

Observer
Apr 29/18

Dispatch Apr 29/18

TO MAKE BLOOD TESTS IN CASE OF SAILORS

There have been no new developments in the case of the thirty-two Italian sailors who were suddenly and mysteriously stricken ill on Saturday, while working aboard an Italian liner lying at a Hoboken pier. Blood cultures of the nineteen patients at St. Mary's Hospital have been taken by Dr. Joseph Peluso and have been forwarded to County Bacteriologist John F. Von der Lieth, who will analyze them for possible poisonous substances.

The belief prevails that the sailors were victims of an epidemic of influenza. Health Commissioner Stack confirmed this report to-day. The rumor that the epidemic was caused by German poison cultures has been denied. In some quarters, however, the opinion prevails that the sailors are suffering from para-typhus.

The Italian ship has been quarantined under orders from Commissioner Stack and the Hoboken Health authorities.

Soldier, Pinned Under Heavy Iron Gate, Fires Shots to Secure Aid

Trouble at the army piers was suspected the other day when five revolver shots were fired by a guard at one of the piers. Soldiers hastened to the location and saw John Roggi, a Texan, on guard at the piers, pinned underneath one of the heavy iron drop gates.

It appears that he was walking into the piers, and the gate was only partly

open. He was unfamiliar with the mechanism, and instead of opening the door it fell on top of him crushing his left leg.

There was nobody in the vicinity at the time, and to attract attention he managed to hold his gun and discharge every chamber. He was removed to St. Mary's Hospital, when the crushed limb was amputated.

Dispatch
May 11/18

Herald
May 2/18

SOLDIERS TO SEE CITY LEAVE SHIP WITHOUT PERMITS

Fifty-one March by Guards, in
Charge of an Army
Sergeant.

38 OF THEM ARE SOON
CORRALLED IN VICINITY

Sergeant Declared to Be Still
At Large, Afraid to
Return.

How a sergeant, who was not a stickler for duty, led 51 privates off a ship at the Hoboken Port of Embarkation recently, was learned when a citizen of West Hoboken was mistaken as one of the soldiers without leave, near the piers in Hoboken.

It seems that a contingent had arrived from a far off cantonment camp, and all wanted to see New York City, of which they had heard so much.

As is well known, soldiers brought to Hoboken to embark, are not allowed to leave the ship before it sails.

However, the soldiers learned that they were not going to sail that night, and were longing for shore leave so that they could see "little old New York."

According to the story told by a sergeant sent out to round up the departed men, the 51 soldiers were led past the strong guard of military police by a sergeant.

"The guards," said the sergeant, relating the story to the man, whom he had wrongly suspected of being one of the missing soldiers, "thought that the sergeant at the head of 51 men was under orders to take the men to Hoboken or some other place to assist at the Liberty Loan campaign. So the sergeant was not questioned."

"After the soldiers had been gone for 15 minutes or more, the captain of the company to which they belonged missed them, and sent out a general alarm. Non-commissioned officers and commissioned officers were dispatched in all directions to locate the soldiers. Most of them did not intend to desert, evidently, because 38 were found in Hoboken and New York City 'seeing the sights.' But 14 were not located, the sergeant included in that number."

Whether the sergeant and the thirteen privates have been located by this time is not known. If caught, the sergeant, would undoubtedly receive severe punishment from a special or general court martial which would be convened to try him.

The man thought to be one of the missing soldiers proved that he was a civilian, and the sergeant on the man hunt apologized.

SEIZE SIX ABOARD NEUTRAL VESSEL IN ENEMY SEARCH

Several Hours Before Being
Norwegian Steamship Held
Allowed to Steam.

A Norwegian steamship which was scheduled to leave an Atlantic port at two o'clock yesterday afternoon with 1,700 passengers was held at her berth until night-fall because of the extreme precautions taken by government agents to prevent her taking information of value to the enemy or conveying persons who might join the German or Austrian armies.

More than a score of passengers were plucked from the crowd at the gangplank and escorted to a customs booth, where they were questioned at length. Naval intelligence operatives were on hand and it was said that six persons were refused passage at the last moment and held pending further investigation.

Many well known persons were on board the steamship. These included Lieutenant General Vladimir H. Roop, of the Russian army; Captain Comilly W. Schutt and Lieutenant Dmitry A. Martynoff. They intend going to a town in Sweden close to the border of Finland after leaving the steamship when it reaches a Norwegian port.

Mr. Mehdi Khan, Envoy Extraordinary and Minister Plenipotentiary of Persia, who is en route to his native land, was on board. He said he expects to be back in Washington, D. C., soon. Mrs. Mehdi Khan accompanied him.

Dr. Frithjof Nansen, Royal Norwegian Commissioner, who reached an agreement with the United States for supplies of wheat and other foodstuffs for Norway, was another passenger. He said Norway was on the verge of being forced to accept food from Germany just before the agreement with the United States was reached. If she had done this she would have been putting herself under obligations to Germany, but now the country can get along very well, he explained.

All passengers on the steamship had to procure passports, and as the work of examining baggage took an exceptionally long time, they began arriving at the pier where the steamship was berthed forty-eight hours before the time set for departure. Customs inspectors went over every article taken on board the steamship and requested the passengers to show what they had in pockets of their clothing. Other customs men watched the cargo as it was hoisted aboard, and even the coal barges from which the bunkers were filled with fuel were under the constant eyes of several inspectors.

The majority of the passengers were natives of Norway, Sweden and Denmark. Count Frederik Moltke, Attaché of the Danish Legation at Washington, who had a portfolio of documents he guarded with great care, was on board. Special permission from the Department of State was obtained for him to take the papers with him, and while this was being verified he willingly agreed to wait for a long time on the pier.

Agents of the Naval Intelligence service refused permission to Albert Owsen, vice president of the New York Forwarding Company, to take several packages of American securities on board the steamship. He protested he had permission from the authorities in Washington and the Federal Reserve Bank, but to no avail, it was said. A naval ensign left pier with them.

Observer
Apr 29/18

SOLDIER INJURES LEG IN UNUSUAL MANNER; DIES

Pinned beneath a heavy iron gate which he was trying to unfasten on Saturday, John Roggi, a member of the Forty-ninth Infantry, living in Texas, sustained a badly crushed left leg. Almost unconscious because of pain, he called for help, but in vain. Then he attracted attention by firing his automatic revolver in the air, and was released.

Roggi was rushed to St. Mary's Hospital, where his leg was amputated. This heroic action failed to save his life, however, and he died there to-day. The unfortunate soldier will be buried with military honors.

Observer
May 4/18

ARMY PIERS EMPLOYEES BOOST THIRD ISSUE

Gratifying indeed has been the splendid response of civilian employees at the Hoboken Army piers to the clarion call of the third Liberty Loan. During the campaign, which comes to a close to-night, they subscribed no less than \$10,050 to the third issue. Out of a total of 155 civilians employed at the piers, 142 subscribed to the third loan and piled up the splendid total of more than \$10,000, all of which is credited to Hoboken.

First Lieutenant J. W. Stollenwerck, Q. M. C. N. A., was in charge of the drive at the Hoboken piers. He did fine work. Lieutenant Stollenwerck was assisted in no small degree by his two chief clerks, Patrick A. Kiley and George Holzer.

Observer
May 6/18

It is now First Lieut. Nicholas Poggi. That efficient member of Captain Craig's staff on the Army Intelligence Bureau, stationed at the Hoboken piers, has received word of his promotion and is now in line for a captaincy. Lieut. Poggi's promotion dates from March 15.

Observer July 8/18

Dispatch May 27/18

Two Thousand Men On Strike At Piers

Coal Passers Quit Work at Hoboken Military Station—
Loading of Several Vessels Held Up—Workers
Return on Promise of Investigation.

What looked like serious trouble was averted at the Hoboken Army Piers on Saturday last by the firm and tactful measures taken by the army officers. Owing to the refusal of the Government to pay a bonus for war zone dangers to coal passers employed on transports, these men, to the number of over 2,000, walked off their vessels and refused to return to work.

The situation was one which looked decidedly serious for a short space of time. A large number of vessels are at the piers at present and the strike of the coal passers would have

been fraught with considerable inconvenience and might have involved delay in the sailing of the transports.

The matter was then brought to the attention of the military officials, who after discussing the matter with the men, said that they would give their guarantee that the matter would be investigated. The men accepted the officers as judges of the dispute and thereupon went back to their jobs.

While the strike lasted seventeen vessels were kept idle at their piers, and a very serious situation would have resulted had the men not returned to their work.

Find Soldier's Outfit.

Part of a U. S. soldier's outfit was found under the Fourteenth street viaduct yesterday by Edward Goldobode, of 130 Spring street, and Harold Meegan, of 416 De Mott street, both of West Hoboken. The boys turned the effects over to Anthony Bowers, of 442 Fourteenth street, West New York, a watchman for the Hornung Contracting Company.

The latter took the uniform and other effects to the second precinct, Hoboken. Besides the parts of the uniform there were a pair of blue-striped trousers and a gray coat. The soldier's uniform was much the worst for wear.

Dispatch June 7/18

HOBOKEN DARK LEST GERMANS BOMBARD PIERS

Mayor Griffin to Arrange Further
Protection Against Aircraft
of Huns.

EMBARKATION PIERS
OF FIRST IMPORTANCE

Hoboken's first war measures against air raids by German aeroplanes was taken last night when all display lights in the city were ordered extinguished by the police.

Mayor Griffin, who returned from Washington yesterday, stated that the matter of taking precautions to warn the citizens in the event of an air raid would be considered to-day.

The elimination of display lights in the city last night was the preliminary step. Just what action will be taken Mayor Griffin said he had not yet given attention to, but that adequate police arrangements will be made to protect the city in the event of an air raid.

With the port of embarkation in Hoboken it is considered that were it at all possible for German air machines to make flight over the harbor particular attention would be paid to the docks in Hoboken, and has been the habit of the Germans in England and France. St. Mary's Hospital would probably also be the target for the Hun airmen.

Observer June 10/18

NO MORE SALUTING OF TROOP TRAINS

To comply with the desires of the military authorities that all possible secrecy shall be preserved as to the movements of troop trains, a general notice has been issued on all divisions of the Pennsylvania Railroad lines, including the West Jersey and Seashore Railroad and the New York, Philadelphia and Norfolk Railroad, forbidding the practice of blowing shop and locomotive whistles as a salutation when troop trains are observed passing. Whistles will hereafter remain silent during the movements of troop trains, except for the giving of proper and necessary signals.

Observer June 22/18

William Wiley, who is connected with the Army Intelligence Bureau in Hoboken, has received his commission and is now a lieutenant. With Lieutenant N. A. Poggi, Lieutenant Wiley has participated in several big government cases in Hoboken.

SAILORS SLEEP IN HUDSON SQUARE PARK

Hudson Square Park has become a favorite camping ground for the sailors during the warm nights and on several recent occasions upwards of a hundred of them have slept out in the park.

The men are behaving in a most orderly manner and spread sheets of paper under them on the grass. When awakened by the policemen on duty at six o'clock they arose immediately, folded up the papers and placed them in the cans, so that there would be no disorder about the park.

It is not uninteresting to note that some of the people living near the park have made complaints about the men. The police state that these complaints are quite unfounded and that there is no reason for them.

DESERTERS, NUDE, FOUND IN RIVER OFF LACKAWANNA

Three Soldiers Break Down
After Being Detained
by the Police.

The mystery attaching to the identity of the three men who were picked up out of the Hudson River opposite the Lackawanna ferry slips in Hoboken was solved yesterday evening when they admitted to Chief of Police Hayes that they were deserters.

Since being taken to Police Headquarters on Tuesday they have been held in the guardroom and not a word regarding them was allowed to leak out by the police. It was felt by Chief Hayes that there was something suspicious about the men and he therefore held them in the detention room and subjected them to a series of questionings until at last they broke down and confessed.

When they were picked out of the river at the ferry slip they were without clothing of any kind. They were taken in the patrol wagon to headquarters and there placed in the detention room. In response to the request for their names they stated that they were Louis Berger, John Stevens and John Walters, all from Brooklyn.

In explanation of the fact that they were in the river in a clotheless condition, they stated that they were employed on board a barge and had gone overboard in the evening to cool off in the river. They were, however, unable to furnish the police with any particulars as to who employed them or the name of the barge.

Yesterday afternoon they broke down and admitted to Chief Hayes that they were American soldiers and that they had stripped and gone into the river in order to escape service. The police communicated with the army authorities and the three men were removed to the guardhouse at the piers to await court-martial.

Quick Work Needed.

It was discovered that the lieutenant was aboard the troopship, which was ready to sail from the port, but Major Bomford gave orders to have the officer brought ashore. There was little time for a marriage ceremony, but the wires were quickly put into working order, and a party of five hurried to Recorder Carsten's office. The party included the principals of the marriage, Mr. Smith, Major Bomford and Dave Hamilton, the newspaperman.

