the New York side. These were selected from twenty-two charitable organizations in New York City by the Commissioner of Charities. There were 200 kiddies from Hoboken, and, in addition to these, there were well over 100 others brought on board the vessel by the big-hearted jacksies, so that the total came close to the 1,200 mark.

After their arrival on board the vessel the children were taken in charge by the sailors and taken on a tour of inspection of the liner. While the dinner was scheduled to start at 1:30, it was not until after two o'clock that a start was made, owing to the time required to conduct the little visitors over the floating city.

Capt. W. W. Phelps, commander of the Leviathan, in a brief speech, welcomed the little guests. He said that the treat was due to the men of the vessel, the sailors composing the crew, and it was in their name and

on their behalf that he welcomed the children. He said that he hoped their guests would gain as much happiness from the event as the men themselves were certain to do.

The dinner consisted of turkey with oyster trimmings and cranberry sauce with candied sweet potatoes. This was followed by apple pie, ice cream, cocoa and milk and bananas, oranges and apples. As each child left the vessel after the program had been completed, a half-pound box of candy was presented, with a souvenir Christmas card in each box.

After the dinner the toys were presented by Santa Claus, represented by Chief Electrician Costello. Every child had a toy to take home, and these were all of the best. There were animated dolls, nursing outfits and needlework sets for the girls, building blocks, construction toys, locomotives for the boys and hundreds of indoor games for both.

After the distribution moving pictures were shown and then the sailor boys had a general romp all over the ship with the kiddies. They showed them how to play with the toys, but there is reason to suspect that the sailors did more of the playing than the kiddies. Everyone was happy; everyone had a real good time and everyone knew that it was the greatest Christmas that ever was.

Ensign William S. Allen was chairman of the executive committee and the officer in charge. In co-operation with him worked a willing band of sailor boys, all of whom left nothing undone to make the arrangements as complete as possible. The band of the Hebrew Orphans' Home of New York, consisting entirely of boys, supplied the music, and it may be said that their playing was excellent. Their rendering of the "Adeste Fideles" was something worthy of special mention.

The troop mess hall, where the dinner was served and where the Christmas tree was erected and the presents distributed, was wonderfully decorated with greens and flags. Among the local people on board as guests were: Commissioner Harry L. Schmulling, County Clerk J. J. McGovern and Mrs. McGovern, William Maxson and a number of women from the American Defense Society. Mrs. W. W. Phelps, wife of the commander, was one of the most enthusiastic of the workers, assisting the sailors.

At the Admiral Benson Club, on Washington street, under the auspices of the National Catholic War Council, dinner was served to 150 enlisted men of the army and navy, and a thoroughly good time enjoyed by all of them. An excellent repast was provided, and a very fine entertainment followed.

Those responsible for the success of the arrangements were: Mrs. F. P. Markey and Mrs. A. E. Moore, who constituted the executive committee; Mrs. Lawrence Fagan, chairman of the hostess committee; Mrs. R. Paganelli, chairman of the canteen committee; Miss Rose Guinan, captain of the hostess committee; Mrs. D. Pindar, captain of the canteen committee, and the following aides: Mrs. McNally, Mrs. C. Meaney, Mrs. R. Connell, Mrs. N. Sullivan, Mrs. C. Judge, Mrs. A. B. Strauch, Mrs. J. Fagan, Mrs. A. Henry, Miss Florence Miller, Miss M. Fitzsimon, Miss K. Judge, Miss K. O'Rafferty, Miss H. Cummings, Miss M. Ford, Miss M. Miller, Miss M. Fagan, Miss C. Turpin and Miss F. Podesta.

At St. Mary's Hospital dinner was served to all of the men who are at present inmates of the institution. Many gifts of baskets of fruit and tobacco and candy were also received and every man in the hospital had sufficient and to spare.

On board the George Washington at the Army Piers, two hundred newsies were entertained by the officers. They were given an excellent dinner and an entertainment followed.

Dinner was also served to enlisted men at the Y. M. C. A. Hut at Hudson Square Park.

SANTA FINDS LEVIATHAN FUNNEL HANDY AS CHIMNEY

1,500 City Orphans Guests of Giant Transport's Crew Will Swear Kriss Kringle Keeps Freedom of Seas—Harrisburg's Company Makes 500 Others Merry.

"There ain't none," insisted Jimmy Norton, shrilly. Being all of ten years old, he knew what he was talking about.

"Aw, cheese it," retorted Izzie Klein, eight years old and not yet so blasé as to express disbelief in the legend of Kriss Kringle. "I seen him last year, in his whiskers and everything."

In a twinkling there was a mix-up in front of the thirty-five-foot Christmas tree on the mighty transport Leviathan, at Hoboken, that was not at all of the peace-on-earth spirit of the day. When Jimmy and Izzie felt themselves being wrenched apart they looked up into the face of the wrecker; and there stood old Santa, hoary of hair, cardinal of cheek, twinkling of eye and as fat as the pictures always make him.

"Hully chee," gasped Jimmy, "that's him, all right. I take it back, Izzie."

1,500 Testify for Santa Claus.

Indeed, it would have gone ill with Jimmy had he not acknowledged the existence of Santa Claus, for there were 1,500 other orphans, male and female, aboard the Leviathan yesterday who would have pitched into Jimmy and scratched him to shreds had he not admitted the reality of the red-frocked patron who was distributing smiles and presents to them all.

Away out at sea, some two weeks ago, when the mighty transport was laden with more than 11,000 troops returning home for Christmas, some bright-minded, large-hearted member of the crew of 2,200 announced it would not be a bad idea to give the orphans of New York a good time at Christmas and thereby also give the crew happiness.

The 2,200 subscribed \$1,300, and Joe Costello practised up being Santa Claus. He rehearsed so effectively that when, in lieu of a chimney, he slid down somewhere along the second funnel and landed plump in the mess hall, all of the 1,500 plunged toward him at once, and had their bodies not been small their weight must have given the ship a list such as she never took at sea.

Commissioner of Charities Coler of New York, who had sent the 1,500 to the Leviathan, and 500 others to the transport Harrisburg, further along the docks (similarly entertained by a crew), visited the Leviathan and found the youngsters so happy that he promised the crew a dance would be given in their honor on their next return here.

Eats, Movies and Big "Liberty."

A dinner of many courses was followed by Christmas carols and the movies. The youngsters were permitted to run loose and wild and to smash all the electric bulbs, funnels, crockery or sailors' faces they could come in contact with. And some of them, still in the crockery-smashing age, revelled in that manner so much that there is likely to-day to be a considerable scurrying around on the Leviathan for plates and tumblers. The guests climbed the bannisters and the walls and the chairs and finally took to climbing upon the sailors too. The latter stood for it. It was a bit of home to them.

The children were brought from a score of institutions in and near the city. Music was by the band from the Hebrew Orphan Asylum. When they had received their games and toys they departed as they had come, in busses and automobiles. Many were on crutches or in braces.

Capt. W. W. Phelps, Mrs. Phelps and their sons, Woodward and Southwick, rivalled Santa Claus in the affection of the children. The Captain and his family were everywhere at all times, serving ice cream, bouncing youngsters on their knees, laughing with them and giving Santa a hand in distributing the toys.

The wives, daughters and friends of the "Bills" helped to entertain the guests, and twenty automobiles took home the older women and younger children.

Last night 400 homeless and unfortunate men picked up on the Bowery were given dinner at the Bowery Mission, with the Superintendent, the Rev. John G. Hallimond, presiding. There was a musical programme and some talks by men who 'once were down and outers, but pulled together and made business and professional successes.

"Newsies" Have a Big Feed.

Hundreds of "newsies" enjoyed their annual big show and big eats at the Newsboys Home, in William Street, at 5 P. M. Another place where splendid Christmas cheer was handed out was the Seamen's Church Institute, at No. 25 South Street, where seafaring men from all over the world, 668 of them, got food and gifts. Many of these brawny toilers of the deep had been torpedoed and had faced the chill waters of the North Atlantic under the guns of the U. boats, and there were some rare old tales told around that board.

The city took good care of those unfortunate enough to be in its institutions. At the Tombs, Jefferson Market Prison and Harlem Prison, and on Blackwell's Island, the prisoners were given chicken dinners and smokes, and there were music and singing. So it was, too, in the hospitals. No one was neglected.

THREE XMAS PARTIES FOR HAMMOND HOME

Kiddies Take in Leviathan Treat; Have One at Home and Masons' Coming

The little ones of the Mary Stevens Hammond Home, Hoboken, had the most exciting Christmas of their small lives this year, when they, with hundreds of other tots from New York and Hoboken, were the guests of the sailors of the U. S. S. Leviathan. A Christmas treat had been planned for them at the home, as the managers had at first thought it impossible to accept the invitation of the sailors, but the committee would not be refused, so now the kiddies are just so much better off, as they will have their own home Christmas, too, and will also be the guests of the Masons at their Christmas festival at the Masonic Club on Sunday afternoon.

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Friction Between Mayor Griffin and Director McFeely, or McFeely's Inability to Run Department, Caused Government to Take Action.