Major Bomford and Dave Hamilton acted as witnesses and the marriage ceremony was performed, though almost immediately after the ceremony the young bride and bridegroom had to part, she to her home in Rochester, N. Y., and he to the battlefields in France.

It was with considerable regret that the news came through to Hoboken yesterday that Lieutenant Malloy had been killed in action in France a short time ago.

DECEASED WHILE TRANSPORT WAITED FOR BRIDEGROOM; BRIDE IS NOW WIDOWED

She and Father Hurried Here
From Rochester Just Before
the Transport Was Ready to
Sail.

MAJOR BOMFORD ACTED
QUICKLY TO HELP THEM

Word has arrived in Hoboken of the death in action in France of Lieutenant N. Malloy of Cooperstown, N. Y. He had the distinction of sailing on one of the first transports with American troops to leave this country for the battlefields in France.

Lieutenant Malloy was married in Hoboken, in the office of Recorder Carsten, the events leading up to the wedding being known only to a few local people.

On June 11, 1917, there arrived in Hoboken, in a great hurry Edward L. Smith and his daughter of Rochester. It appeared that the young lady was engaged to Lieutenant Malloy and had just received word of his departure with sealed orders. Believing that he was on his way to France, they rushed to the port of embarkation.

On arriving in Hoboken, they got in touch with Major George Bomford, who was at that time in charge of the port of embarkation, and every effort was made to get in touch with the young man.

Dispatch Aug 24/18

Dispatch
Aug 27/18

"HELL, HEAVEN OR HOBOKEN BY CHRISTMAS" IS NOW SLOGAN OF THOUSANDS OF "BOYS" OVERSEAS

Phil Payne Writes of Great Spirit of Americans to End the War By Victory—Meets Another Hoboken Man in France.

TELLS OF DESECRATION BY THE HUN HORDES

(By PHIL PAYNE.)

In France with the K. of C. Paris, Aug. 7.—Yankee bayonets and Yankee rifles, backed up by men from every section of "God's Country," have



knocked the German "superman" myth into a cocked hat during the past few weeks, and there isn't a regiment in our army today—I can safely say this after talks with many men at the front—that isn't confident it can wallop anything Kaiser Bill ever attempts to put over the plate.

"Hell, Heaven or Hoboken by Christmas," is the slogan coined by one of the famous fighting divisions at the front, and every division wearing Uncle Sam's livery has adopted the same war cry. Our men are here to wind this dirty job up, and there're on the high road to do it, too, at the rate they have been going lately.

Our boys have found the Germans to be tough fighters—when they are in the majority—but we have met 'em and know we can lick them, and the proof of the pudding is the eating—eating up of crack Boche divisions that have been crumpled up in the Soissons-Rheims salient.

With my own eyes I have just seen the indisputable proof of Boche vandalism. Lieutenant John O'Leary, of Scranton, Pa., a chaplain in an infantry regiment, brought to our headquarters in this city a ciborium and chalice found in a German dugout which our men captured. These two vessels are among the most sacred in the Catholic church, and they had evidently been taken from some French church.

The ciborium had been used as an ash tray by the Huns, while they had apparently used the chalice to drink beer and wine out of. Empty and full bottles of wine and beer were found in profusion in the dugout, evidently more German loot. The church vessels which are held so sacred in Catholic eyes that only a priest can even touch them, had been left on the dugout floor when the Huns were driven out of their nest.

Several days ago I had the pleasure of meeting one of the young men from Hoboken who has made good in the army overseas. Lieutenant Joseph Endler, of Bloomfield street, is the latest "man from home" I have met.

Lieutenant Endler had quite a long talk with me. He said that I was the first man from North Hudson that he had met since he came to this country, and he has been here a year. Lieutenant Endler came to France as a buck private in the aviation branch and won his commission as a first lieutenant. He is now a full-fledged flyer and is one of the men who go on bombing expeditions over German towns.

Before the war Lieutenant Endler was a teacher at Manresa Hall in Jersey City. He is an intimate friend of Captain Will Callery, and was very pleased when I told him that Captain Callery and his unit were over here. Lieutenant Endler trained at the same camp with Judge Butler's sons, but he is not with them any more, being one of the men assigned to work with the French aviation corps. Lieutenant Endler was here on a 48-hour leave and had to go back to the front immediately.

Father T. J. Lynch, a chaplain in one of the infantry regiments from Dix, was here yesterday. Father Lynch had just been transferred from Tours to his new regiment, and was happy he had been selected for a New Jersey unit. Father Lynch was a teacher at St. Peter's College, Jersey City, for two years and he is very well known there. While at the headquarters here he met Hugh Doherty, former St. Peter's coach. Doherty is still stationed near this city.

Just to show us that he is still in the ring, even though he's badly bungled up, Kaiser Bill had his Big Bertha, as Parisians call the long-range cannon, heave a few shells into this city during the past few days. Of course some people were killed in the streets and some damage was done, but this typical Hun attempt to terrorize failed again, and the time for calling the Berlin Butcher to account is fast drawing near.

Edward McCreery, the young Union Hill wounded hero, has been transferred to a hospital in the south of France and he is doing well. I have been told his complete recovery is certain.

Dispatch Aug 24/18

SUPPER FOR WOMEN WORKERS A SUCCESS

Lieut.-Col. Chamberlain Speaker at Affair Given By Y. W. C. A. to Pier Force.

The young women employed on the Hoboken Piers were guests last night of the Y. W. C. A. war workers at a supper served at Trinity Parish Hall.

Among the interesting speakers was Lieutenant-Colonel Chamberlain of the Hoboken Piers.

"Do Your Duty," War Slogan.

"Do your duty," he said, "that is the way to back up the boys at the front." Miss Chrysler, secretary of the Y. W. C. A. War Council at the Bush terminal, described the war work which is being done by the organization at Bush's.

Miss Franklin sang a solo. Mrs. Dilco and Miss Flannery assisted in serving.

About seventy-five girls, representatives of many states in the Union, enjoyed the affair.

Miss Ethel Baldwin, secretary of the Y. W. C. A. War Work Council in Hoboken and her assistant, Miss Lucille Thornton, are endeavoring to organize the young women employed on the Piers for volunteer war work. Plans have already been made for establishing military drill classes, surgical dressings, home nursing, first aid and French classes.

The temporary officers of the organization formed by the army transport girls are the following. Mrs. Bert Hyatt, president; Miss Eagan, secretary; Mrs. A. C. Marenus, treasurer.

Those on the membership committee are Mrs. Weaver, chairman; Miss Franklin, Mrs. Tomlinson, and Mrs. Bryan.

GREAT FUNERAL, MEN KILLED BY STEAM, IS HELD

Italian Societies Participate in Procession From Funeral Parlors to Cemetery.

FLAGS AND BANNERS WITH MANY FLOWERS

One of the most impressive funerals ever seen in Hoboken was that yesterday in which the bodies of the six local victims of the tragedy on the United States transport last Saturday when eight men were scalded to death by the bursting of a high-pressure steam pipe, were laid to rest.

The services for the victims were held in the mortuary chapel of Ivins D. Applegate at Second and Washington streets to which the bodies had been removed from the transport at the Army piers after the accident.

Plans were made and carried by the Italian societies in Hoboken to participate en masse at the funeral. Two bands accompanied the cortege, which included a guard of honor composed of forty naval men from the United States ships at the Army piers.

The Naval escort marched with the cortege from the funeral parlors on Washington street to River street where they lined up at the piers and stood at the salute as the hearses passed.

The Long Procession

Some 500 men marched in the procession, preceding the six hearses in which the bodies of the victims were borne. A big crowd lined the sidewalks on Washington street from the funeral parlors to Fifth street where the procession turned east to Hudson street and down Hudson to Third street and thence to River street past the scene of the late labors of the victims.

By First street the procession proceeded to Grand street and passed the homes of the relatives of the victims, and so on to the Holy Name Cemetery where all of the six victims were buried. The procession went at a very slow pace, and traffic was held up at the various points for over half an hour. Captain Owen Kilduff was in charge of the police keeping order on the streets.

The banners of the Italian Longshoremen's Union and of other Italian organizations, with the Stars and Stripes, were carried in the van of the procession, and at intervals of 100 yards two men carried big floral wreaths, tributes to the memory of the victims from the different Italian societies.

Observer
Aug 27/18

UTAH SAILOR VICTIM STEAM BLOWOUT

Washington, Aug. 27.—An accident which occurred on Saturday on a United States transport in port and which resulted in the death of eight men, was caused by the bursting of a steam line in a coal bunker, the Navy Department announced yesterday.

The ship was not damaged, the report states. A court of inquiry has been ordered.

Delos L. Peay, U. S. N., 86 South Ninth street, West Provo, Utah was the only member of the ship's crew killed. Six stevedores and one man who was storing coal was also killed by the explosion.

*N.Y. Telegram Observer
Sept 13/18
Sept 16/18*

Observer Aug 27/18

DR. KARL BUENZ, HUN AGENT, DIES INTERNED ENEMY

Hamburg-American Director Was
Once German Consul Here and
Minister to Mexico.

WAS SERVING PRISON TERM
FOR CONSPIRACY.

Dead in an internment camp for enemy aliens, near the Federal Penitentiary at Atlanta, Ga., is Dr. Karl G. Buenz, one-time German Minister to Mexico, German Consul General to New York, and for many years managing director of the Hamburg-American line. News of his death has been received in this city by despatches from the Atlanta penitentiary, to which Dr. Buenz had been sentenced for conspiracy to forward supplies to Germany by the use of false manifests.

Dr. Buenz was brought to trial, after long delays and much legal procedure, on November 22, 1915, in New York city, and was convicted on December 2 of that year. He made every possible appeal, even to the President, but in vain. On April 25 of this year he was taken into custody and sent from his home here to the Atlanta penitentiary.

He was appointed Consul General to New York in 1900, after serving as Consul in Chicago.

In 1904 he represented his government at The Hague in the Venezuela difficulties. It was in 1912 that he became the representative of the Hamburg-America line in New York. He was seventy-seven years old, having been born in Marne, Holland. He received his education at Kiel, Leipzig and Berlin and later became a Deputy Judge in the District Court at Itzehoe and a District Judge at Eddlak.

He was a member of the New York Athletic Club and belonged to many German organizations. He had been honored by the Kaiser on several occasions. During the World's Fair at Chicago in 1893 he was president of the board of judges for arts and handicraft.

*Observer
Sept 17/18*

Capt. Robbins Promoted.

Captain E. A. Robbins, of the Army Piers, Hoboken, who last week succeeded Major Watt as Port Adjutant, has been commissioned a major, as was predicted in these columns last week. Major Robbins received word of his promotion last Saturday.

The news delighted his many friends in the Mile-Square City, where the Major has taken up his residence. He is one of the most popular officers at the Army Piers, and congratulations have been pouring in on him momentarily. He has been on duty at the Army Piers for little over a year.

*Observer
Sept 25/18*

Military Funeral for Soldier

Two squads of soldiers from the Army Piers, Hoboken, to-day accompanied the body of Private Walter J. Mayston, who died at Camp Halobird, Baltimore, Md., last Friday, after a three days' illness, to the grave. A bugler sounded taps as the body was lowered into its last resting place, and then a last volley was fired over the body.

Private Mayston's death was caused by lobar pneumonia, resulting from an attack of Spanish influenza. He was 28 years old and made his home with his uncle, James Farrell, at 1238 Park avenue, Hoboken.

A solemn high requiem mass was sung in O. L. G. Church. Interment followed in Holy Name Cemetery.

SAY MILK DRIVERS OVERCHARGE SOLDIERS

Captain William M. Kroog, of 105 Seventh street, Hoboken, general manager and treasurer of the Keystone Dairy Company, which operates in conjunction with its milk business nine dairy stores, admitted to Food Administrator Thomas J. Stewart, in Jersey City, yesterday afternoon, that the company had been selling unwrapped bread for ten cents instead of nine cents. He stated that he did not realize that the concern had been overcharging for bread until Captain W. W. Britton called the matter to his attention last Saturday. He declared that he ordered the price reduced to nine cents immediately.

"If we profiteered," said the captain, "it was not done wilfully, but through carelessness. Our stores are simply conducted to advertise our milk business. We do not earn profit on any of them. We supply milk to every soldier's home requested by the Red Cross at cost."

Besides being charged with profiteering in bread, the administrator told Kroog that it was alleged that the company's drivers were overcharging for milk bought by soldiers at the Port of Embarkation. Captain Kroog said he knew nothing of any such sales. He promised to investigate this complaint immediately and if he discovered any driver overcharging a soldier he would promptly discharge him. Administrator Stewart will report the case to State headquarters.

*Observer
Sept 16/18*

DR. KARL BUENZ DIES IN FEDERAL PRISON

Dr. Karl G. Buenz, former managing director of the Hamburg-American line and one of the founders of the German Seamen's Home in Hoboken, died yesterday in the Federal Prison at Atlanta, Ga. He was well known in German circles locally.

Dr. Buenz was convicted in the fall of 1915 of forwarding supplies, by means of false manifests, to German commerce raiders at sea. He had served as German consul-general in New York and as German minister to Mexico. In 1903 he was sent by Germany as a delegate to the Hague, in the Venezuela controversy. He was several times decorated by Kaiser Wilhelm.

*Dispatch
Sept 16/18*

WORE SHIRT AND SOX OF U. S. GOVERNMENT

Veidt Also Had Packages of
Underwear When He Was
Arrested.

John Veidt, 65, a native of Germany, employed at the U. S. Reclamation Base, at Ninth and Monroe streets, Hoboken, was arrested on Saturday evening on a charge of petty larceny. He was booked at the second precinct on the complaint of Captain George W. Reid, of the Quartermaster's Department, and transferred to police headquarters where he was locked up.

Captain Reid stated that Veidt admitted that the undershirt he was wearing, and also the sox, were the property of the United States Government, and a parcel containing four suits of underwear and four pairs of sox were found in concealment at the reclamation base where they had been placed by Veidt. The latter will be arraigned before Recorder Carsten today.

YARN ABOUT "RIOT" A FAKE, DECLARE POLICE

Acting Captain Owen Kilduff, of Police Headquarters, Hoboken, to-day denied a report that there had been a near-riot on River street yesterday during the progress of the funeral of six of the eight victims scalded to death on an American transport lying at an Atlantic port on Saturday afternoon. A local newspaper devoted some space to an account of the "riot," but absolute denial that anything of the sort took place had been made.

It was stated that the Italians in the procession had cut loose when two army trucks were allowed to pass through the lines and that the military police had to be called out and use their clubs. This end was characterized as a falsehood. There were no military police on the scene, it was stated.

Captain Kilduff said that the Italians had demurred about the trucks being allowed through, but had consented willingly after it had been explained to them by Detective-Sergeant Cornell that haste in their case was imperative. They made no demonstration at all.

*Dispatch
Sept 11/18*

STEVEDORES TO HAVE "CLUB" IN HOBOKEN

Have Been Eating Lunch in Park
But Y. M. C. A. Hut Will
Be Turned Over.

That accommodations will be made for the vast army of stevedores employed at the Army piers, Hoboken, developed at the meeting of the Hoboken City Commissioners in the City Hall yesterday when a communication from Mayor Axton was received by Commissioner Harry Schmulling.

It appears that Commissioner Schmulling referred the matter of making provision for the stevedores to the Chief of Staff at the Army piers last week. The stevedores camp out at lunch hour, in the Hudson Square park and along the sidewalks of River street.

With the idea of advocating welfare work for those men, Commissioner Schmulling got in touch with the Chief of Staff at the piers, and it now appears that the Y. M. C. A. will turn over for these men one of the River street buildings as soon as the big "hut" is completed in the park on River street.

*Observer
Sept 14/18*

CAPTAIN ROBBINS IS NOW PORT ADJUTANT

Captain A. E. Robbins has succeeded Major Watt as Port Adjutant at the Army Piers, Hoboken. Major Watt has been assigned to Camp Kearny, California.

Prior to his appointment to Port Adjutant, Captain Robbins was assistant Adjutant. He has made a splendid record during this year of service at the Army Piers and his promotion is merited. Captain Robbins will be commissioned a major within a very short time, it is said.

The Captain is one of the most popular officers at the Army Piers. He has taken up his residence in Hoboken.

Four Brothers in Service
Another son of a member of the Police Department, Philip A. Gerhardt, son of Patrolman Gerhardt, is now in the service, having enlisted in the Navy and left for Newport News. He is eighteen years old. His three brothers are also in the service.

N.Y. World Oct 18/18

NAME OF SOLDIER KILLED IN HOBOKEN KEPT SECRET

Two Sailors and Three Soldiers
Still Missing in Accident to
Transport.

Two sailors and four soldiers, one a corporal whose body was found in the river to-day, have been listed as missing in the accident to the transport America, which settled at her pier in Hoboken a week ago.

The names of the corporal and three other soldiers missing have not been made public by army authorities assigned to the transport service headquarters.

Rear Admiral Gleaves' office announces the names of the missing sailors, as follows: John Abel, fireman, No. 1735 South Halsted Street, Chicago; Charles N. Tatum, Cleveland, Tenn.

The corporal's body was found by a driver working around the hull of the America, which is in process of being raised.

About \$1,000,000 worth of sugar and a quantity of meat and flour was lost.

Investigation so far has failed to indicate the sinking was not an accident.

Dispatch Nov 7/18

NEW SURGEON-GENERAL ON VISIT TO HOBOKEN

General Ireland in Touch With
Col. Kennedy, en Route
to Washington.

Major General M. W. Ireland, newly appointed surgeon general, arrived home last week from overseas, to take up his new work at Washington.

Before starting for Washington he spent a couple of days in and around New York much of his time in company



MAJ. GEN. M.W. IRELAND

with Colonel James W. Kennedy, in charge of the Medical Department for the "port of embarkation," with headquarters in Hoboken. General Ireland and Colonel Kennedy are old friends, having been in the Philippines together years ago.

Observer Nov 14/18

HOBOKEN WILL MAKE GRANT TO UNITED STATES

Ordinance Permitting the
Laying of Tracks Gets
First Reading.

SEVERAL SECTIONS OF STREETS TO BE CLOSED

Commissioners Take Action on Prop-
osition To-day — Permit to Con-
tinue in Effect as Long as Govern-
ment Owns and Operates Shore
Road.

Hoboken, this morning, took the first step towards granting to the United States of America permission to build railroad tracks across certain portions of the city to connect with the Hoboken Shore Road. This is the first occasion in which any municipality has made a grant of the kind to the United States of America. The grant not only gives permission to lay the required tracks, but also closes several sections of the streets of the city.

The ordinance recites that the grant is made for the purposes of the war and for as long as the United States shall own and operate the Hoboken Shore Road. The railroad tracks are to be laid at grade across the following streets: Willow avenue, Clinton and Grand streets, at points 100 feet more or less north of Fourteenth street; Adams street, at the intersection of Fourteenth street; Fourteenth street, at the intersection of Adams street; Jefferson street, at the intersection of Thirteenth street, and between Thirteenth and Fourteenth streets; Thirteenth street, at the intersection of Jefferson street, and between Madison and Monroe streets; Madison street, between Twelfth and Thirteenth streets, and Twelfth street, at the intersection of Madison street, and between Madison and Monroe streets; Monroe street, between Eleventh and Twelfth street, and at the intersection of Eleventh street; Eleventh street, between Madison street and the westerly boundary line of the city; Monroe street, between Tenth and Eleventh streets; Tenth street, between Monroe street and the westerly boundary line of the city; Jackson street, between Eighth and Tenth streets; Ninth street, between Monroe street and the westerly boundary line of the city; and Eighth street, between Jackson street and the westerly boundary line of the city.

The city, for the purpose stated, vacates the following streets: Madison street, from the southerly line of Twelfth street to the southerly line of Thirteenth street; Twelfth street, from the easterly side of Madison street to the westerly boundary line of the city; Monroe street, from the northerly side of Ninth street to the southerly side of Twelfth street; Eleventh street, from a point 100 feet more or less west of Madison street to the westerly boundary line of the city; Tenth street from the westerly side of Madison street to the westerly boundary line of the city; Jackson street, from a point 200 feet more or less north of the northerly line of Eighth street to a point where Jackson street intersects the westerly boundary line of the city; Ninth street, from a point 175 feet more or less west of the westerly side of Monroe street to the westerly boundary line of the city.

All rights of the city to construct and maintain sewer and water pipes in these sections are reserved.

Mayor Griffin, at the meeting of the City Commission this morning, stated that the matter was imperative and that the city was at all times glad to be of assistance to Uncle Sam, especially in view of the fact that the lines of tracks would materially help in speeding up the return of the homecoming soldiers to their various home camps.

The ordinance passed its first reading by the unanimous vote of the Commission.

Dispatch Oct 25/18

STOLE \$175 SILVER FLUTE, SOLD FOR \$15

Hankins, of the Marine Band,
Had His Room Robbed
in Hoboken.

Ross S. Hankins, a musician in the U.S. Marines band, stationed at the Navy Building on River street, who has a room at the house conducted by Mrs. Wolf, at 62 Tenth street, Hoboken, reported to the police at the Second Precinct yesterday that some person had entered his room and stolen a silver flute, valued at \$175.

Detective Sergeant Patrick Burke was assigned to the case by Captain Dennis Sullivan, and late last night brought to the police station Norman Simmons, 21, a clerk of 816 Bloomfield street. He was booked on a charge of breaking, entering and larceny.

Sold It In New York.

Simmons, according to the police, admitted stealing the flute and selling it in New York. He formerly rented a room at 62 Tenth street and went there two days ago and asked Mrs. Wolf if he could go to his old room where he left a part of his clothing he said.

Instead of going to his old room he went into that hired by the Marine and took the silver flute.

He stated that he took the flute to New York where he sold it for \$15. He was booked on a charge of breaking, entering and larceny by Lieutenant Driscoll and locked up at Police Headquarters. He will be arraigned before Recorder Carsten today.

Dispatch Nov 2/18

ARRESTED FOR SMOKING ON THE ARMY PIERS

Smoking on the Army piers has been put down with a strong hand, but civilian employes still attempt to evade the regulations of the Army officers and take a smoke on the side.

As a result of the practice three men were arrested yesterday at Army pier No. 2 by Lieutenant Nicholas Poggi of the Army Intelligence Bureau, on the complaint of Major C. B. off, of the Port Inspector's office on a charge of smoking on the piers.

They are Louis Gude, 41, a checker, of 29 West 117th street and Albert Michelbacher, 37, a checker of 116 West 115th street, both of New York and James Owens, 58, a checker, of 408 Washington street, Hoboken.

Observer Nov 11/18

HAMBURG-AMERICAN LINE HEAD IS DEAD

Amsterdam, Nov. 11.—Albert Ballin, head of the Hamburg-American Line, died at his home in Hamburg on Saturday. It is deemed not improbable that his death was a consequence of the revolution in Germany.

Ballin was a close friend of the Kaiser and of Admiral von Tirpitz, though his policies were diametrically opposed to theirs, particularly as they concerned America. He was 61 years old. Ballin's last visit to America was made about eight years ago. Ballin was the son of Jewish parents.

Dispatch Nov 15/18 Observer Nov 17/18

SAILINGS FROM HOBOKEN PIERS WILL BE RESUMED MAYBE SHIPS NEXT WEEK

**Mystery of Departure of Ships
Now to be Thing of the Past—
Scandinavia and Holland Lines
Ready for Business.**

GERMAN PIERS TO STAY UNDER AMERICAN CONTROL

In another week Hoboken will again be a city of trans-Atlantic passengers.

Taxi-cabs and baggage handlers will soon be racing back and forth from the ferries and the tube station to the piers.

No more the quiet, mysterious actions of men in uniform.

No more the secrecy of those words "from an Atlantic port."

It may be some time before the sailings will take on the gay spirit that used to characterize them, before August 1, 1914, but it is expected that transatlantic shipping from Hoboken will be resumed next week. While no definite information is obtainable, it is reported that the government will shortly relinquish control to the Scandinavian-American Line and possibly the Holland-American Line. Officials of the two companies would neither affirm nor deny the report.

The steamship United States, which has been lying in the Hudson River, has been warped into the Scandinavian piers and is being made ready for sailing. The Nieuw Amsterdam of the Holland-American line and other vessels also are being prepared, and it is expected that they will go overseas within a week. A sign has been posted by the Holland-America stating that freight for transatlantic shipment will be accepted.

The situation does not affect the Hamburg-American and North German Lloyd lines, whose properties were taken over by the government. It is understood that these piers will be used largely for the demobilization of returning soldiers.

In fact, it is unlikely that German shipping will ever come to Hoboken again. The Government will undoubtedly keep the piers for its merchant marine, and for that matter the ships that were seized when America entered the war.

Germany still has those ships which happened to be in German ports when the war broke out, including the Imperator, sister ship of the Vaterland, now the Leviathan, but the peace terms may even take some of them, to replace some of the ships sunk by German submarines.

Anyhow, Hoboken is likely to be free from German shipping in the future, the American piers—for that is what the former German piers will be—sharing the river front with the Holland line and the Scandinavia line.

Observer Nov 25/18

Search For Deposed Royalty On Vessel

Diligent Quest Among Passengers of Steamship Oscar II for Germans of High Rank in Disguise—Some Think Kaiser Might Try to Reach U. S.

The arrival of the Scandinavian-American steamship Oscar II at her pier in Hoboken on Saturday was the occasion for the most thorough searching of any vessel that has come into the port in months.