GRIFFIN DEMANDS THAT SPECIALS BE LEGALIZED

Commissioner Bernard N. McFeely, in whose hands are the destinies of the Police and Fire Departments of Hoboken, fails to give a satisfactory explanation of the special police situation in Hoboken. Mayor Patrick R. Griffin on the other hand, though admitting that he has voted for the payroll on which the illegally appointed officers were listed, claims that on many occasions he recommended to Commissioner McFeely that he have the men appointed in the legal way.

While it is claimed that the break is being healed up again between the Mayor and McFeely, this was not evident from the Mayor's side of the question yesterday.

"These men are not legally appointed," he said, "and they should not be on the payroll of the city under such circumstances. Men have been going about in police uniform without police powers. I can't stand for that sort of thing."

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"He has been crying about this and that for the past three years, and no man conducts his department like him. I am tired of it all and decided to cut loose. If he wants more policemen, and if they are needed, they should be appointed legally."

"How was it that you did not object to the payroll before last Wednesday, knowing that those men were illegally on the payroll?" the Mayor was asked.

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"Will the men be put back into service?" he was asked.

"I don't know. That is up to the Commissioners."

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Commissioner McFeely states, however, that the men working on the street as specials were appointed for the purpose of giving added protection to different firms in the city who requested such protection. The firms in question, however, did not want specials whom they had to pay, through the city, at the rate of \$1,000 a year. They wanted regular cops, and the specials were detailed to regular police work while the \$1,300 a year cops were detailed as watchmen.

Still the discrepancy between the number of men employed as special officers to take the place of regular officers who were detailed to plants in the city and those who are on the payroll has not been explained.

Mary Ryan, secretary to the director of public safety, states that every special who was employed was sworn in by the city clerk. It was understood by the director that under the new law this procedure was legal, and that it had been followed in Jersey City. It develops now, however, that Hoboken never ratified this section of the law.

*N. Y. Sun
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A meeting was held yesterday at Mr. Wallace's office at which the plans were discussed, and a line of action mapped out. Commencing next Monday there will be officers from Federal and police departments detailed to assist the Alien Enemy Bureau to work under the new plans, which were not disclosed.

Alien enemies who are registered under the Alien Enemy act will hereafter report to the different police precincts in which they live, it was announced.

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This morning the twelve men of the Hoboken police department who have been on special duty uptown were removed and their places taken by the military. This shift around is believed to be more than ordinarily significant.

At the same time it enabled the local police to mount guard over the steamship piers extending from Hudson Square Park north to Fourteenth street. A large number of men have been detailed to the task, and are carrying out special instructions which they have received.

APPROACHES BARRED.

No person is allowed to approach these piers, which include the Holland-American and the Wilson Line without being stopped and made to give an account of himself and his business. No one carrying a package or parcel of any kind is permitted to go by the guard until the parcel has been opened and subjected to a very thorough investigation.

In addition to the piers the special guard also extends to the railroad tracks which run alongside. Elaborate precautions have been taken to guard these from damage.

It is reported that the orders to the police include special instructions to keep a keen eye on women. It is not known whether it is suspected that the plotters will try to get away in feminine garb, or whether it is thought that women are actually in league with them and aiding them.

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As a result of celebrations being held by Hoboken Germans by two saloons within the proscribed zone by the army, raids were made by army intelligence officers under Capt. H. C. Craig, chief of the military police at Hoboken. Two saloonkeepers, Henry Soder, 611 Washington street, and Charles Ohlrogge, 600 Washington street, were arrested and later held in \$1,000 each before United States Commissioner Stanton. The Germans who were drinking in their saloons were not arrested.

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Military Zone May Be Extended to Make Town Safe for Soldiers.

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Capt. Craig has also declared that if necessary he would issue an order whereby any woman found in the streets of the port after a certain hour would be subject to detention and questioning.

To-day Chief of Police Hayes of Hoboken said to an Evening World reporter:

"The city is well policed. We have a police force of about 115 men and 12 detectives in addition to a special vice squad.

"Hoboken has never licensed or tolerated disorderly houses, and the laws are being more strictly enforced now than ever before. Lately all the women taken into court on immorality charges have received such heavy sentences that others have been frightened away from the town.

"Capt. Craig has not communicated with this department. But last night, because of the published reports, I assembled the entire detective squad and sent every man out on the job. And they didn't bring in a single prisoner."

Deputy Commissioner of Public Safety Ryan declared his department had received no word from Capt. Craig and expressed the belief that the city was as clean as it could be made.

MARTIAL LAW IN HOBOKEN ASKED

Council of Six Wants President to Take Drastic Step When German Piers Are Taken.

Hoboken citizens will ask President Wilson to declare martial law in that city. The President will be requested to take this action at the same time he takes over the German piers. The movement is the result of the operations of a Council of Six, composed of prominent citizens of Hoboken, appointed some time ago to investigate conditions.

The council reported there were in Hoboken city officials, professional men and tradesmen who were 100 per cent loyal to Germany. The names of the members of the council are withheld, as the committee is not yet through with its investigations. The council declared that, while these men invest in Liberty Loans and take part in rallies, that such action is mere camouflage and that many are leaders of what is known as a "Whispering Propaganda."

Emil Erb, a silk weaver of No. 535 West Fifty-fourth street, was held in \$5,000 bail yesterday, charged with violation of the Espionage act. United States Commissioner Hitchcock was told by Assistant Federal Attorney Rockwell that Erb appeared to be an anti-war, religious fanatic. He was sent to Bellevue for mental examination.

George H. Putnam, a special agent of the Department of Justice, arrested Erb at his home. He said the man had been distributing anti-war pamphlets on the street. These purported to be published by the "Penny Union." They were entitled "Christ the Spiritual Leader of an International Revolution," "Preparedness, Peace or Revolution, Which?" and "The War of the Christian."

There was a turbulent scene in Yonkers Police Court yesterday when a suspected Austrian spy attacked the court officers. He seized chairs and tried to clear his way to freedom. When overpowered, he bit an officer in the hands. Three wounds were cauterized.

The young man was found loitering near the Croton Aqueduct on Friday. When arrested he gave three different names, but finally decided he was John M. Bruder, of No. 152 East Twentieth street, this city. Asked for his registration card he said he had burned it the day before. He said he had been before the local draft board in Yonkers at No. 52 School street. There is no record of him there.

Bruder was handcuffed and brought to the Port Allen Enemy Bureau in the Federal Building. He was turned over to the Department of Justice for further investigation.

Officers of the Naval Communications Bureau arraigned four German waiters from a hotel at Long Beach in Port Allen Enemy Bureau yesterday. Karl Wuerth, of No. 102 West Sixty-first street, who said he had registered with the police, but who had not, was ordered interned. Wuerth finally admitted he had not registered, saying, "I was ashamed to say I was a German."

Charles Mangner, of the same address, proved registration, but had failed to notify the police of his change of address. He was ordered detained in the Tombs for fifteen days.

BLANK CARTRIDGE FIRED, MUCH STIR

Military Police On the Job Until Shown That Boy Was Culprit.

The firing of a blank cartridge by a boy in Church Square Park, Hoboken, last night got the local police and the Army Intelligence Department on the job. The report, which was similar to a revolver shot, was heard in St. Mary's Hospital and the army authorities in charge immediately notified Captain H. C. Craig of the military police at the docks.

In the meantime an investigation had been made by the local police and Detective Sergeants Alexander McLaughry and James Barrone traced the explosion to the firing of a blank cartridge by a boy.

Captain Craig in the meantime detailed a member of his staff to investigate the affair, but when it was ascertained that a blank cartridge was the cause, the investigation was dropped.

Strict measures will be taken hereafter against boys who fire blank cartridges.

CHARGE HOBOKEN POLICE PROTECTED BAND OF THIEVES

Arrests Made by Government Inspector and Military Police.

A half a million dollars' worth of goods have been stolen from railroad yards in and near Hoboken during the last two months, according to federal and local police officials who have conducted raids against an alleged band of car thieves.

Three men were arrested on Tuesday night, one of whom, James Clark, a junk dealer, formerly was a Councilman of Hoboken. Yesterday three more men were arrested on charges of stealing cases of whiskey from railroad cars. Those arrested yesterday were Andrew Dondoro, thirty-seven years old, of No. 1,100 Madison street, Hoboken; Ben Kolegersky, and Jerry O'Holahan, thirty-nine, of No. 464 Twelfth street, Hoboken.

Arrested with Clark and accused of stealing a large amount of copper, which is said to have been consigned to the government for war uses, were Julius Schechter, twenty-eight years old, of No. 221 Jefferson street, Hoboken, and Mendel Reiken, thirty-six, of No. 408 Newark street, Hoboken.

Each man except O'Holahan was held in \$10,000 bail, the amount of his bail being fixed at \$5,000.

A further examination will be held by E. W. Stanton, United States Commissioner, before whom they were arraigned, on June 19.

The investigation, which was made by Willard Robinson, United States Railroad Inspector, and Captain H. P. Craig, of the Military Police, is said to have revealed that Hoboken police officials have accepted bribes from the alleged thieves. One official, it is said, accepted \$200 a month in return for protection.

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"Vice conditions in Hoboken have grown to such proportions that nothing but stern measures can suppress them—and stern measures we propose to take," Capt. Craig announced. "We have power to take any measures we consider necessary, both inside the barred zone of the Port of Embarkation and in the city beyond the lines. We will extend the limits of our activity to Chicago if need be to make Hoboken a safe place for soldiers and sailors to be in."