There were a number of influenza cases on board and these were removed in ambulances to the hospitals. It is also stated that there was one death during the trip, this being also due to the disease.

The piers were most carefully guarded during the search of the vessel, it being stated that similar precautions had been taken at Halifax and also at quarantine. Not a passenger was allowed to pass without fully establishing his or her identity to the satisfaction of the officials charged with the work.

The reason for the search, it was stated, was to make sure that no

Germans got ashore in this country. There appeared to be a feeling that some of the recently deposed German royalties might make an effort to reach this country in disguise.

It is stated that the exact whereabouts of some of the former petty kings and princelings is not positively known; that it would not be difficult for them to have crossed from Holland into the Scandinavian countries and thus reached a transatlantic port of departure.

There were those who were apparently of the opinion that it was not outside the bounds of possibility that the former Kaiser might make an effort to reach this country in disguise. If such is his intention, or the intention of any of his royal brood, there is but little chance of his getting past the vigilant officials who are watching incoming vessels.

SOLDIER ACCIDENTALLY SHOT AT CASTLE POINT

Juda B. Felshin, a soldier barracks at Castle Stevens, Hoboken, was accidentally shot in the head Sunday morning at Eighth street and Castle Point Terrace, Hoboken. Someone, very much excited, telephoned to Lieutenant Kilduff at police headquarters and he communicated with the Embarkation Hospital. Felshin was taken there. His condition this morning was said to be favorable.

Just how the accident happened no one seems to be able to explain. The gun was held by a guard and it went off accidentally as Felshin approached. A policeman who was informed that a man had been shot and who went to the Stevens grounds to get a report of the matter, as ordered by his superior, was denied admittance.

Observer Nov 14/18

SCANDINAVIAN LINE TO RESUME SAILINGS

**Steamships United States
and Nieuw Amsterdam May
Leave Next Week.**

While official confirmation was not forthcoming it is stated on what appears to be good authority that the government has or will shortly relinquish control of the Scandinavian-American together with the Seventeenth street piers.

It is stated that the S. S. United States, of the Scandinavian-American line, will resume sailings on Tuesday next for Christiania. This vessel has been laid up in the Hudson River for many months past and work has been progressing for several days, putting her into shape for passenger service.

It is also stated that the Nieuw Amsterdam, of the Holland-American line, will sail for Amsterdam on Tuesday also, providing that she can be put into shape by that time. Another vessel scheduled to sail almost immediately is the Bergensfjord, of the Norwegian-American line, which it is stated, will leave for Bergen a week from to-day.

On the other hand, it is stated that some months will elapse before steamship lines of the belligerent countries will be ready for resumption of their regular passenger service. Six months is the period mentioned before the vessels can be replaced for regular service, and they will then require considerable overhauling and repairing before they can be ready to carry passengers.

At all of the steamship lines inquiries were made yesterday as to when sailings will be resumed. Prospective passengers stated that they were anxious to visit the battlefields or to see relatives in Europe whom they have not seen in years.

Jersey Journal Nov 15/18

HOBOKEN SHIPS TO SAIL SOON

Several vessels formerly in the trans-Atlantic passenger service and now docked at Hoboken, where most of them have been since the war broke out, are being fitted and provisioned for trips across the Atlantic. One of these is the United States, of the Scandinavian line, which was warped into her old pier in Hoboken yesterday and is now being made ready for the first trip in more than three years. The Nieuw Amsterdam of the Holland-American line is also being prepared for departure.

It is said that the Hamburg-American and North German Lloyd will not be affected by the end of the war, as the Government, which has taken over these lines, does not intend to resume passenger service.

The German piers in Hoboken, which were seized by the Government when the war broke out, will not be returned to their former owners if the plans of A. Mitchell Palmer, Federal Custodian of Alien Property, are adopted by President Wilson and Congress.

Observer Nov 23/18

STEAMSHIP OSCAR II. DOCKS AT HOBOKEN

The steamship Oscar II, of the Scandinavian-American line of which Captain V. H. Lassen is director, docked at her Hoboken pier this morning. The ship lay off quarantine for the night.

The vigorous search of vessels arriving at this port from neutral countries, always made before the signing of the armistice, was omitted in the case of the Oscar II.

Observer Nov 14/18

NO LONGER A GERMAN PORT.

Soon the sailings from Hoboken will be accompanied by the gay blowing of whistles, instead of the quiet pullings out from the piers.

Soon will the streets be filled with taxicabs carrying tourists to the piers, and street vendors will be selling the inevitable souvenirs and flags.

River street will be itself again,—BUT the ships that sail from the piers will NOT be German.

When Germany drew America into the war she not only drew defeat for her armies, but she forfeited the finest pier properties in the world.

The piers that were formerly owned and used by the North German Lloyd and Hamburg-American lines, but those German owned companies will never again gain possession of those piers. The likelihood is that they will be used, after the demobilization period, by an American merchant marine, and that American sailors will be seen on River street, and that the Stars and Stripes will fly ALONE from the ships that sail from Hoboken.

Hoboken will be an American seaport, in ALL that the word implies; in its restored gaiety of sailings, there will be no more of the atmosphere of Germany, no more will the idea be carried out that Hoboken is a German city.

Observer
Nov 23/18

URGES THAT U. S. HAVE A SHIPPING BASE IN GERMANY

Banker Steneck Also Advises
That Government Hold
Local Piers.

WOULD WIN NATION MARITIME SUPREMACY

He Contends That Plan Will Keep
Tentons from Ever Regaining For-
mer Sea Prestige—Many Italians
Seek to Return to Europe.

In order to gain mercantile su-
premacy over Germany, America
should not only hold the former Ger-
man piers in Hoboken, but should
establish an American mercantile
base in Germany, similar to that
which Germany for so many years
held in America.

This statement was made this
morning by Nicholas Steneck, of the
Steneck Trust Company, Hoboken,
who handles all of the shipping and
passenger agency business of the
firm.

He stated further that America
should see to it that the former Ger-
man piers in Hoboken should never,
by accident or otherwise, be permit-
ted to revert to the Germans, or for
that matter, to any foreign interest.

The secret of the success of the
German mercantile marine was the
fact that they had a base in America.
Not only did they, by means of their
establishment of this base here in Ho-
boken, build up their organization
to the great heights it reached, but
they also succeeded in capturing a
lot of the transatlantic traffic ow-
ing to the fact that they were en-
abled to cut out the English Chan-
nel trip, the crossing of which was
one of the terrors of the European
journey, as any traveler will ac-
knowledge.

"The trip to the European con-
tinent from America, or from Eu-
rope to America was simplified by
the direct passage, which brought
the passengers to Europe without
crossing the channel at all. It was
this that contributed in no small
degree to the success which attended
the German shipping companies
prior to the war.

"Now, if America holds on to the
Hoboken piers, which are without
question the finest in this country
and, at the same time, establishes
a similar base in a German port, it
will be the means of preventing any
revival of German shipping su-
premacy, and, at the same time, will
make America the leader in the
mercantile world."

Mr. Steneck also stated that there
have been many hundreds of appli-
cations to his offices for transporta-
tion facilities since the signing of the
armistice.

"In particular," he declared, "the
Italians of Hoboken seem desirous
of taking a trip to Italy. We have
been inundated with applications
from Italians who are anxious to re-
turn to their native country. In
addition to these there have been
many applications for berths from
people throughout the country.

"At the present time the rates for
transportation are considerably
higher than before the war and it is
not certain that they will be ma-
terially reduced for some time to
come. I believe that peace will be
signed within the next two or three
months and that the return to
normal conditions will be steady
after that.

"Now, however, aliens who wish to
return to Europe, including British
subjects and other friendly aliens,
after securing the necessary pass-
ports it is necessary that applica-
tion be made to the American au-
thorities for permission to leave the
country, and passengers of all na-
tionalities must have the credentials
issued at New York by the repre-
sentatives of their own nations as
well as the U. S. Customs House be-
fore presenting themselves for em-
barkation."

Observer
Nov 26/18

FRENCH SOLDIERS ARRIVE HERE AND LEAVE FOR COAST

Five Hundred Start From a
Local Depot—Reported
as Going to Russia.

ARE PROVIDED FOR BY THE CANTEN SERVICE

Nearly Every Man Wears a Decora-
tion—Pleased with Gifts of Amer-
ican Cigarettes—Four Are Taken
Ill and Removed to New York
Hospital.

About five hundred French sol-
diers arrived at one o'clock yesterday
afternoon at the West Shore Rail-
road Depot, Weehawken. At ten
o'clock they left for the Pacific
Coast, ostensibly on the first lap of
their journey to Siberia, where, it is
said, they will be engaged in con-
struction work. Nearly every man
wore a decoration of some sort, and
nearly all appeared to be under
thirty years of age.

The soldiers are detailed to the
French High Commission. They
were cared for yesterday by the
North Hudson Chapter of the Red
Cross. Mrs. Louis Poole, director of
the North Hudson Canteen Service,
summoned twelve of her workers
and they immediately served the vis-
iting Frenchmen, clad in their pic-
turesque uniforms of horizon blue,
with steaming hot coffee and cake.

The visiting poilus almost wept
with joy when good American cigar-
ettes were handed out to them. They
had been trying for some time to
make their requests for American
tobacco understood, but not until
Louis Perraud, of Woodcliff, was
pressed into service as an interpreter
did they make themselves under-
stood.

Four members of the detail of 500
were taken ill yesterday. They were
removed in the Red Cross ambulance
of the North Hudson Chapter to the
French Hospital, in New York. Five
hundred dinners were served to the
French soldiers at the West Shore
depot restaurant to the men last
night.

While considerable secrecy has
been maintained regarding the dis-
position of these French troops, who
arrived in Hoboken on the transport
President Grant on Sunday, it has
been pretty definitely established that
they are to go to Russia. They are
on their way now to California, and
thence are expected to proceed for
special duty to Siberia.

There were about 700 of the French
soldiers, all told, who arrived on the
President Grant, and it is believed
that these are but the first contingent,
with many more to follow. Their ar-
rival in Hoboken resulted in a great
deal of speculation on the part of the
people, but the secret of their destina-
tion was well kept. As only a few
of them were able to speak English,
the chances of the secret leaking out
was considerably lessened.

During Sunday evening and part of
yesterday they were seen in numbers
around the streets of Hoboken, and
were gladly greeted by the people, al-
though conversation was necessarily
restricted.

In one restaurant they walked in
and made motions that were inter-
preted as meaning that they wanted
to eat. They were provided with
coffee and rolls, and when they dis-
covered that all they were asked to
pay was ten cents, repeat orders came
from all of them. They appeared to
think that coffee and rolls for ten cents
constituted the best bargain they had
heard of in years.

Most of the theatres and picture
houses in the city were patronized by
them and at the collection in aid of
the Kiddie Festival in the Lyric
Theatre last night several French
coins were received. They were kept
by the collectors as souvenirs.

Observer
Dec 29/18

Employment at Piers.

Editor Hudson Observer:
Dear Sir—Kindly let me know through
your valuable paper where I can apply for
a position at the Hoboken piers as a
clerical worker. READER.
Apply to the United States Employment
Bureau, 54 Dey street, New York City.
—Ed.

Dispatch
Dec 3/18

ARMY OFFICER IS ACCUSED BY WIFE OF STRIKING HER

Lieutenant Bostwick Failed to
Get Bondsman Last Evening
and Had to Go to Cell

WIFE CLAIMS HE HIT HER WITH A PLATE

Charged with assaulting his wife, and
unable to secure a bondsman, Lieut.
Stephen Bostwick, doing government
duty on the docks at Hoboken, was oc-
cupying a cell in the Union Hill town
hall last night. The couple reside at
610 Lewis street. Mrs. Bostwick swore
out a complaint before Recorder Hau-
enstein and he was taken into custody
by Sergeant Kissel and Officer
Stanford.

Mrs. Bostwick is a little woman,
while the former policeman in Guten-
berg and for a time a stevedore in Ho-
boken, weighs at least 225 pounds. It
is charged that the lieutenant, who is
said to be in line for promotion, went
home last night and following an argu-
ment, hit his wife on the head with a
plate, and adding insult to injury by
making certain threats.

While in the station house the army
officer was exceedingly sullen and an-
nounced that he could get all kinds of
bonds, but those whom he appealed to
declined to go his bail.

Observer
Dec 12/18

LIEUT. POGGI GOING TO FORT BAYARD, N. M.

Lieutenant Nicholas A. Poggi, at-
tached to the staff of Major H. C.
Craig at the Hoboken piers, and one
of the most tireless and efficient of-
ficials of the military police estab-
lishment here, will leave to-day for
Fort Bayard, New Mexico, where he
has been transferred. Lieutenant
Poggi's hard work during the past
eighteen months has worn him down
and he hopes to regain his health in
the southwest.