Capt. Craig has also declared that if necessary he would issue an order whereby any woman found in the streets of the port after a certain hour would be subject to detention and questioning.

To-day Chief of Police Hayes of Hoboken said to an Evening World reporter:

"The city is well policed. We have a police force of about 115 men and 12 detectives in addition to a special vice squad.

"Hoboken has never licensed or tolerated disorderly houses, and the laws are being more strictly enforced now than ever before. Lately all the women taken into court on immorality charges have received such heavy sentences that others have been frightened away from the town.

"Capt. Craig has not communicated with this department. But last night, because of the published reports, I assembled the entire detective squad and sent every man out on the job. And they didn't bring in a single prisoner."

Deputy Commissioner of Public Safety Ryan declared his department had received no word from Capt. Craig and expressed the belief that the city was as clean as it could be made.

MARTIAL LAW IN HOBOKEN ASKED

Council of Six Wants President to Take Drastic Step When German Piers Are Taken.

Hoboken citizens will ask President Wilson to declare martial law in that city. The President will be requested to take this action at the same time he takes over the German piers. The movement is the result of the operations of a Council of Six, composed of prominent citizens of Hoboken, appointed some time ago to investigate conditions.

The council reported there were in Hoboken city officials, professional men and tradesmen who were 100 per cent loyal to Germany. The names of the members of the council are withheld, as the committee is not yet through with its investigations. The council declared that, while these men invest in Liberty Loans and take part in rallies, that such action is mere camouflage and that many are leaders of what is known as a "Whispering Propaganda."

Emil Erb, a silk weaver of No. 535 West Fifty-fourth street, was held in \$5,000 bail yesterday, charged with violation of the Espionage act. United States Commissioner Hitchcock was told by Assistant Federal Attorney Rockwell that Erb appeared to be an anti-war, religious fanatic. He was sent to Bellevue for mental examination.

George H. Putnam, a special agent of the Department of Justice, arrested Erb at his home. He said the man had been distributing anti-war pamphlets on the street. These purported to be published by the "Penny Union." They were entitled "Christ the Spiritual Leader of an International Revolution," "Preparedness, Peace or Revolution, Which?" and "The War of the Christian."

There was a turbulent scene in Yonkers Police Court yesterday when a suspected Austrian spy attacked the court officers. He seized chairs and tried to clear his way to freedom. When overpowered, he bit an officer in the hands. Three wounds were cauterized.

The young man was found loitering near the Croton Aqueduct on Friday. When arrested he gave three different names, but finally decided he was John M. Bruder, of No. 152 East Twentieth street, this city. Asked for his registration card he said he had burned it the day before. He said he had been before the local draft board in Yonkers at No. 52 School street. There is no record of him there.

Bruder was handcuffed and brought to the Port Allen Enemy Bureau in the Federal Building.

He was turned over to the Department of Justice for further investigation.

Officers of the Naval Communications Bureau arraigned four German waiters from a hotel at Long Beach in Port Allen Enemy Bureau yesterday. Karl Wuerth, of No. 102 West Sixty-first street, who said he had registered with the police, but who had not, was ordered interned. Wuerth finally admitted he had not registered, saying, "I was ashamed to say I was a German."

Charles Mangner, of the same address, proved registration, but had failed to notify the police of his change of address. He was ordered detained in the Tombs for fifteen days.

BLANK CARTRIDGE FIRED, MUCH STIR

Military Police On the Job Until Shown That Boy Was Culprit.

The firing of a blank cartridge by a boy in Church Square Park, Hoboken, last night got the local police and the Army Intelligence Department on the job. The report, which was similar to a revolver shot, was heard in St. Mary's Hospital and the army authorities in charge immediately notified Captain H. C. Craig of the military police at the docks.

In the meantime an investigation had been made by the local police and Detective Sergeants Alexander McClaughry and James Barrone traced the explosion to the firing of a blank cartridge by a boy.

Captain Craig in the meantime detailed a member of his staff to investigate the affair, but when it was ascertained that a blank cartridge was the cause, the investigation was dropped.

Strict measures will be taken hereafter against boys who fire blank cartridges.

CHARGE HOBOKEN POLICE PROTECTED BAND OF THIEVES

Arrests Made by Government Inspector and Military Police.

A half a million dollars' worth of goods have been stolen from railroad yards in and near Hoboken during the last two months, according to federal and local police officials who have conducted raids against an alleged band of car thieves.

Three men were arrested on Tuesday night, one of whom, James Clark, a junk dealer, formerly was a Councilman of Hoboken. Yesterday three more men were arrested on charges of stealing cases of whiskey from railroad cars. Those arrested yesterday were Andrew Dondoro, thirty-seven years old, of No. 1,100 Madison street, Hoboken; Ben Kolegersky, and Jerry O'Holahan, thirty-nine, of No. 464 Twelfth street, Hoboken.

Arrested with Clark and accused of stealing a large amount of copper, which is said to have been consigned to the government for war uses, were Julius Schechter, twenty-eight years old, of No. 221 Jefferson street, Hoboken, and Mendel Reiken, thirty-six, of No. 408 Newark street, Hoboken. Each man except O'Holahan was held in \$10,000 bail, the amount of his bail being fixed at \$5,000.

A further examination will be held by E. W. Stanton, United States Commissioner, before whom they were arraigned, on June 19.

The investigation, which was made by Willard Robinson, United States Railroad Inspector, and Captain H. P. Craig, of the Military Police, is said to have revealed that Hoboken police officials have accepted bribes from the alleged thieves. One official, it is said, accepted \$200 a month in return for protection.

Wild
Mar 8/18

24 American
Mar 28/18
June 4/18

Herald
June 13/18

Observer Dec 13/18

HOBOKEN IS NOT TO HAVE MARTIAL LAW, DECLARES COMMANDER OF THE PORT

*Dispatch
Dec 31/18*

CHIEF TELLS WHY NAVY MEN PATROL

Says Hoboken Police Do Not Wish to Use Force Upon Gay Sailors.

Chief of Police Patrick Hayes of the Hoboken police department, stated last night that it was not unusual for the Navy to send out a detail of men to patrol the city streets for the purpose of looking after enlisted men of the Navy.

He pointed out that every big city had a shore naval patrol for this purpose, and that in New York there were naval guards on duty patrolling the streets.

At no time, he stated were the Hoboken police officers unable to cope with the situation, or were they inefficient to handle the conditions raised by the sailors.

Instead, he said, that the officers did not wish to use force on the men who were in the service of their country during war time, and for the most part it had been the custom of the officers to allow service men a considerable amount of "rope."

It was impossible to handle the sailors without using force, and the men did not want to use their night sticks on the sailors. While the start of the trouble last Friday night was with three drunken sailors, the bulk of the men who made the real trouble were not drunk, but just looking for a fight.

The policy of the Navy in placing a patrol in Hoboken from midday until 1 a. m. each day was what the Navy had been doing in other cities, and he was surprised that some such action had not been taken many months ago.

The fact is that the streets of Hoboken are now well patrolled by sailors with their big night sticks on police work, keeping the sailors in order. And the disorder that prevailed before this new order went into effect has been entirely quelled by the new order of things.

Observer Journal Dec 31/18

HOBOKEN NAVAL GUARD DOUBLED

Admiral Gleaves Takes Pre- cautions Against New Year's Trouble.

Orders have been issued by Admiral Gleaves of the Port of Embarkation, Hoboken, doubling the naval guard of one hundred and eighty which has been doing police duty in that city since last Saturday. The augmented guard will do duty this evening, tomorrow and to-morrow night.

The naval police guard is the result of a small sized riot that occurred last Friday night, when four sailors were arrested by the local police charged with being drunk and disorderly. Word of the arrest reached the ears of other sailors who formed a rescue party and stormed the police station to liberate their mates. The outcome was that several other sailors spent the night in cells.

As a result the city officials called upon Admiral Gleaves to furnish a police guard for the naval men and six men from each ship docked in Hoboken were assigned for police duty. Orders have also been issued prohibiting any sailor from leaving the "dry zone" in Hoboken during the holiday celebration unless he can give a good reason to his superiors.

Major-General Shanks Is- sues Statement Today in Response to Persistent Rumors in Mile Square City—No Such Action Is Likely Unless Civil Officials Are Unable to Exercise Control Over Conditions— No Indication of Such Emergency Arising.

SITUATION WELL IN HAND, IS OPINION

There will be no declaration of martial law in Hoboken.

The rumor that persisted for many months in the city after America went into the war and Hoboken became the centre of activity, has been dug up and revived during the past few days. In many places it has been heard and many merchants of the city have called up the Hudson Observer asking if there was any truth in the statement.

A reporter of the Hudson Observer this morning asked Major-General Shanks, commanding officer, headquarters, Port of Embarkation, if there was any truth in the rumor or if it had any foundation in fact.

"So far as I am aware," said the major-general, "there are but very few instances in which martial law has been declared in the U. S. On these occasions it was owing to the fact that the civil government had failed of its functions, and the assistance of the military was required. Should there be any such condition arising in Hoboken, should there be danger of riot, or should it be impossible for the civil officers to enforce order with the assistance of the Sheriff's officers, and an appeal was then made to the military, the Governor of the State or to the President, then, of course, the military would assist in restoring order, and, inasmuch as the civil government had fallen down, military or martial law, would prevail. This, however, would continue only until such time as the situation required it. When order was restored and the civil authorities were competent to maintain it, martial law would cease to exist."

"I know of no reason to believe that any situation could arise in Hoboken. I have not heard anything about martial law being proclaimed in Hoboken, and I feel confident in saying that there is no likelihood that it will. It does not appear to me that there is any chance of any situation arising in the city which would require the application of military law."

Asked if there was any likelihood of the returning troops marching down First street on their way from the piers, Major-General Shanks said:

"That will depend entirely on the time when the existing sanitary restrictions are removed. At the present time these restrictions are enforced in order to prevent any possibility of any contagious disease reaching the people of this country."

"As I understand it there seems to be a feeling that there is a possibility of typhoid fever being brought over here by troops. Just to what degree this possibility exists I do not know, but I know that precautions are being taken to prevent any epidemic being started."

"When these restrictions are removed there will, I suppose, be no objection to the men marching down First street, Hoboken. There will also be no objection to a greeting being extended to them by the people."

*Observer
June 2/18*

GUARD AND FIRE UNIT WATCHING OVER ARMY PIERS

Former Policemen and Fire- men Enlisted in This Branch of Service.

Very few persons in and around Hoboken know of some of the workings of units stationed at the Army Piers, in the Mile-Square City. Many know that the units in question are stationed there and let it go at that, a little more about these units and the work they do. It may be apropos, therefore, to give the latter class an insight into the situation.

Of particular interest is the 301st Guard and Fire Company, upon whom devolves the task of safeguarding the piers, formerly occupied by the Hamburg-American and North German Lloyd lines. The jurisdiction of this unit, which is commanded by Captain H. C. Craig, has been extended within recent weeks to include the entire waterfront of Hoboken, now under Government control, with a series of Government buildings in the upper section of the city.

One of the big features of the guard and fire department's work concerns their operations in the event of a fire. The fire department at the piers is one of the most modern and thoroughly comprehensive of any in the land. A huge pumping engine, valued at more than \$10,000, is the main piece of apparatus. It is manned by twenty men of the National Army, all of them former firemen from New York and Philadelphia.

At their head, with the rank of fire marshal, is Lieut. Daniel O'Connor, former fire captain in New York. His assistant is Lieut. John J. McCarthy, former secretary to Fire Chief Kenlon, of New York, who heads the Bureau of Combustibles, an adjunct of the Fire Department, at the piers. He came out first among 530 contestants for the post.

All alarms from boxes in Hoboken sound in at the Army Piers. The army officials have displayed a gratifying inclination to turn out and help the local department in the event of a particularly serious conflagration. This was amply illustrated at the two big Gatti-McQuade fires.

The guard of the unit, also known as the Military Police, is composed of former policemen from cities in New Jersey, New York and Pennsylvania. It is a picked body of men, one of the finest military organizations in the service of the United States or of any other country.

The most spectacular work of the unit, however, has been done by its Intelligence Department under the direction of Captain Craig. In the work of cleaning up cases which have come to the attention of this branch of the service, Lieutenants Nicholas A. Poggi and William Wiley lead all the other operatives. In less than a year they have collected for the Government more than \$6,000 in fines, most of them from saloonkeepers caught selling within the barred zone. They have recovered stolen government property valued at almost \$4,000 and have arrested or caused the arrest of the thieves. Poggi and Wiley have apprehended about thirty deserters, thus saving the government that many soldiers and a possible \$50 reward for each in addition.

In the cellar of Captain Craig's office at the piers is a motley collection of stuff. Whiskey bottles are there galore, together with tea kettles, soda water bottles and other containers in which the saloonkeepers sought to serve the intoxicants and pull wool over the eyes of the government agents. One of the most interesting exhibits is a "money-making" machine, confiscated with the arrest of men who had made a practice of buncoing the uninited by means of the appliance.

One of the most recent feats of the bureau was the arrest by Captain Craig and Lieutenants Poggi, McCarthy and Wiley, of Charles R. McGuinness, a Newark surgeon, for whom the Secret Service and the police of many cities had been searching for on a charge of impersonating a naval captain and leaving in his train across the continent a trail of worthless checks.

Most of the work done by the Intelligence Bureau operatives has never been disclosed, for they work mainly in the dark. Several spy scares and rumored incendiary plots have been exploded by them.

New York Herald
Mar 9/18

ANNEXING HOBOKEN.



Observer Jan 11/18

Sentence of German Plotters is Upheld

Hamburg-American Line Officials and Employees Must Serve Sentences for Filing False Certificates, But One Escapes by Death.

New York, Jan. 11.—The recent conviction of Carl Bunz, managing director; George Kotter, superintending engineer; Adolph Hochmeister, purchasing agent, and Joseph Popenhouse, second officer of the Hamburg-American Steamship Line, on charges of conspiring to defraud the United States Government was upheld yesterday in a decision handed down by the United States Circuit Court of Appeals. All had been found guilty of engaging in a conspiracy to defraud by filing at the Custom House false manifests of vessels carrying supplies to German cruisers in the North and South Atlantic.

Bunz, Kotter and Hochmeister were each sentenced to eighteen months in the Atlanta penitentiary. Popenhouse was given a year and a day in the same institution. All appealed and were released in \$5,000 bail, but soon thereafter Hochmeister died. The Hamburg-American Line also was found guilty of the offense and was compelled to pay a fine of \$1.

Ten days will elapse before the mandate in this decision is handed down and until then no action can be taken. It is possible the three defendants will appeal on a writ of cer-

tionari, in which event the case will go to the United States Supreme Court.

The case was originally prepared and prosecuted by John C. Knox, Assistant United States Attorney, and the decision handed down by Federal Judge Rogers was concurred in by Judges Hough and Learned M. Hand.

The false manifests were used to conceal the destinations of the outgoing vessels, chartered by the Hamburg-American Line, which had an agreement with the German government in the winter of 1914 to supply German warships in the North and South Atlantic with coal and provisions.

The Kaiser's orders were transmitted directly to Carl Bunz, who in turn conferred with the other defendants as to procuring vessels flying neutral flags. In addition to chartering neutral vessels Bunz was charged with despatching three Hamburg-American vessels on these missions. Among the neutral craft chartered, it was said, the Berwind, Lorenz and Gladstone figured prominently. In his opinion Judge Rogers held the undertaking to supply German raiders was not wrong; the wrong lay in the false certificates filed.

Dispatch Jan 27/18

DYNAMITE FOUND ON SHIP HERE

Report Explosive Discovered on Hospital Ship Mercy at Pier in Hoboken — Soldiers on Guard.

TIETJEN MANAGER DENIES THE REPORT

Six sticks of dynamite were found yesterday on the hospital ship Mercy, now undergoing repairs at Tietjen & Langs drydocks in Hoboken, according to a report from an authoritative source last night. The dynamite was found while an investigation was being made to ascertain the cause of a fire on the Mercy Saturday.

Manager E. H. Dendel, of the Tietjen & Lang Co., denied last night that any dynamite had been found.

Denies Dynamite Story.

"I don't think it is good for the public or the workmen to read reports of that nature," he said. He added that all sorts of rumors of plots had been prevalent during the past few days.

In spite of Mr. Dendel's denials it was noticed that a strong guard of soldiers was placed around the drydocks last night and some sailors also went on guard there.

During the past week there have been three fires in the Tietjen docks. The fire in the hold of the Mercy Saturday was reported to the newspapers as having started in a pile of rubbish in the hold and being due to spontaneous combustion. It is known, however, that the military authorities in charge at Hoboken did not believe this explanation, and an investigation was started.

The three fires in the yards recently have lead workmen to believe that a plot is afoot to destroy the docks. Many transports are being repaired there, and had the dynamite exploded on the Mercy it is likely that the major portion of the docks would have been destroyed in the fire which would have followed.

No one was on the Mercy when the fire broke out. The Mercy is a large ship of about 10,000 tons and was formerly in the West Indies trade.

Observer Jan 12/18

Incautious remarks on the part of a Hoboken man last night almost led to serious consequences for him. He engaged a soldier in conversation about the Gatti-McQuide fire and the talk drifted to army transports. The questions the man asked aroused the soldier's suspicions and he took him to the Second Precinct. Authorities at the Army Piers satisfied themselves that the prisoner had no motive in asking his questions and ordered his release.

Dispatch Jan 14/18

EXPLOSION ON RIVER ALARMS THE COUNTY

Believed to Have Been Made by Dynamite Used to Break Up Ice in River.

Violent explosions which seemed to come from the direction of the Hudson River opposite Ninth street, Hoboken, late last night and early this morning caused considerable alarm.

An investigation made by the Hoboken police lead them to believe dynamite was being used to break the ice in the river so coal barges could pass through.

The police in New York said they did not know of ice being blown up. They said if it was being done it was under orders from the naval authorities.

Observer Jan 28/18

ONE MAN IS HELD BY THE MILITARY IN ROBBERY CASE

The Hoboken police are still interested in the holdup which took place on Saturday morning in the chop suey house at 120 Washington street. Considerable mystery attaches to the matter, which has not as yet been quite cleared up.