Dispatch
Dec 19/18

NO TRANSPORT IN HOBOKEN YESTERDAY

No troopships arrived at the Army
piers Hoboken, yesterday, although it
was confidently expected that the H. R.
Mallory, with 1400 soldiers aboard,
would come up the river some time dur-
ing the day. No word was received from
the Mallory, an Army transport, but
there is no concern as to her safety, and
it is understood that she will get into
dock this morning.

The Dochra was another vessel ex-
pected yesterday, but it also failed to
make its appearance. The Dochra is
several days overdue with troops from
France.

"If it had not been for the courtesy
of the United States naval authorities,
the vessel would have to gone back
to sea," said Capt. V. L. Larsen, super-
intendent of the Scandinavian-Ameri-
can Line.

That the Scandinavian countries
must depend upon the United States
if they hope to exist was the opinion
of Capt. R. Gretchee, commander of
the vessel.

"Food conditions in Scandinavian
countries are very depressing," he
said. "It is almost impossible for the
poorer classes to avoid starvation.
Denmark is a food producing coun-
try, but she has to export sixty per-
cent. of her products in order to get
clothes. The Scandinavian countries
must depend upon the United States
if they are to continue to exist."

Observer
Dec 26/18

"DIPLOMAT" FOUND TO BE COOK ON STEAMER

Official Hoboken was disturbed
yesterday when Desidus Bakay, aged
51, born in Hungary, and residing on
the steamship Grosse Frederick of
the North German Lloyd Line,
describing himself as a diplomat,
"A what?" asked the desk ser-
geant.

"I said I am a diplomat, young
man," was the reply, delivered with
considerable hauteur. "I advise you
to be very careful how you act."

It was later discovered that he
was a cook on the steamer. He was
later allowed his freedom.

Observer
Dec 30/18

TWO MILLION DOLLARS TAKEN ON LEVIATHAN

Two million dollars in gold
coin were hoisted on board the U.
S. Naval transport Leviathan early
yesterday morning. The money was
taken in seven army trucks from
the sub-treasury in Wall street, N.
Y., and will be used for the payment
of the American soldiers in France.

The gold was taken on board the
vessel from a tug which brought
over the coin in boxes. The con-
signment was not brought into Ho-
boken at any time during its trans-
fer.

Herald
Dec 31/18

The Leviathan Is Delayed by Turbine Trouble

Trouble with one of the Leviathan's tur-
bines will prevent that giant transport
leaving Hoboken for France to-day with
a large number of passengers on their
way to participate in the peace conference
activities, it was announced last night
from the headquarters of Vice Admiral
Albert Gleaves. In her place, the George
Washington, which recently took Presi-
dent Wilson to France, will carry the pas-
sengers and mails, leaving to-morrow af-
ternoon at four o'clock.

The damage to the Leviathan, which was
not discovered until last night, it was said
at Admiral Gleaves' headquarters, is not
serious, but it will take several days to
repair. January 7 has been set tentatively
as the date for her next leaving.

Daily Journal
Dec 31/18

NO PIER WHEN SHIP ARRIVES

Naval Authorities Come to
Rescue of Liner—Food
Shortage in Scandinavia.

Naval authorities at Hoboken saved
the Scandinavian-American steamer
United States from a unique predic-
ament last night. When the vessel ar-
rived in the harbor, after a fourteen
days' journey from Copenhagen, her
captain was informed that there was
no place for him to make a landing.

For obvious reasons no landing could
be made at the Army piers and the
Navy had taken over the piers of the
Scandinavian-American Line. All the
other piers were filled up, in Hoboken
and New York. The liner had on sev-
eral occasions under similar circum-
stances anchored in the river, but she
could not do that this time, as the
returned fleet was there.

But the Naval authorities allowed
the ship to tie up at the piers of the
Scandinavian-American Line, at the
foot of Seventeenth Street, Hoboken.

Observer July 20/18

Observer July 20/18

MANY SURVIVORS OF THE U. S. CRUISER SAN DIEGO BROUGHT TO LOCAL PORT

Heavy firing was heard off the Long Island shore during the night. It is known that destroyers and submarine chasers are on the lookout for enemy U-boats in those waters.

After the San Diego was blown up, some of her guns were worked until she sank, fifteen minutes later, survivors said. Much shooting was done at a floating barrel, which, it was thought, might be concealing a periscope.

The warship was abandoned in perfect order, in a calm sea, shortly before noon. As she sank she heeled over; so many walked down her sides into the water. Some groups of sailors sang as they sat in the lifeboats. Those who went overboard were picked up on lifeboats and life rafts, and by many vessels which hurried to the spot after a naval aviator, soaring high overhead, saw the cruiser sinking and spread the alarm. The San Diego's wireless was wrecked by the first explosion and subsequent small ones.

A quartermaster, name undisclosed, was last seen standing on deck at salute as the cruiser plunged over. One sailor brought ashore the ship's colors, which he risked his life to save. Many survivors landed scantily clad, as they had been in the midst of preparing for shore leave when the cruiser was hit.

Washington, July 20.—That the U. S. cruiser, San Diego, was sunk by a torpedo is the "bellef" expressed by the captain of the vessel in his report to the Navy Department to-day.

A statement by the Navy Department says:

"The captain of the San Diego reports that he is inclined to the belief that the ship was sunk by a torpedo. There are no conclusive factors, however, on which to base a definite opinion at present, in view of the following circumstances: First, No torpedo wake was seen; second, no convincing evidence that a periscope was seen; third, no submarine appeared, in spite of the fact that three unarmed rescue ships were in the vicinity for about two hours; fourth, the ship was struck on the port side abaft beam, which discourages mine theory; fifth, weather was fine, smooth sea."

Utmost Secrecy Maintained
by the Naval and Military
Authorities Here—It Is
Known, However, That Be-
tween Thousand and Thir-
teen Hundred Men Were
Brought in—Atlantic Di-
vision of Red Cross Fur-
nishes Supplies — Some
Who Were on Vessel Tell
of Sinking.

BELIEF IS THAT THE
VESSEL WAS TORPEDOED

While the utmost official secrecy is being maintained by both the naval and military authorities in Hoboken, it is known that a large number of the survivors of the U. S. cruiser San Diego were landed at the port of embarkation, Hoboken, at an early hour this morning. Some of these survivors after landing made no secret of the fact that the cruiser was torpedoed, and added that the men on board the warship fought the U-boat until the decks of the San Diego were only two feet above water.

Captain H. C. Craig, Chief of the Military Police, stated that he had no knowledge of the matter. Lieutenant Murphy, of the Bureau of Information, referred the reporter to Colonel Longan, of the Transportation Service. Colonel Longan stated that he had received no report and added that the matter was in the hands of Captain Morgan, of Navy Headquarters, Hoboken. Captain Morgan told the Observer man that all information had to come from Washington.

The local chapter of the Hoboken Red Cross was not called on to furnish any supplies, it was stated at the chapter headquarters, 604 Washington street. At the headquarters of the Atlantic Division of the Red Cross, 1018 Washington street, it was stated that supplies had been furnished to the survivors at the Army piers, but that no details could be furnished at this time.

It became known, however, that the Boston freighter, Bossum, plying between Baltimore and Boston, brought from 1,000 to 1,300 survivors of the San Diego to this port this morning.

Workers attached to the Atlantic Division of the Red Cross with headquarters in Hoboken, were rushed to the piers and they took care of the men who had been brought in. It was also stated that none of the men were in such a condition that they had to be removed to the hospital. So far as is known none was taken to the U. S. Government Hospital, Hoboken, formerly St. Mary's Hospital.

Three local boys were on board the San Diego at the time of the torpedoing. All of them are well known in the city and have been in the service for some time. They are:

John Kavanaugh, 217 Madison street, nephew of Officer Thomas Lawlor, of the Hudson County Park.

Edward Delaney, of 317 Bloomfield street.

William Hanrahan, of 217 Madison street, half-brother to John Kavanaugh.

New York, July 20.—Reports that 300 perished in the sinking of the cruiser San Diego off Fire Island were not confirmed here to-day. Considerable confusion existed as to the number of survivors. The rumor that 300 were missing was ascribed to sailors who landed at Fire Island, and who said 800 men had been counted in the lifeboats that got away safely. The cruiser's complement was 1,114 men, but she was believed to have more than that number aboard, as many were being brought to New York.

MORE SURVIVORS FROM SAN DIEGO ARRIVE AT PORT

Local Station of Atlantic Division of Red Cross Furnishes Supplies.

Another vessel containing survivors of the U. S. protected cruiser San Diego docked at the embarkation piers, Hoboken, yesterday. It is not known how many were on board this third rescue vessel, but it would now appear that the majority of the men who were on board the warship have been saved.

Late on Saturday night the men, who had in the meantime been cared for by the Red Cross, were permitted to go ashore. All of them appeared to be in the best of spirits. They came ashore clad in white uniforms with white caps, and nothing to show what vessel they belonged.

In some cases the men wore grey sweaters, held in front by white tapes.

It would appear that the number of men who have been taken into Hoboken was well in excess of 1,000, in view of the fact that the Atlantic Division Red Cross Headquarters in Hoboken worked all night Friday and all day Saturday shipping supplies to the piers.

All of the men stated that they had been sworn to secrecy before leaving the piers and they therefore refused to discuss the sinking of the warship. It would, however, appear that there is no question of the torpedoing of the San Diego. It also seems certain that, while upwards of 1,300 or 1,400 were saved from the sinking vessel, quite a number were lost, the figures varying from 45 to 75.

It is understood that some of the men saw the periscope of the attacking submarine, but not in time to prevent the disaster. The torpedo struck the warship broadside on just over the magazine which exploded simultaneously with the torpedo.

An official investigation was opened before Captain Morgan at Navy Headquarters, Hoboken, on Saturday afternoon.

A fourth Hobokenite on board San Diego was landed in Hoboken on Saturday morning. He was Richard J. Carney, of 63 Eleventh street, son of former Excise Inspector Michael J. Carney. The younger Carney showed no ill effects from his stay of two hours in the water.

HOMeward BOUND TRANSPORT HIT BY A TORPEDO

Saved Her Gold Cargo.

With a great shipment of gold aboard from America intended for France, the Kronprinzessin had put out from New York just before Germany declared war on France. When word of the declaration of war reached the vessel by radio, she was turned back and put into the nearest port, Bar Harbor, Maine, whence all her passengers had to be returned to their embarking point by rail. Among the passengers were the delegates to the League Conference.

Mount Vernon, Formerly Crack
German Liner, Thought Not to
Be Badly Damaged By Ex-
plosion.

RETURNED TO PORT AT
FAIR RATE OF SPEED

Washington, Sept. 6.—The U. S. S. Mount Vernon, army transport, formerly the German liner Kronprinzessin Cecilie, was torpedoed yesterday by a German submarine about 200 miles at sea from the French coast. She was homeward bound and was able to return to port at fair speed. It is not yet known if there were any casualties.

Information at the Navy Department tonight is confined to the contents of a dispatch giving only meagre details, but as the dispatch mentions no loss of life, it is believed by Navy Department officials that probably there was none.

The indication also is that the Mount Vernon was not damaged badly, as the dispatch states the vessel was able to return to a French port under a speed of 14 knots. There were no troops aboard, as the ship was returning to America.

The Mount Vernon is one of the best and fastest vessels in the transport service. She has a gross tonnage of 18,372. Her commander is Captain Douglas F. Dismukes. As the Kronprinzessin Cecilie she was the last of the German liners at sea before internment.

MANY WOUNDED ARE BROUGHT TO HOBOKEN

A large number of wounded soldiers and a number of French veterans arrived in Hoboken yesterday on board the U. S. army transport President Grant. The wounded men were taken off and transferred to hospitals in ambulances.

Two other vessels, the Siboney and the Orizaba, both of them ninety-day ships, also arrived in Hoboken on Sunday, each of them carrying wounded men from the other side.

His patch
Sept 7/18

Observer
Nov 25/18

SEVEN THOUSAND MEN ON OCEAN ON WAY TO THE U.S.

WILL LAND ABOUT
END OF THE MONTH

Mostly Aero Service Men With
Some Casuals and Others Who
Were In England.

Washington, Nov. 25.—The Minnehaha, Lapland and Orga sailed from Liverpool on November 22 and 23, respectively, for New York bringing about 7,000 Aero troops and Medical Detachments, it was announced this evening by General March, chief of staff. The best date of arrival that General March could give is about the end of the month.

It is understood that the Aero troops will be sent to Mineola while other disposition will be made of the casuals and medical service men and nurses.

The following are the ships and their passengers:

The Minnehaha: 220th Aero Squadron, three officers and 24 enlisted men, 219 Aero Squadron, three officers and 120 men; 254th Aero Squadron, two officers and 258 men; 18th Construction Company Air Service, six officers and 342 men; 19th Construction Company Air Service, seven officers and 238 men; 15th Construction Company Air Service, five officers and 228 men; 72nd Aero Squadron, 24 officers and 201 men; 177th Aero Squadron, two officers and 230 men; 210th Aero Squadron, two officers and 123 men; 839th Aero Squadron, three officers and 0 men; 259th Aero Squadron, three officers and 127 men; Casual Medical Detachment, six officers and 18 men. Total, 6 officers and 2,943 men.