Following the alarm of one of the injured Chinamen, which first drew attention to what had taken place, Sergeant Corner and Acting-detective Joe Fullam got on the job and worked in conjunction with the military. They were informed that the men who had pulled out the holdup were attired as soldiers, and the two officers thereupon went down to the army piers and made the facts known.

Cornell and Fullam waited with the guard and watched for the return of any soldiers who might still be out of quarters. It is alleged that they later saw a man, in military uniform, climbing over the high iron fence that surrounds the piers, and that they drew the attention of the guard to this and the man was taken to the guard house.

Woo Gong, the injured Chinaman, who had given the alarm, thereupon positively identified this man as one of the three who had held him up. The following morning this man was placed in a lineup with a number of others and the Chinaman again identified him.

The Hoboken officers tried to get the military to turn the man over to them, but this was refused and he was held by the army authorities.

Chief of the Military Police Captain Craig this morning stated that the matter was being thoroughly investigated and that, if the soldier or soldiers were found to be guilty, he would see that they were severely punished.

Fong Wing, the Chinese who was most severely injured by a blow from the butt of a gun wielded by one of the robbers, is still at St. Mary's Hospital. He is suffering from concussion of the brain, but stands a chance of recovery.

Dispatch Jan 28/18

CHANGED CONDITIONS.

In former years the German flag would have been very proudly flying from the German ships and piers in Hoboken yesterday, for it was the Kaiser's birthday. But there was no German flag flying in Hoboken on January 27, 1918—not so the public could see it.

Dispatch Jan 31/18

Thousands of American Troops Taken Overseas On German Steamships

Former Vaterland, Now the Leviathan, Heads Big Flotilla of U. S. Transports Now in a French Port.

SHIPS BETTER NOW THAN WHEN GERMAN

Washington, Jan. 30.—More than 600,000 tons of German shipping is now in the transport service of the United States.

Every enemy vessel seized by this Government has been overhauled and put in operation. Remarkable records in repairing the great fleet of Teutonic liners were made by American navy yards and ship yards.

Many of the confiscated merchantmen already have carried troops and supplies to France. Several roundtrips have been made by some of the former German ships.

Vaterland Made More Speed.

The Vaterland made better speed under American engineers than the Germans ever got of her.

Giant plants to provide drydock facilities for the mammoth enemy steamers are under construction along the Atlantic Coast.

Secretary of the Navy Daniels tonight paid high tribute to the American engineers who made possible the use of the enemy tonnage in record time. The Germans thought they had left the Vaterland unfit for further service, said the Secretary. A determined effort was made by the German crews to damage all the war-bound vessels beyond hope of repair.

The ban of secrecy surrounding the former German ships was lifted today. For the first time permission was given for publication of the arrival in France of a large fleet of the seized liners. Eighteen of them landed thousands of American troops and great cargoes of supplies on the other side.

The former Vaterland, now the Leviathan, headed the flotilla. The other transports were the Covington, Cincinnati, President Lincoln, President Grant, Powhatan, America, Madewaska, George Washington, Mount Vernon, Agamemnon, Aetolus, Mercury, Pocahontas, Huron, Antigone and two former Austrian steamers.

The Baron Von Steuben and the Baron DeKalb, formerly the German converted cruisers Kronprinz Wilhelm and the Prinz Eitel Friedrich, also are engaged in active service, it was announced today. The Wilhelm and Prinz Eitel sought refuge in Hampton Roads after commerce raiding voyages in the Atlantic and Pacific.

The confiscated merchantmen now are in almost perfect condition. American genius has made them as good as new, Secretary Daniels said. "Not a moment's time was lost in completing the tremendous task."

Jersey Journal Feb 4/18

U. S. ADOPTS OLD GERMAN LINE COLORS

There was a sensation along the Hoboken waterfront shortly after noon yesterday, when a large transport painted in the colors of the old Hamburg-American line was seen gliding down the Hudson River. Many thought it was a German steamer that had arrived during the night. Inquiry, however, showed that it was the Nansemond, formerly the Pennsylvania of the Hamburg-American line, which is the first vessel to be painted with the new transport colors adopted by naval authorities.

The coloring consists of a black hull, white superstructure and deck houses, yellow mast and black funnels. This coloring system is identical with that of the German steamship company.

The Nansemond is bound for Brest and will return with 5,675 doughboys. This will be her first voyage as a troop carrier.

SOLDIERS HOLD UP AN AGED CHINAMAN

Only one of the party of soldiers who held up two Chinamen in a chop suey restaurant at 120 Washington street, Hoboken, early Saturday morning, has been identified as being connected with the affair. He is held by the army authorities at the piers in Hoboken, and will be proceeded against according to the rules and regulations of the army.

This same restaurant was the scene of a holdup and fight several weeks ago when the aged Chinamen, who was seriously stabbed by one of the assailants, was near death as the result. Charles Holloway was convicted of the crime in Judge Sullivan's court last week.

Dispatch Feb 8/18

Armed Marines Take Charge of Big Liner At Pier in Hoboken

Reports of German Spy Lead to Hunt on Board the Nieuw Amsterdam by Hundreds of Federal Sleuths.

ALL PASSENGERS ARE DETAINED

One hundred armed United States marines went aboard the Holland-American liner, Nieuw Amsterdam, in Hoboken last night, and the ship, at the order of the Department of Justice, was taken charge of by the military authorities at Hoboken.

Every personal effects of the fifteen hundred passengers was temporarily confiscated. None but diplomatic agents was allowed to land. It is believed that a notorious German spy is hiding among the passengers on the vessel.

The Government agents combed the ship from top to bottom and it was stated last night the inspection progress will be continued until every article of the cargo is minutely examined. Every tube of tooth paste is opened and every bottle of toilet water has been analyzed. Every scrap of paper was taken from the passengers, carefully labeled and filed. They will be examined and what seems of no value to the authorities will be returned.

The first and second class passengers were herded into the ship saloon and kept under guard of the marines all day. The third-class passengers were informed that they would be landed at Ellis Island where the examination will

be completed. The careful search of the Government agents numbering nearly 500 constituted the most elaborate spy hunt that has been conducted since the United States entered the war.

August Phillips, now Dutch Minister to the United States, his wife, five children and secretary, passed under the critical eye of the inspectors. He smiled at the ordeal and would make no comment on his reception to our shores. P. K. A. Van Emmerden, Dutch consul general to the Philippines, was also permitted to land.

After leaving the Port of Rotterdam, the ship was stopped by a flotilla of British destroyers, who gave the commander sealed orders, it was stated by passengers aboard. H. H. Blecker, an official of the Holland-American line, who was detained aboard the ship, in an interview said that Holland is on the edge of a famine.

Unofficial Warnings.

Some of those aboard the liner received just prior to the ship's departure anonymous letters similar to the warning given passengers who sailed on the doomed Lusitania, but it appears that unlike the Lusitania's they were unofficial.

Besides the Netherlands Minister, there were aboard the boat officers of the British, French and American armies. Only persons having urgent business at the piers were permitted to enter and newspaper men were absolutely barred. Hundreds of government agents swarmed around the Hoboken piers to prevent any one from entering.

Dispatch Feb 11/18

Homing Pigeon Alights on Deck of Christmas Ship Three Days Out to Sea

Exhausted When It Caught Sight of Vessel, and Almost Dropped on Deck; Kept as Good Omen, for Ship Escaped Submarines.

The Christmas gift ship San Jacinto, which left an Atlantic port for France, laden with gifts for the American boys in the trenches on November 24 had an unexpected passenger. Said passenger outwitted the rigid examination by the naval officers and Department of Justice men by getting aboard three days after the vessel sailed and made the trip to France, touched and England and returned to America arriving at an Atlantic port last week.

Utterly exhausted with a long flight before she spied the ship the passenger lost control of her planes and dropped almost dead on the deck of the Christmas gift ship.

The passenger was a fine homer pigeon which had perhaps started on an attempt to cross the Atlantic or wanted to give the Christmas gift ship a lot of luck on its journey to France.

How near it came to being torpedoed by a submarine is told by B. Koogman, a baker on board the transport, who is now boarding at 122 River street, Ho-

boken. Koogman is the proud possessor of the pigeon, having been on deck when the bird alighted in an exhausted condition.

"I guess we were about three days out when down came the bird, fluttering to the deck as if dying," said Koogman. "It sure was exhausted, and the chef and I doctored her up a bit, and got her over the trouble. Some food and rest soon put her in trim and we decided to take her to France."

"It was considered a good omen for the transport, as we understood the Huns intended to get the gift ships at all costs. Our captain was just as determined that the boys were not to be robbed of their Christmas presents from home."

A metal ring on the left leg of the homer bears the initial "A. J.-17-D 907." It is a young bird of 1917, and was probably flying in a school and caught in a storm and swept to sea. That would account for its being so far away from land.

Dispatch Mar 4/18

SOLDIERS AND SAILORS MIXED IN A SHOOTING

On Their Way Home From Dance at Grand View When Fracas Took Place.

ONE SAILOR WAS SHOT THROUGH THE HAND

A mysterious shooting affair late Saturday night, in which three soldiers and three sailors were implicated resulted in one of the soldiers being shot through the left hand from a revolver. The wounded sailor is Elmer F. Preston, 22, of the U. S. Navy Electrical School, assigned to Brooklyn Navy Yard. He was taken from police headquarters, Hoboken, to St. Mary's Hospital, in the police patrol, when the ambulance failed to arrive within a half an hour, when it was summoned.

The three sailors, Preston, and Donald Goughan, 23, and Edward Walsh, 21, also of the electrical school, had attended a dance at the Grand View Hall, Jersey City Heights, on Saturday night. They left the dance hall shortly after 11 o'clock, and walked to the trolley tracks of the trestle, at Ogden avenue and Ferry street.

According to the statement, they made to Acting Detective Joseph Fullam, they were boarding a car for Hoboken, when three soldiers opened fire on them.

The soldiers, according to the sailors were posted under the elevated structure about thirty yards away from them. They did not see the soldiers until the flash from the revolvers, as they were fired brought the attackers into relief.

Jumping onto the trolley car headed for Hoboken, the sailors told the conductor to make it in a hurry. Bullets were whizzing around the trolley car, and Preston was winged in the hand just before he entered the car. Several of the car windows were broken as the shots from the soldiers continued to speed after the car, as it started its journey down the trestle.

The sailors left the trolley car at Washington street, and made for police headquarters, where they reported the affair, and asked for medical aid for Preston, whose hand was badly hurt. The bullet entered the back of his hand and lodged in the middle of the palm, just under the skin.

Preston said that he knew of no reason why soldiers or any other person should attack him. The sailors declared that there had been no trouble in the dance hall, that they had had no arguments with anybody, and were taken by surprise when the bullets started to rain on them.

A call was sent to St. Mary's Hospital for the ambulance, and when it failed to arrive, Chief Patrick Hayes ordered the patrol to take the man to the hospital, where he was attended by the army doctors.

Jersey City police department, and both Jersey City and Hoboken sleuths got on the job to hunt down the soldiers who had used the revolvers.

For nine months some of the Dutch ships have been docked in Hoboken, and the officers and engineers have had to live on wages, which were fair in Holland, but did not give them much support here. The crew received an increase, and when the officers heard the War Trade Board had taken over the ships and was paying the Dutch owners a fabulous sum for their use, they demanded more pay, and would not sail with the ships until they received it. The company, which paid 55 per cent dividends last year, quickly gave in to the men.

Dispatch Mar 9/18

Palmer Says Kaiser Held Stock in German Property in Hoboken

Custodian of Alien Property Reveals Startling Facts in Showing Why United States Should Take Over Piers.

SHOW TEUTONIC GRAB FOR U. S. COMMERCE

Washington, March 8.—Secret testimony of Mitchell Palmer, alien property custodian, before the Senate Appropriation Committee yesterday was released today.

Palmer, in urging that the German line piers be taken by the Government, and that all German property in this country be put under the hammer, alleged:

1.—That the German empire has "put an industrial and commercial chain across this country and through our insular possessions."

2.—That one great American industrial city is a "little Germany with seven or eight entirely German-owned mills, and from some of which the American flag never flew" until we took the property in charge.

Kaiser Held Stock.

3.—That the Kaiser through Albert Ballin held stock in the Hamburg-American line.

4.—That "the time has come when the ownership of some of these great German properties should be permanently separated from German capital, and that the enemy might as well know now that the connection which she has been able to maintain with American industry and commerce is broken, not simply for the war, but broken never to be resumed."

5.—That the cash for which the property would be sold would be the only thing to be considered in a peace treaty.

Profits for Huns.

6.—That as it at present, the alien property custodian is merely piling up "hundreds of millions, and enormous profits" for German owners.

Palmer issued a statement today saying that nothing in the amendment he had proposed changed the definition of "enemy." The only persons whose property would be affected are persons, firms and corporations residing and doing business within new or old enemy territory, and resident alien enemies now interned.

"No action," says the statement, "is contemplated which will affect the money, bank deposits, postal savings or other property of subjects of enemy countries resident within the United States."

Fire broke out yesterday afternoon in the engine room of a United States Army pier at the lower section of Hoboken, where army authorities took no chance sent in an alarm of fire, Chief men lending their aid to the fire companies in fighting the flames. The flames were extinguished twenty minutes and the damage slight. The cause was not given but Captain Craig stated that case also no suspicious circumstances attended the fire.

Observer
Apr 8/18

ARREST MAN TAKING PHOTOS OF PIERS

Alvin Nassy, of Weehawken, Is Turned Over to Military Police.

On suspicion of being engaged in work detrimental to the Government, Alvin Nassy, 21 years old, of 746 Park avenue, Weehawken, was arrested Saturday afternoon by Patrolman Harris, and after the military authorities were summoned, he was paroled to appear before Recorder Marnell this morning.

While Patrolman Harris was walking along his post shortly after 2 o'clock Saturday afternoon, his attentions were attracted by a young man with a camera who was taking photographs of the river front and railroad terminal. On approaching the young man, Harris started in to question him, but he appeared to be unable to account for his actions, and he was taken to the station house.

When being booked, he stated that he was a native of the Danish West Indies. After his pedigree was taken, he was placed in a cell and communication was gotten with Captain Craig, of the Hoboken army piers.

Captain Craig and the members of his staff came to Weehawken shortly after, and after examining the papers found in the young man's possession, stated that he was unable to find anything of a suspicious nature. Nassy was then paroled to appear in court this morning.

HOLLAND-AMERICAN STRIKE ENDS HERE

Engineers and Officers Meet in Meyer's Hotel; Company Gives In.

A strike of engineers and officers of the Holland-American line steamships, which threatened to tie up thousands of tons of shipping badly needed by the Allies, was ended Saturday noon at a meeting in Meyer's Hotel, Hoboken, when word was received from Manager A. Gips, of the line, in New York, that the strikers would receive an increase of from 55 to 85 per cent in wages, depending on the time of service at sea.

Dispatch apr 13/18

JUDGE SENTENCES AND PRAISES MAN

Federal Court Takes Action Against Ship Steward Ar- rested in Hoboken.

Newark, April 11.—Something that rarely happens on sentencing day in a United States Court happened today in the Federal District Court, when Judge Haight took the bench this morning to impose sentences. The judge for once found it possible to supplant the grim words of censure with words of praise for the prisoner who stood in the dock.

The prisoner was Rient Sobering, Dutch seafarer and erstwhile second steward of the Holland-American liner Nieuw Amsterdam. Sobering was caught February 9, when his ship docked at Hoboken, with a letter he tried to conceal. The letter was on its face a love missive from a Rotterdam woman to a Boston man. The secret service has since found out that the letter was what it seemed to be, but Sobering has spent the interval in jail on a charge of violating the trading with the enemy act. Sobering admitted his technical guilt.

Judge Praises Him.

The praise comes from other things found out about Sobering. Investigation disclosed that in Sobering's home in Holland today Belgian refugees are being cared for. Sobering took them in at the first appeal, and his sentiments, federal officers convinced themselves, are really pro-Ally.

"You've been indeed a noble deed," declared Judge Haight, "in taking care of these poor, innocent victims of German barbarity."

Sobering's mercy toward the Belgians, the court continued, had been weighed as a factor in determining sentence. This, the court said, would be two months and fifteen days in jail, to date from February 9. Sobering will be released April 24.

Cleared of Suspicion.

As to his error in attempting to smuggle the love letter, the court advised Sobering to carry word back to his ship mates that it is not wise to lay themselves open, no matter for what seemingly innocent cause, to suspicion under federal laws. Judge Haight also told Sobering that investigation had cleared him of all suspicion.

Other sentences imposed comprised a term of one year and a day in the Atlanta Federal Penitentiary for Antonio Guttilla, forty-four years old, of 6 Highland avenue, Kearny; three months in jail for his seventeen-year-old son Paul. Both on a charge of passing counterfeit ten-cent pieces, and one month in jail for Ransom Harriss, colored, of Carney's Point, on a charge of the theft of a postal savings certificate.

The Guttillas, father and son, were arrested February 9 with another son Joseph, eleven years old. The court postponed sentence on the boy. In sentencing Paul, Judge Haight said he believed the chief responsibility for the crime lay upon his father. Paul will be released May 9, his sentence running from the day of his arrest.

Dispatch apr 17/18

First Batch of Captured Teutons Lands in Hoboken

The first batch of German prisoners of war to reach the United States landed in Hoboken yesterday. They arrived on a transport and were transferred to a naval patrol boat and taken to Ellis Island. Secretary of War Baker was on the ship that brought the prisoners here.

There were twelve prisoners, the survivors of U-boat 58, which was sunk by the U. S. Torpedo Boat Destroyer Fanning. No information was given out at the Port of Embarkation, but it was learned that two of the prisoners had been very sick on the voyage here, but they recovered.

Efforts to get local information of the story were futile yesterday, military authorities at the army piers stating that they had no information on the subject, and from another official source it was stated that the prisoners of the U-boat 58, had not reached port, but were expected within a few days.

The Committee of Public Information at Washington last night admitted the prisoners had been brought here.

Dispatch apr 18/18

Forty Hun Prisoners Of War Brought to Hoboken on Transport

One of Them the Commander of a German Submarine Which Was Captured by Our Sailors.

U-BOAT ATTACKED TRANSPORT ON TRIP

Some forty German prisoners were brought to America yesterday on a U. S. transport, formerly one of the German transatlantic steamers. One of the captives was the captain of a German submarine which was destroyed by a United States torpedo boat. Four commissioned officers were among the prisoners.