Thos on the Lapland.

The Lapland: First Handley-Patterson Training Section, 126 officers and 443 men; 69th Photo Section, one officer and 30 men; 70th Photo Section, one officer and 30 men; 71st Photo Section, one officer and 30 men; 72nd Photo Section, one officer and 29 men; Sailmakers' Detachment, one officer and 106 men; 265th Aero Squadron, two officers and 119 men; 263rd Aero Squadron, two officers and 125 men; 256th Aero Squadron, two officers and 123 men; 326th Aero Squadron, two officers and 123 men; 314th Aero Squadron, two officers and 120 men; 380th Aero Squadron, three officers and 121 men; 812th Aero Squadron, three officers and 123 men; Air Service Casuals, 44 officers; Mixed Casuals, 11 officers, one enlisted man and one ex-nurse; Casuals, Sick and Wounded, five officers; seven officers and 1 enlisted men not requiring special attention; enlisted men attached to wounded officers, six; nurses, three; Casual Medical Detachment, five officers and 12 men. Total, 293 officers, 4 nurses and 1,797 other ranks.

On Board the Orca.

The Orca sailed November 23 from Liverpool for New York, with 470th Aero Squadron, two officers and 41 men; 471st Aero Squadron, three officers and 141 men; 478th Aero Squadron, six officers and 125 men; 479th Aero Squadron, four officers and 140 men; 424th Aero Squadron, two officers and 125 men; 260th Aero Squadron, two officers and 226 men; 261st Aero Squadron, three officers and 144 men; 803th Aero Squadron, two officers and 41 men; 804th Aero Squadron, three officers and 118 men; 824th Aero Squadron, four officers and 9 men; 831st Aero Squadron, three officers and 103 men; 836th Aero Squadron, four officers and 109 men; 852nd Aero Squadron four officers and 125 men; 3rd Construction Company Air Service, four officers and 235 enlisted men; Casual Medical Detachment, four officers and 12 men. Total, 50 officers and 1,874 men.

Were Ready For Duty.

The Aero soldiers are the first to be returned from Europe as organized bodies. They have been in Great Britain for some months at flying fields. They had finished training and were about to cross the channel and go to the front when the German defense collapsed and forced an armistice.

At the time the Aero units were put into training in England the WWa Department believed the Germans might make a final stand at the Rhine. It was stated today that it was the knowledge the Germans had that the United States was indefinitely multiplying air forces and great naval guns carrying 38 miles which forced them in large measure to lay down their arms.

FIRST TRANSPORT MINUS CONVOY

Great Northern Arrives in
Hoboken After Trip That
Was Like An Excursion.

The U. S. S. Transport Great Northern steamed into Hoboken last night carrying a crew that declared it had been kissed by every French woman in the big port in which the ship lay the Monday when the armistice was signed.

The ship came across the ocean unescorted, with all lights burning, and with soldiers and sailors permitted to smoke at all times, and with nobody wearing life preservers.

The crew, used to a year and a half of guarding against submarines, declared that the trip across was like an excursion.

N. Y. Herald
Nov 27/18

GIANT LEVIATHAN FERRIED 94,195 MEN ACROSS TO FRANCE

In the U. S. Transport Service
for 236 Days She Made
Her Fastest Round Trip
in Seventeen.

(Special to The World.)

WASHINGTON, Nov. 26.—The giant steamer Leviathan, formerly the Hamburg-American liner Vaterland, transported 94,195 American fighting men to France since she first sailed from New York as an American transport on Dec. 15, 1917, until Nov. 5, when she was laid up in Liverpool for her annual overhauling.

During her service of 236 days, she landed an average of 399 American soldiers on French soil daily, counting her days in port on both sides of the Atlantic and at sea. The average aggregated a little more than a German division of 12,000 men every month. She made nine and a half round trips and transported 9,419 men with their equipment and some cargo on every outward voyage. She had been worked harder than any vessel of her size—54,000 tons—was ever worked before. After her seizure by the United States, naval engineers repaired her machinery damaged by the German crew and made a decided improvement over the original.

The fastest round trip made by the Leviathan was seventeen days.

Dispatch
Dec 2/18

LEVIATHAN SAILS FOR HOME WITH MANY ILL

London, Dec. 1.—The largest vessel in the world, the Leviathan, formerly the queen of the German merchant marine under the name "Vaterland", sails from a British port for America tomorrow carrying American convalescents who have been at an English hospital.

The Leviathan was taken over by the United States along with the other German ships interned in American ports after America entered the war, and the giant liner has contributed the lion's share to the transport of two million troops to Europe. As many as 12,000 men are said to have been carried on one trip.

RELATIVES BARRED FROM PIER WHEN SOLDIERS ARRIVE

Returning Fighters Must Undergo
Health Inspection in
Camp as a Precaution.

Brigadier General George H. McManus, commanding the port of embarkation at Hoboken, called in the ship news reporters of the New York newspapers and news associations last night for a conference in connection with the home coming of American troops from abroad.

After arrangements had been completed for the admission of accredited newspaper representatives to the piers upon the arrival of steamships from Europe carrying troops, General McManus asked the reporters to inform the public of the arrangements made to disembark the returning soldiers.

"Much as the War Department would like to admit relatives and friends to the piers on the arrival of steamships to greet the returning soldiers, it would be manifestly impracticable to allow the general public to be on the piers," said General McManus. "The congestion would be such that we would be unable to move about to transact the business of disembarkation. Not only that, but the soldiers must go through a cleaning up process in camp before they are allowed to join their relatives. It is possible some may carry germs of contagious diseases that would be instantly communicated ashore through embracing those close relatives who would be on the piers to meet them. While there is no general illness among the returning troops, the men must first go to camp, where they will undergo physical examination and where all their clothing will be fumigated. The health officials have asked us to prevent any meeting of the men with friends ashore until after they have undergone this cleaning up process."

General McManus added that no exceptions could be made to the rule and that no one would be admitted to steamship piers upon the arrival of incoming steamships where the vessels carry American troops, even though there might be civilian passengers on board also. The only persons that are to be allowed on the piers will be the newspaper reporters, officers of the steamship lines and port officials.

Observer
Dec 4/18

TRANSPORT LAPLAND ARRIVES WITH TROOPS

New York, Dec. 4.—The transport Lapland loaded with homecoming American troops docked here today. As she came up the North River opposite Hoboken there was a demonstration of whistles and cheering. The George Washington with President Wilson aboard, waiting to cast-off, joined in the greeting, sounding its siren.

The Lapland had 2,036 American soldiers from England. She is the second home-coming transport to arrive here since hostilities ceased. Most of the troops are attached to the aviation branch and have been training in England.

Dispatch
Dec 2/18

Hospital Ship Arrives.

The transport Great Northern of the United States Army fleet, now a hospital ship, reached the Army piers in Hoboken last night. She has five hundred severely wounded and six hundred less badly injured soldiers and marines aboard. Her trip was rough and owing to a storm she encountered outside the port she was delayed. The rough weather prevented the men sleeping so they were not disturbed last night, no one being taken off. They will be disembarked this morning.

sixty officers are among the wounded.

Observer
Dec 6/18

STEADY STREAM OF SHIPS WITH TROOPS

From now on there will be a steady stream of arriving steamers in Hoboken carrying returning troops and wounded men. To-morrow the Nansmond is expected with 154 men. The Mercy, a hospital ship, with 398 men, is also scheduled for arrival to-morrow, while on Sunday the hospital ship Sierra is expected to dock with 35 officers, 1,531 men and one civilian, all convalescents.

Monday next may see the arrival of the Tenadores with 882 troops and 149 civilians. The Calamares, with 14 officers and 1,473 men, all navy personnel, is expected to arrive. Every day during next week two or more vessels will come into port.

Following is the schedule as issued this morning at the Army Piers: Tuesday, Ascanius, 47 officers and 1,427 men; Wednesday, Empress of Britain, 76 officers and 2,339 men; Adriatic, 80 officers and 2,208 men; Siamese Prince, 398 men; Thursday, Gregorian, one officer and 45 men; Friday, Dochra, 40 civilians.

Jersey Journal
Dec 2/18

HOW THEY VALUE LIBERTY.

The first of our own hero wounded came back to us last night, when the hospital ship Great Northern docked at Hoboken—men from the old Fourth and men from the 309th and the 312th Infantry Regiments, whole companies of which are composed exclusively of Hudson County men. Some were able to walk, some had to be carried.

One fact stood out in the home-coming. Every man of them was free of regret. Those who had lost arms or legs, those gassed, even those who had lost both arms or both legs, were wonderfully cheerful. They all felt that, considering the cause for which they went to fight, the price they paid was well worth while.

Lie's patch
Dec 2/18

LAPLAND FAILED TO REACH HOBOKEN PIER

**Ambulance Waited for Wounded
But Had to Be Sent Home
Until This Morning**

The Lapland with over 700 wounded soldiers was expected to arrive at the Army piers in Hoboken yesterday but the trip of the vessel was delayed by a storm when nearing the shores of the United States so that the vessel is not expected to dock until some time today.

A fleet of ambulances, and other vehicles converted into ambulances, waited at the Army piers from 1 o'clock yesterday, but information arrived that the vessel would not dock until today so the ambulances and other cars turned about and were garaged until needed.

Although the censorship has been taken off the newspapers strict precautions are still maintained at the Army piers to allow nobody at the docks when the vessels with the wounded arrive.

WOUNDED ARRIVE, MAIMED AND SUFFERING, BUT GLAD THAT THEY HAVE DONE BIT

**All Happy and Not in the
Least Worried as to Fu-
ture—Some Without Arms
or Legs, Others Internally
Hurt and Still Others Gas
Victims—Many Interview-
ed by Hudson Observer
Reporter Before Being
Taken Ashore.**

TELL STORIES OF THE CLOSING DAYS OF WAR

Stories direct from the battlefields of France, stories of heroism and suffering, told by the men who have paid the price of patriotism were told this morning on board the U. S. Transport Northern Pacific, now lying at Pier 1, Hoboken.

Of the 1,100 wounded men on the vessel not one who was seen and interviewed this morning, by the Hudson Observer reporter, was apparently in the least worried concerning himself. All of them were happy, all were glad to be back home again, all were glad that they were able to sacrifice for the cause of liberty.

There were 600 "walking" cases and 500 stretcher cases. It was close on 9 o'clock this morning when the medical men started to get the patients ashore. The Red Cross were in charge. It was one of war's saddest sights. These 1,100 young men who had gone "over there" in the full bloom of youth and manhood, came back crippled, injured and ill. Some of them had lost an arm, some of them both arms. Others were minus a foot and some of them two feet. Many had painful internal injuries, many were still suffering from the effects of gassing. All had been through the shot and shell of the fiercest fighting of the war.

Let one story suffice for the present. It was told to the Hudson Observer man by Sergeant Melville Hazen, of Company L, 145th Infantry. His home town is North Springfield, Penn. He was hobbling around on two crutches, being minus his right foot. This is what he said:

"Yes, it was hot while it lasted, but those Germans cannot fight unless they are massed together. They faced us with thousands of machine guns, two men to a gun, and poured in bullets by the millions on us. But even at that it could not be said that the aim was accurate. We were not worried about the machine guns. The only way they were able to get us was by the use of high explosive shells.

"It was one of these that 'got me.' It just mashed my foot up as you see, with the result that there is nothing left of it. No, I don't mind. I'm real glad to be back home again and alive to tell the tale. I've done my bit and I'm only sorry that I was not able to do more.

"Let me tell you something. It was America won that war. It was the Americans who put the 'pep' into the Allies. When we got over there they had been through four years of the fighting and were getting tired of it. If it had not been for the Marines in the first place and the way the rest of us went at the Germans, there would not have been any chance of keeping the Germans out of Paris.

"We had quite some trouble with the German prisoners," he went on. "It was impossible to trust them to go back of the lines and many a time we were tempted not to take them. When they got back of the lines they were relieved of their old and dirty clothing and given clean U. S. uniforms, with the letters 'P. W.' on them, meaning Prisoner of War. We called them 'President Wilson's' men.

"Many a time in the rush and hustle of getting forward after the retreating Germans we were told that some of these prisoners had broken their word and escaped. They would try to get back through the lines and

I would not be surprised if some of them did do so, because we were so busy pushing ahead that we did not have time for anything else.

"I was in the fighting in the Toul sector when my foot was blown off. We had been over the top and into them several times and had come through, but a high explosive shell got me that time.

"I was in the hospital at Chateau Guan when the news was received of the signing of the armistice. The French went wild. Parades were organized. I was able to get over to a window and saw some of the excitement. We were all glad that the war was over. That was sure one happy day for all of us."