While nothing of an official nature was given out regarding the first prisoners of war to be taken by United States it was positively stated that the transport brought to Hoboken a number of prisoners of war.

The greatest secrecy was maintained on the vessel as to the identity of the prisoners. Once daily they were given exercise on deck.

Photographs of Men Barred

A number of newspapermen and photographers who had secured zone passes and were supposed to have authority from Washington to take pictures came from Governor's Island on a tug boat. They were landed at the piers, but were refused permission to take pictures.

It is understood that the prisoners will be taken to Ellis Island for transfer to an internment camp where they will be put to work.

That a desperate effort was made to torpedo the vessel on her outward voyage was also made known last night. The attack was made several days out from the port from which she left America. A convoy of a number of destroyers surrounded the vessel and they were steaming at a fast rate.

U-Boat Attacks Transport

The U-Boat made its appearance between the convoy and the vessel, and it was immediately spotted by the lookout. The guns of the transport opened fire and searchlights played on the spot where the submarine appeared. It did not discharge a torpedo, but the destroyers and sub-chasers immediately proceeded to the spot where the U-Boat was seen and dropped depth bombs.

The bombs were dropped in a wide radius and it was the belief of the crews that the submarine was destroyed. There was considerable excitement on board the transport which was loaded to capacity with troops.

Many of those in bed jumped from their bunks at the sound of the guns and hastily dressed. The excitement was soon over and the transport and convoy proceeded to port without further molestation.

Dispatch apr 19/18

GERMAN PRISONERS REACH WASHINGTON

Surly Lot of Huns, Who Landed in Hoboken, On Way to Prison Camp.

Washington, April 18.—Thirty-eight surly, sneering, well-fed and alert Germans, the captured crew of the submarine U-58, taken by the U. S. destroyers Fanning and Nicholson last November, and landed at Hoboken arrived in Washington this afternoon, bound for internment in a Georgia prison camp.

Their appearance was startling. Few persons in the great Union Station, used to the constant stream of soldiers, realized that these were the first prisoners of war captured by Americans. They were under heavy guard of well-set-up, trim khaki-clad United States regulars, commanded by a starchy captain, who plainly indicated he meant business.

The captives came off the Southern Railway train in column of twos, led by their commander, Captain Lieutenant Gustav Ansberger, and his other officers, Otto von Ritger, Paul Schroether, Frederick Muller and Henry Kopke. Following them were thirty-three of the crew. The officers were neatly dressed in their blue, with gold insignia. They glanced around the great station and grinned at each other. Back of them came the thirty-three men of the crew. They were in well-worn and well-used blue and the heavy canvas clothes of the machinists.

All of the men were undersized and the crew seemed composed mostly of boys from 18 to 20, while the officers were not more than 25 to 35.

On the back of the right leg of each, between the hip and the knee, was a large oval patch of red, eight inches high and six inches across. This could be seen easily a mile away.

"What's that for?" a sergeant was asked.

"That's what the Heinies have been asking us," he replied. "Let any of them try to run and he will find out pretty quick. Red is the best thing in the world to shoot at."

The crew, almost to the man, was glum. Some walked with their hands behind their backs, typical German strolling style, and gazed at the high roof of the beautiful station.

Observer
Apr 8/18

Journal Observer Mar 28/18

HOLLAND SAILORS ARE IN ANOTHER RUMPUS

Another fight on Saturday night marked the recent advent in Hoboken of the sailors previously employed on board the Holland vessels taken over by the government. These Holland seamen have been the cause of several small fights recently. They are frequently mistaken for Germans and their habit of singing songs in the streets seems to raise the ire of young men of the section.

The police are watching the situation with some anxiety, fearing that a riot of considerable proportions may break out some night in which the Hollanders will be involved. The police desire it to be known that the Hollanders are not Germans and are not so far as known, in sympathy with the Germans.

Observer Apr 8/18

TWO EXPLOSIONS ON VESSEL SHAKE PART OF HOBOKEN

Two Men Injured—Near-Panic in Machine Plant—City Terrified.

NO DETAILS GIVEN OUT BY THE AUTHORITIES

Victims are Not Badly Hurt—Return to Work After Recovery from the Shock—Second Vessel Endangered by Blazing Oil Tank Thrown Overboard—One Man Has Clothes Blown from Body.

Two men were injured, workers at the Fletcher Machine Shops were thrown into a near-panic and part of upper Hoboken was shaken and terrified late Saturday afternoon by explosions aboard a United States steamer lying off the Fletcher yards. The ship, an oil tanker, was considerably damaged, but repairs were started at once.

Just what caused the explosions and the attendant circumstances remain a mystery, for the police, acting on the request of the ship's captain, refused to give out any information other than to admit that there had been explosions. It was stated, however, that the oil tanker had been cleaned with steam, causing the accumulation of gases, and that these had been fired when a workman began to melt off rivets with an acetylene torch.

The two men who were injured were Timothy Fitzgerald, 34 years old, of 36 Fifteenth street, Bayonne, and Nicholas Rocci, 21, of 541 Angellique street, West Hoboken. Both were slightly scorched. They returned to work after they had recovered from the shock of the blast.

There were two distinct explosions. The first shook the entire vicinity, breaking windows and causing much terror. The second was of lesser volume. Hobokenites for a time had wild visions of a German-made catastrophe.

Near the oil taker another vessel was docked. A blazing oil tank, thrown overboard by the force of the explosion, began to float toward the latter craft, but the flames were extinguished before the tank reached the liner.

CLOTHING BLOWN OFF.

A man working near Fitzgerald and Rocci had a unique experience. Every bit of clothing except his shoes and socks were torn from his body by the force of the detonation, but he escaped without a scratch. He was taken to a nearby shop and was there clothed in makeshift attire.

Mechanics working at the Fletcher shops, which are engaged in government work, evidently fearing that the entire yards were about to go up, began a mad rush for the exits. They were halted and quieted by a guard of bluejackets who came up on the run immediately following the explosions.

A rumor that arrests had been made in connection with the explosions was denied by Captain H. C. Craig, head of the Army Intelligence Bureau in Hoboken. He declared that the affair did not seem at all suspicious. Officials declared that the explosion had been purely due to accident.

BIG DUTCH LINER SAILS TO-DAY WITH 2,000

Probably Last Vessel to Leave
U. S. Under Netherlands'
Flag During War.

An Atlantic Port, March 27.—The Dutch liner Nieuw Amsterdam will sail to-day for Rotterdam with more than two thousand passengers. In all probability, she will be the last vessel to leave an American port under the flag of the Netherlands during the war.

Her departure is in accordance with the pledge given by the United States Government that she would be permitted to return to her home port, and only the arrival of the necessary documents from Washington are now awaited. These are expected early to-morrow.

Extraordinary precautions have been taken to prevent any of the passengers or crew from smuggling forbidden merchandise out of the country. Both American and British inspectors have searched all the baggage and personal effects of the crew and the same examination will be made when the passengers go aboard to-day. The heavy baggage of the passengers already has been searched, sealed and placed on board. About twelve hundred passengers are made up of officers and men from the Dutch vessels that have been seized.

A special office was opened in the Custom House to aid in the vise of the passports issued to the crews. Men from the Coast Guard Service patrolled the building to keep the Dutch sailors in line and to maintain order. Only a few men from the Dutch seized ships have been admitted by the immigration authorities, the Dutch laws making the return of the men to Holland imperative.

Since the seizure of the ships the men have been liberally treated by the Government, which has allowed each sailor \$3 a day for his daily expenses, while some of the officers have been allowed \$15 a day for their board and expenses.

Passengers sailing on the Nieuw Amsterdam were notified that they could not take with them any merchandise, letters, correspondence, printed matter or anything except wearing apparel and personal belongings for their individual use. In addition they signed agreements submitting themselves to search at any time by the company's officials or any belligerent authorities and their baggage for examination at any time by the company or representatives of the belligerent powers.

Soldier Left Ford Car in Care of Soldier; Fails to Return for It

Wouldn't Permit Him to Leave Transport to Get Rid of Car,
So He Has to Dispose of the "Blame Old Thing" by
Mail; Soldiers Happy.

Some time ago an officer left for the fighting front in France. He also left a Ford touring automobile with a soldier at the Army piers. The auto had brought him from New York with his baggage.

Presumably it was his intention to take his baggage aboard the transport and return to the auto and dispose of it, so he left it in care of Private Tottler, of the Forty-ninth Regiment, who happened to be doing nothing at the pier gates at the time.

The soldier was informed by the officer to look after the car until he returned and perhaps he would give him the car.

It was the old joke about the Ford car, but in this case it actually happened. The lieutenant had no idea that when he boarded the transport he would be held aboard.

SOLDIERS' CONDUCT TO BE INVESTIGATED

The following communication, received by the Hudson Observer, was this morning shown to Chief of the Military Police Capt. H. C. Craig, at Army Headquarters, Hoboken:

Editor Hudson Observer:

Dear Sir—I would like to call your attention to the conduct of some of our soldier boys.