Lieutenant Commander R. G. Davis, of the Medical Corps, in charge of the men, said that he and his two assistants had had a hard time coming over. It was a noticeable fact that every one of the men on the vessel spoke in the highest possible terms of the manner in which they had been treated by the medical men.

"We ran into a 70-mile gale on the way over," said Davis. "That was but one of several. There was a great deal of seasickness among the men, and this, added to their injuries, did not make matters any better for us. But the men behaved splendidly. They are heroes, all of them, and there is nothing too good for them for what they have done."

"We have men here from every sector of the battlefield, soldiers and marines. They come from all over, and, while they represent almost every section of the Army, they also represent almost every section of the country."

The manner in which the marines saved Paris and won the war has been told before, to some extent, but the first narrative to reach this country told by one of those who actually took part, was told on board the Northern Pacific this morning. There are, among the wounded, many men of the Fifth and Sixth Marine Corps who were in the thick of the fighting at Chateau Thierry, the battle that turned the tide of war against the Germans.

Here is the way that one of these spoke about it:

"We were ordered in to hold the line till the French made good their retreat. We were not told when to

halt, and we just went through the German lines because that was what we were there for. It was hot going, and we lost a great many, but it was worth it. We gave the Germans the surprise of their lives, one that they have not yet recovered from."

Some of the soldiers who were intimately acquainted with the facts of the Chateau Thierry fight stated that at that time the Germans would most assuredly have taken Paris if it had not been for the devotion, bravery and sacrifice of the marines.

"The French could not allow the Americans to perish after what they had done, so they just stopped retreating, turned around and went back at the Germans, with the result that they caught them in a trap, got them running, and once they started towards the Rhine they could not travel fast enough."

It would require many pages to tell of the stories told on board the Northern Pacific this morning. Without any speech on the part of the men the facts spoke for themselves. Those who came back manifested in themselves just what they had experienced and what they had sacrificed for their flag and country.

Every man was examined before being allowed to leave the vessel, when he was taken charge of by the Red Cross and the Army Medical Corps. They were then removed in ambulances to various hospitals, most of them going to Staten Island.

The Y. M. C. A. also had a number of workers on board distributing candy, gum and smokes to the men.

Globe Dec 3/18

Observer Dec 6/18

Hoboken Looked Good to 1,100 Wounded Men

United States Fighters Who Had Seen Service in Verdun and at Chateau Thierry Had to Battle Heavy Gale to Reach Home.

By MIRIAM TEICHNER.

Said a boy leaning on crutches as he stood waiting a whole day before land was possible on the deck of the United States Transport Northern Pacific: "I'd give a hundred dollars to see land." Said a blinded boy who had groped his way out to stand beside the boy on crutches: "I'd give a million dollars—if I could see land."

They were just two of the 1,100 wounded men brought from Brest, France, by the Northern Pacific, which arrived on Sunday night at Pier 1, Hoboken. Monday morning the big, shadowy pier, echoed to the rumble of Red Cross ambulances, as the wounded men were transferred from the vessel to Ellis Island, where they were to be assorted, according to injuries, and sent to various hospitals throughout the country.

The Northern Pacific is not a hospital ship. In its hospital there is room for only fifty men, and it has in its personnel only three physicians and seventeen hospital corps men. So, when 1,100 wounded fighters, who had seen service in Verdun, at Chateau Thierry, St. Mihiel, and in Argonne Forest, were sent back as its passengers, the regular bunking space of the transport ship was filled with boys in slings and splints and bandages and casts, and the Northern Pacific, camouflaged like a zebra gone mad, in bright blue and white and black zig-zag stripes, had a strange trip home, what with its surgical cases, its medical cases, its seventy-mile gales, its pitching seas, and its seasick men.

Sailors Play Nurse.

The sailors turned to on that trip and did what they could to play nurse. They carried the wounded men up and down stairs, onto the decks for airings, and back into their bunks when the weather became too rough.

"We just figured," one of them said, in explanation, Monday morning, "that those fellows had had the worst of it over there, and that it was up to us to do what we could for them, even if it wasn't in the regular line of our work, now that we had them to bring home."

And there was enough for those sailor nurses to do, for the weather was so rough that, as Dr. R. G. Davis, lieutenant commander, Medical Corps, U. S. N. and his two assisting surgeons, Dr. Waldo Richardson and Dr. John C. Ruddock, both lieutenants in the Medical Corps, U. S. N., described it, "while we were dressing wounds we needed a couple of men to hold the patients and a couple to hold the doctor, so that the whole combination wouldn't be pitched against the wall in a heap." On one day the weather was so rough that all wounded men were ordered to stay in their bunks and no dressing of wounds could be done until the sea subsided.

Feeding Problem.

The feeding of over 200 "arm patients" alone in a sea of the kind that persisted in buffeting the Northern Pacific became a problem. There were fractured arms and amputations and injured hands in this group, and there was one man who was a "double arm case." That meant that both arms were in plaster casts and that the double arm case was entirely helpless.

When one says that the double arm case was helpless, however, one is reckoning without First Mate Leslie Le Valley. He made the double arm case his particular charge from the first. The ship surgeons say that they don't quite know what Milleson, the man with the useless arms, would have done without Le Valley. He constituted himself a new pair of arms for the wounded man. He fed him with a solicitude that was almost motherly. He brought the wounded man's pipe, filled it, and lit it, and took it away again; he washed the face of his charge and champoosed him, and shaved him.

When it was Milleson's turn to have his arms dressed, the physicians and hospital corps men stepped aside and let Le Valley do the job. And Le Valley was very proud of his patient. Milleson, like many of the other men, had lost most of his clothing during the course of his pilgrimages from one hospital to another. So he was dressed in the dull blue pajamas furnished by the Red Cross, and about his neck there was a joyous crimson necktie. Le Valley kept him neat and well-shaven. Le Valley himself—or "the valet," as they called him in fun—is a boyish, stocky chap, who looks sixteen, and is twenty. It was

he who said that, seeing that the others had had their hard time at the front, he figured that it was about time for the ship's crew to be doing something to help make things easier for them on the way home.

A Frightened Sailor.

Earl Swope, pharmacist's mate, first class; Jesse Alexander, pharmacist's mate, second class; T. J. Zimmerman, chief pharmacist's mate, were others who, according to the ship's surgeons, did more than they had to do for the wounded boys. But Swope and Alexander chuckled when they told of the trip home. The most tellable thing, according to them, was the frightened sailor who had the bunk below theirs. "On the night of the big gale," they related with relish, "he was so scared that he got up and put on a life preserver and went back to bed. Then he kept us awake the rest of the night praying out loud. All he asked, he told the Lord, was that some little piece of the ship would be afloat in the morning, and that he'd be on that piece."

The ship was afloat in the morning—all of it—and it wasn't very long after that before Thanksgiving Day came. And then wounded men, and scared novices in the crew, and officers, and every one, had a Thanksgiving dinner, which, as Dr. Ruddock said "you couldn't have bought in New York for \$25 a plate." The printed menu shadows forth such vanished esculents as "celery, en branche," green olives, eastern oysters on half shell, cream of turkey soup with rice, French toast with fruit sauce, roast young Washington turkey with dressing, cranberry sauce, green garden peas, stewed beets in butter, fried sweet potatoes, southern style; salade surprise, plum pudding, brandy and hard sauce, metropolitan ice cream, hot mince pie, fruit cake, Roquefort cheese, fruit, assorted nuts, tea and coffee."

After which meal, if the boys had nothing to be thankful for, they were able to give thanks that most of the rough weather had happened before the dinner. Twenty-two hundred pounds of turkey were eaten by those wounded men—Le Valley valiantly waiting for his own meal until his double arm case had been fed—and 200 gallons of cranberry sauce, with trimmings in proportion. And there were songs—one called "Hello, Broadway, Good-by France," written by two wounded sergeants aboard—and moving pictures, and appropriate remarks by Chaplain B. F. Huske, United States navy.

On the night before the Northern Pacific docked some of the boys stayed up on the cold deck without sleep, to look for land. And when at last in the afternoon of the following day the shore was sighted, it was a little Japanese wardroom steward, himself a medical case, who limped ecstatically to the port hole for a peep, exclaiming, with an accent which changed the familiar home shores of the American boys into something weird and strange: "Hoe Boe KEN, Hoe Boe KEN!"

Globe Dec 2/18

WHY RELATIVES CAN NOT GO ON PIERS

Request was made at the office of the commanding general of the Port of Embarkation to-day that the newspapers emphasize the reasons why the military authorities found it impossible to accede to the natural request of relatives of returning soldiers for admission to the piers where the arriving transports dock.

In the first place such admission would seriously congest the piers and in the second the conservation of the public health forbade it. The state and city health authorities have particularly stressed this second point.

FEAR FELT FOR SAFETY OF HOSPITAL SHIP COMFORT, NOW FOUR DAYS OVERDUE

Wireless Calls Sent Out From the Port of Embarkation at Hoboken Are Unanswered—Vessel Is a Small One and Has Been Buffeted by Very Severe Storms—Brigadier General McManus Says That Her Wireless May Have Been Put Out of Commission.

FOUR HUNDRED MEN, WOUNDED, ON BOARD

Up to the time of going to press no word had been received concerning the Hospital Ship Comfort, which is now four days overdue.

The Comfort was due to arrive in Hoboken on Monday night or on Tuesday morning. Owing, however, to the heavy storms prevailing off the port, storms which have been continued for several days and delayed all the shipping both in and out of the port, there was no anxiety expressed regarding her non-arrival.

Each day since then the Hudson Observer reporter has been on the piers waiting for word of the vessel. At the information office yesterday Captain Edward S. Murphy stated that they expected the vessel during the afternoon. Later it was stated that she would probably be up this morning.

When no information was received this morning, considerable anxiety was manifested regarding the vessel. She is a small ship and is carrying 401 wounded men and possibly a number of wounded officers.

While it was not denied that the lack of word regarding the vessel was causing anxiety the general impression conveyed at the piers was one of optimism. It was pointed out that if anything serious had happened to the vessel there was considerable probability that she would have been able to signal some other passing ship which would have flashed word to this port, if, as is assumed, her wireless is out of commission.

The heavy gales and the smallness of the vessel lead to the opinion that her wireless may have been seriously damaged as to prevent her communicating with the shore.

The Comfort is scheduled to dock at Pier 4 on the north side, the same pier as that from which President Wilson sailed on Wednesday, but on the opposite side.

The Comfort left Brest on November 26 and left the Azores on November 29. At naval headquarters in the Steneck Building, Hoboken, it was stated that no information had been received from her to-day.

Brigadier-General G. H. McManus, in command of the Port of Embarkation, said:

"There is no cause for apprehension regarding the Comfort. All ships have been coming in somewhat late owing to the storm. We did not expect the Comfort to arrive before to-day. It is not strange that we have not been able to get the Comfort by wireless, as something may have wrong with her wireless apparatus."

"It is possible that the Comfort has received the wireless messages, but is delaying to answer them," an officer at the Army Piers said. "This has been done by several ships within the last few days, among the Mauretania and the Lapland. These ships withheld answers to messages for several days," he added, "and did not send their answers until they were a short distance outside the harbor."

Observer Dec 9/18

MANY SOLDIERS ARE DUE HOME THIS WEEK

	Civil-Officers.	Men.	Ins.
Comfort	—	401	—
Chicago (passenger personal not reported)	—	—	—
Oregonian	—	1	43
Mercy	—	398	—
Empress of Britain	76	2339	—
Adriatic	89	2298	—
Zacapa	—	34	—
DUE TO-MORROW.			
Aescalus	17	1427	—
El Sol	—	11	—
Kronland	63	1180	106
DUE WEDNESDAY.			
Tenadores	—	882	—
Canopic (arriving at Boston)	54	1067	—
Calamare (navy personnel aboard)	14	1473	—
DUE THURSDAY.			
Siamese Prince	—	398	—
Dochra	—	40	—
Susquehanna	4	755	—
DUE FRIDAY.			
Santa Anna	48	21	79
De Kalb	44	1020	—
DUE SATURDAY.			
Leviathan	—	882	149
Henadores	—	—	—

Herald
Dec 7/18

Jersey Journal Dec 7/18

THE COMFORT, WITH 400 WOUNDED, NOW EXPECTED SUNDAY

Hospital Ship Held Up by
Storms, Naval Officers Tell
Anxious Inquirers.

Inquiries by the score were received by navy officials in this port yesterday concerning the hospital ship Comfort, which has been announced as being due at the Army Transport piers, in Hoboken, for several days. It was stated by navy officials yesterday afternoon that they did not look for the Comfort until some time Sunday, inasmuch as she had stopped at the Azores for fuel and that the quality of the available fuel in the islands is not of the best. For this reason the officials believed the Comfort was making slow headway and that the stormy weather that has been reported on the Atlantic since last Sunday has further retarded the hospital ship's progress toward New York.