On Sunday evening, last, while walking with some fellow friends on Newark street, a soldier in an intoxicated condition ran into us, and tried to push us off the sidewalk, but we did not mind him and walked away. However, the soldier had not gone far, when he met other soldier friends and chased after us. When they reached us, they called us slackers, loafers, etc., and wanted to fight, but we, having a respect for our country, would not harm them.

Another instance occurred on Tuesday evening, when a friend walking on Second street was accosted by a respectable-looking soldier who asked, "Where can I put up for the night?" When told, "I don't know," the soldier struck him on the jaw, the blow sending the young man to the sidewalk. That's nice conduct for a soldier to a person who didn't insult him in the least. I consider it unfair for the soldier to look on the young man who stays at home as a "slacker."

Have not the young men at home done their share in helping Uncle Sam?

They have contributed to the Red Cross, K. of C., Liberty Bond, and all other funds and don't deserve the name of "slacker."

All the young men can't join the army or navy. Someone has to carry on the factory work, etc., here at home, and by so doing they are helping to win this conflict as well as those "Over there."

Hoping our brave soldiers will look at this in the right light, and thanking you in advance for the space in your valuable paper, I remain,

A PATRIOT.

When the matter was placed before Capt. Craig, the latter stated that he would take steps to put an end to the trouble. He said that he also had received complaints of a similar nature and added that the matter was under investigation.

The captain was also informed that complaints had been received relative to the conduct of uniformed men in speaking to girls with whom they were not acquainted. He said that this also had been brought to his attention.

"I am going to have a special squad of men placed in charge of this phase of the matter," he added. "Men in the uniform of the United States do not have any special privileges owing to the fact that they are wearing the uniform. On the other hand that uniform carries with it a responsibility on their part to respect the uniform and, therefore, to respect themselves."

The captain agreed with the newspaperman that the matter presented some difficulties, owing to the desire of every patriotic American not to criticize any man wearing the nation's uniform.

"That is so," he said, "but we are here to see to it that the men also respect their status and we will take steps to insure that these complaints cease."

Dispatch
Mar 13/18

98 ENEMY ALIENS COME FROM PANAMA

Arrive at American Port from
Canal Zone to be Interned
in Georgia.

ACTIVITIES NOT DISCLOSED

Mme. Victorica Will Be Arraigned
for Hearing Today—Expect Im-
portant Arrest Soon.

AN ATLANTIC PORT, April 28.—A naval vessel has arrived from Colon, having on board ninety-eight enemy aliens who had been taken into custody in the Canal Zone by the American authorities. The prisoners are nearly all German subjects. They will be turned over to Major Chester R. Haig, U. S. A., who will arrange for their transfer to one of the prison camps in Georgia.

The prisoners are said to include a number of Germans who have been prominent in the commercial life of Panama for several years. There are also, it is said, several propagandists, several seafaring men, a few engineers, and two or three financial men. No details of the particular activities which caused their detention were disclosed.

Several months ago it became known that German officers and seamen from ships which had sought refuge in Panama Harbor on the Pacific side at the outbreak of the war had been caught mapping certain strategic points along the route of the canal. The army has built a number of military trails leading to vital points on the waterway, and these trails are said to have been located by the Germans and recorded on maps. The maps and other data compiled were seized by the American authorities.

It has also been reported on good authority that efforts have been made by Germans to establish wireless stations in Central America, while it is stated officially that the entire isthmus has been a fertile field for German propaganda. A book intended to discredit the United States in Central and South America, which is entitled "El Vampiro del Continente," has been widely distributed by Germans in the Latin republics. Whether the Germans who circulated these books are among those on Ellis Island or not is not stated.

Agents of the Department of Justice in this city yesterday visited a well-known hotel which has been a favorite meeting place for Germans. This hotel during the last few months has been the home of some of the most active German propagandists and agents operating in this country. Several of them have been arrested at different times, among them being a man who was one of the closest advisers of von Bernstorff. This man is now interned. The management of the hotel is aiding the Government in every way possible in the investigation of the enemy subjects, and as fast as Germans are identified compels them to seek other quarters.

Mme. Marie K. de Victorica, the German woman arrested late Saturday afternoon, who is held a prisoner in Bellevue Hospital, will be arraigned this afternoon before Assistant Attorney General William Wallace, Jr., head of the Enemy Alien Bureau. The woman, who is young, is, in the opinion of the Federal agents, one of the most important figures in the German espionage organization, and claims Chilean citizenship as a result of her marriage several years ago to a Chileño, who deserted her, according to her own story, after a married life of less than one month.

Margaret Sullivan, who Mme. Victorica says is her maid, but whom the Secret Service agents believe to be her confidential secretary, will also be examined by Mr. Wallace today. She is detained in the Florence Crittenton Home as a material witness in the Victorica case. Mme. Victorica, it was stated yesterday, was arrested on a warrant issued by the President. She will be given a chance today to make a complete statement as to her activities since her arrival in New York in January, 1917.

The German naval officer who, according to evidence in the possession of the Government, was sent to the United States three months before this country entered the war to take charge of all German plot and propaganda activities, had not been taken into custody at a late hour last night. The agents of the Department of Justice say that they have every reason to believe he will be arrested before the end of this week. Agents in all parts of the country have been notified to be on the lookout for him, and to arrest him on sight and return him to New York.

William Sheverloff, a Russian, whose home is at 8,779 Twenty-first Avenue, Bensonhurst, was arrested yesterday charged with photographing, without proper authority, naval vessels anchored in New York waters. Sheverloff said he did not know he was violating the law. He was locked up in the Bath Beach Station, and will be turned over this morning to the Federal authorities for examination.

INSPECT SHIP FOR CAUSE OF ILLNESSES

Believe That Fever Was Caused
by German Poison
Cultures.

It was stated at St. Mary's Hospital yesterday that the 19 Italian sailors who with 11 others were taken mysteriously sick on board the Italian transport with which they came to this country a few days ago, were progressing favorably.

A peculiar circumstance connected with the sickness, which is some quarters has been put to German poison cultures, is that the captain of the ship could not be located on Saturday and it was only late yesterday afternoon that he was discovered in Bellevue Hospital.

When first report of the sickness was made to the local authorities the ambulance from St. Mary's Hospital was requisitioned and 12 men removed to that institution. It was then thought that the men were suffering from a form of typhoid fever.

The Hoboken Health Commissioner was then notified and inspected the ship and reported back that 32 men on the ship were suffering from the same kind of fever with which the others were afflicted.

Nine more of the sailors were ordered to St. Mary's Hospital and their condition was under continual examination by the hospital physicians.

Two inspectors from the health department and Dr. Peluso, from St. Mary's Hospital, made an examination of the vessel and collected material which will be analyzed.

No symptoms of poisoning could be discovered in the patients in the hospital, and blood cultures were taken by Dr. Peluso, which were forwarded to Dr. J. F. Von Der Leith, bacteriologist.

AMERICAN'S WAR TROPHY



The helmet of a German underofficer captured by Sergt. Major Charles H. Smith of Brooklyn who has just returned from Europe after serving three years with the British army in France, Gallipoli, Salonica and on the Macedonian front. Sergeant Smith, a naturalized American of English birth heard the call of his mother land when fifty years old. He spent his fifty-third birthday on the ship bound for home after his discharge from the British army for physical disability. He is now lecturing on his experiences in the trenches.

Note the inscription on the front of the helmet: "Mit Gott Für König und Vaterland" "With God for King and Fatherland."

THIRTY-SIX ITALIAN SAILORS STRICKEN

Mysterious Ailment May Be
Due to Germ Cultures
Planted by Enemy.

An Atlantic Port, April 27.—Thirty-six Italian sailors have been stricken suddenly ill from some mysterious cause. They were brought into Hoboken and to St. Mary's Hospital shortly after noon to-day.

It is suspected that disease germs in the cargo of their ship, planted there by German agents, are responsible for their illness.

CREW'S ILLNESS A PUZZLE.

Hoboken Doctors Say Abruzzi's Men
May Have Grippe.

The health authorities of Hoboken made an extensive investigation yesterday of the cause of the mysterious illness of thirty-two members of the crew of the Italian transport D'Abruzzi, lying at the Twelfth Street wharf, Hoboken. Sixteen of the crew are being treated at St. Mary's Hospital, Hoboken, and the Captain of the ship, Gaspari Fletti, is at Bellevue.

Proceeding on the hypothesis that the crew may have been poisoned as the result of some German plot, the health authorities conducted their investigation in that direction, but found no evidence to indicate the presence of a poison plot. The doctors working on the case are inclined to believe that those members of the crew who are in the hospital are suffering from the grippe.

Government officials who are conducting an independent investigation of the case would make public no conclusions yesterday, and indicated that they would not do so until they had had a report on the examination of the blood cultures which were taken yesterday of all the ailing men.

STARS AND STRIPES ON A GERMAN STEAMSHIP

Officially signifying that the United States government is in possession and control of the German docks and the German merchantmen at Hoboken, an American flag was hoisted to the masthead of the North German Lloyd liner, "Barbarossa" to-day. On Good Friday last, Collector of the Port Dudley Field Malone stated that the government had not come into possession of the steamers yet and when they did, the Stars and Stripes would fly from the mastsheads. Consequently this is accepted as the official indication that they are now government-owned docks and vessels.

The Barbarossa will be removed from her Hoboken pier at two o'clock this afternoon, and probably be taken to Staten Island.