No explanation was offered for the absence of replies from the Comfort to the radio messages sent to the vessel yesterday and Thursday, except that storms at sea often interfere seriously with the wireless equipment of vessels and that, in the case of the Comfort, her commander may have found himself temporarily unable to send, even though he may have received, messages.

There are 400 wounded on board the Comfort, most of whom are officers. Anxiety among civilians for the steamship was based principally on the fact that she is not a very large craft and that there was no reply to the messages sent to her yesterday, although she was presumed to be near the American shore.

The U. S. S. Sierra, another naval vessel bringing wounded, is due to arrive at the Hoboken piers on Sunday. She comes from Brest with thirty wounded officers and 1,532 wounded enlisted men. There is also one wounded civilian aboard the Sierra, whose identity is not known by the army transport officials.

Great interest is being manifested in the arrival at this port on December 15 of the Leviathan, formerly the German steamship Vaterland, with more than 9,000 soldiers, the first contingent of unwounded men to be brought back to the United States from France. The Leviathan is expected to steam from Brest on December 9 and to make the journey in six days. Her arrival will be the signal, undoubtedly, of even greater demonstrations than have attended the arrival of transports until now, owing to the importance of the vessel and the large number of returning Americans on board.

MANY FROM THIS CITY ON HOSPITAL SHIP IN TO-DAY

Arrival of Northern Pacific at Hoboken Discloses That
309th and 312th Infantry Also Had a Big Hand in
Final Battle of War.

1,100 WOUNDED AND SICK SOLDIERS;
500 OF THEM "STRETCHER CASES"

When the U. S. hospital ship Northern Pacific docked at Hoboken last night, Hudson County learned that not only had its old Fourth Regiment, the 113th Infantry, seen hard service in the last month of the war, but that its two drafted regiments, the 309th and the 312th, had also been in the terrific battles that marked the finish of Germany. Wounded men from all three regiments were aboard the ship. There were also many wounded from the 165th Infantry, the old "Fighting Sixty-ninth" of New York. This regiment has more than one hundred Hudson County boys on its muster rolls.

Among the first of the old Fourth men to return from France is Corporal William J. Larkin, of Company I. He was wounded during the Argonne drive, and was sent to Debarkation Hospital No. 2, on Staten Island, as soon as he landed. Larkin makes his home with his mother at 149 Coles Street.

"I was wounded," he related, "in the last battle—the one that brought peace and victory to the world. I will never forget that battle. The fields were strewn with dead and dying, not all our boys, but mostly the Huns. I heard many boys breathe with their last breaths, 'Give them hell.' Each time we went over the top my pal and I would shake hands and bid one another good-bye. But we always made up our minds that it would also be good-bye to a few Germans."

The Northern Pacific carried 1,100 wounded and sick. "Of these 500 were stretcher cases, soldiers minus arms and legs, and 600 were 'walking cases,' men who had been gassed or wounded and had partly recovered. There were 68 officers among the wounded, and of these many were doctors who had been gassed while working over wounded soldiers. The men were in charge of Lieut.-Commander Davis. The ship ran into a hurricane a few hours out from Brest and met high seas all the way over. It was a miserable trip for the wounded, and most of them suffered from sea sickness.

All the wounded were cheerful and happy, praising the hospital attendants for the treatment they had received at the base hospitals and fighting over their battles with zest and animation.

Among those who returned on the ship was Sergeant Melville Hazen, of the 145th Infantry, a Pennsylvania outfit. He had his right foot blown off at Toul.

"The only reason we didn't suffer terrific losses," he said, "was because the Germans were such damned poor shots. Every place Americans fought, the Germans concentrated high explosives and machine guns. When they have a mob, they can do some great rushing; but singly or in small groups they are mighty poor fighters."

"I saw some of the fighting at Chateau-Thierry. The French were retreating, and the Marines rushed

through them and at the enemy. It was a great sight. The French stopped, reformed, and followed the Marines back into the battle."

Members of the Hoboken Red Cross waited on the dock all day yesterday for the ship. At 6 o'clock last night they were told it would dock very late and they went home. They were at the dock again at 6 o'clock this morning, and with them were Y. M. C. A. and K. of C. men distributing sweets to the men.

The soldiers came from every battlefield in France. There were fifty-four infantry units, ten units of engineers, six of field artillery, two of the machine gun battalion, one of cavalry and one of the quartermaster's corps, as well as two of marines.

The units represented are:
Infantry: 309, 128, 326, 315, 9, 26, 28, 58, 320, 11, 47, 306, 30, 35, 23, 310, 7, 109, 137, 359, 165, 323, 353, 332, 146, 34, 18, 314, 4, 129, 56, 45, 41, 367, 362, 320, 160, 138, 361, 12, 137, 167, 129, 113, 168, 109, 180, 360, 38, 126, 362 and 131.

Engineers, 102, 17, 20, 23, 316, 309, 811, 7, 318, 101 and 302.

Field Artillery, 129, 79, 76, 10, 313, 16. Machine Gun Battalion, 312 and 321. Cavalry, 2d and 304th Quartermasters' Corps, and the 5th and 6th Divisions of Marines.

Last night at the West Side M. E. Church letters were read from members of the church in service. John Moody of 45 Williams Avenue, of Co. L, 113th Infantry, and an old Fourth Man, wrote that he had been wounded on Oct. 11, on the same day that Lieutenant Trestrail, also a member of the church, was killed. Sergt. Judson J. Anderson of 274 Virginia Avenue wrote how he was wounded in action on his birthday, Oct. 18. He is a member of Co. E, 107th Infantry, and is now recovering in a hospital in England.

Another of the soldier members of the church, John Merikle, wrote how as a member of the 11th Machine Gun

Company he was gassed after having been under shell fire forty-eight hours. His letter was dated Oct. 27. His home is at 137 Lexington Avenue.

The Mauretania docked at New York with 5,025 wounded American soldiers aboard. Mayor Hylan met the ship down the bay. Harbor craft whistles screamed a shrill welcome as the ship came up the river.

Observer Dec 4/18

Jersey Journal
Dec 5/18

DEPARTURE OF THE LEVIATHAN DELAYED

Passengers to Go on the
George Washington—
Another Liner in.

The long list of prominent passengers scheduled to sail on board the U. S. S. Naval Transport Leviathan, from Hoboken, at 4 o'clock this afternoon, have been transferred to the U. S. Naval Transport George Washington, which will sail to-morrow afternoon at 4 o'clock.

The cause of the alteration developed last night when it was learned that trouble had developed in the Leviathan's turbines. Just what the extent of the trouble is was not made known. It was stated that the sailing of the great liner would be held up for several days.

Statements regarding the food conditions in the Scandinavian countries were made yesterday by Captain R.

Goetchee, commander of the Scandinavian-American steamship United States, which arrived from Copenhagen after a thirteen days trip. He said that the peoples of the Scandinavian countries were relying on the United States of America for sufficient food to tide them over the period of distress.

"At the present time," he said, "the food situation is desperate. Denmark is a food producing country, but at this time we have to export over sixty per cent. of our food-stuffs in order to be able to purchase clothing and other necessary articles."

"The war and the blockade have made severe inroads upon these countries and it will take a long time before we recover. In the meantime we have to look to the United States of America to supply the deficiency."

It was owing to the courtesy of the Naval Department that the United States was able to dock on this side. There was no room for the vessel at any other pier than the naval piers. She could not anchor down the bay nor up the river, owing to the presence of the fleet. The Naval Department came to the rescue and allowed the vessel to berth at the Naval Pier.

LEVIATHAN TO BRING 9,000 HOME

Carrying 9,000 soldiers, the first large number of unwounded men to return to this country from France, the transport Leviathan, formerly the German liner Vaterland, is expected to arrive at the army piers in Hoboken Dec. 15, it was learned in Hoboken to-day.

The Leviathan left Liverpool, England, yesterday for Brest, France, to coal and take on troops. It is expected she will sail for the United States Dec. 9.

The hospital ship Comfort was expected to dock at the army piers about noon to-day. She has on board 400 wounded. Most of them are officers. The Comfort has been delayed three days on the ocean by storms.

It is probable that the U. S. S. Sierra will reach Hoboken on Sunday with 1,587 wounded. Thirty-five are officers and 1,531 enlisted men. One is a civilian. She left Brest late in November.

New York, Dec. 5.—The British transport Orca, with 1,922 American troops aboard, arrived here to-day from Liverpool. She is the fourth

Observer Dec 5/18

Observer Dec 9/18

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TWO HOSPITAL SHIPS ALSO TO DOCK HERE

Notwithstanding the fact that Hoboken has been the scene of at least two historic events during the past three days, the departure of President Wilson and the arrival of the first hospital ship with wounded from France, the days that are coming are to be even more crowded with incident than those which are gone.

The first troops direct from France are expected to arrive in Hoboken on December 15. These will come in on the transport Leviathan. According to statements made this morning the Leviathan left Liverpool, England, yesterday for Brest, France, where she will coal and will take on board the troops.

These troops, it is believed, are the first to come direct from France and it is expected that they will receive the greatest ovation that has yet been accorded any of the troops to return from the battlefront. There are to be 9,000 of them on board and every man of them has been in the front line fighting and will have a story to tell of his part in the great adventure "over there."

The Leviathan is expected to dock at her usual berth, Pier 5, Army Piers, Hoboken, on December 15. She is scheduled to leave Brest for this port on December 9, and she can easily make the trip in six days.

The Hospital Ship Comfort, which has been expected since Sunday last to arrive in Hoboken, will probably dock this afternoon at the north side of Pier 4, Army Piers. She is three days overdue, owing to the storms encountered during her trip. There is, however, no anxiety regarding her safety, it being known that she is safe. She was expected to reach quarantine before noon. She is carrying 400 wounded soldiers, most of them said to be officers.

The hospital ship Sierra is now on her way to this side and will dock at the army piers, Hoboken, on December 7 or 8. She is bringing the largest number of wounded men from the battlefields that have yet reached these shores. She is carrying 35 wounded officers, 1,531 wounded men and 1 wounded civil-

The Sierra left Brest on November 10 and has also been delayed, it is reported, by the rough weather in the Atlantic. Her arrival in Hoboken will take place probably on Sunday next, but there is a possibility that she may be delayed until Monday.

The Scandinavian-American steamship Hellig Olav was reported at quarantine early this morning. It was stated at the Hoboken piers that she will probably dock in the North River owing to the fact that the Hoboken piers are all occupied. She is bringing a large passenger list.

MARINES, WHO FOUGHT AT CHAUTEAU THIERRY, AMONG ARRIVALS ON THE SIERRA

On board the vessel were men of the Fifth and Sixth Marine Corps and the 9th and 23d Infantry. These formed the sacrifice division which went into the fight at Chateau Thierry and started the big drive. They had been marching past the retreating Frenchmen and past long lines of fleeing civilians before they reached the fighting lines. The manner in which they went against the enemy and cleaned them up is now a matter of history, probably one of the most glorious pages of the military annals of the American army.

First Lieutenant Stephen A. Sabol, of 200 President street, Passaic, N. J., was wounded six times by shrapnel and also gassed. He was leaning against the rail when the Hudson Observer reporter spoke to him and he said he was more than glad to meet some one from Jersey.

"There are quite a number of Jersey boys on board," he said, "boys from Newark, Jersey City and Hoboken. You know that Pershing said it was to be Hell, Heaven or Hoboken by Christmas. Well, so far as I am concerned, I don't know much about heaven, but I've been through hell and I'm mighty glad to reach Hoboken."

"The American boys," he went on, "will be glad to meet some American girls. I suppose you have heard a great deal about the French girls. Well, we have seen them. They are all right, I suppose, but they are not like our own girls."

"We were in the fighting on the Meuse River. It was there that we turned the strongest point of the German defenses. We fought ahead a foot at a time, against the strongest German defenses, while the British went ahead by the mile owing to the fact that the Germans were forced by our attacks to fall back in order to save their communications."

"We were opposed to the crack German regiments and we knocked hell out of them. They had been used to the defensive tactics of the French and the British and were unable to get our measure. We just naturally went right after them and cleaned them up."

The Lieutenant told also of the evident surprise of the Germans when they first encountered the Americans. He said that the French fell back to allow the Americans to get into the line and that the Germans when they

first saw the Americans were obviously unable to understand who they were, and while they were thinking it over the doughboys charged at them.

"It is quite some time," he added, "since I marched through Hoboken on my way over there. I have got to settle down and get busy. What with the Mexican trouble and this war I have been pretty busy fighting for some years. But when my kiddies, and perhaps my grandchildren, want to know what their daddy did in the great war, well, then I'll be able to say that I did my little bit as well as I was able."

Many of the boys spoke about the relations existing between the various armies of the Allies. They said that they got on well with the French, but that there was considerable feeling between the Americans and the British on several occasions. They said also that they were well treated by the French, especially in the villages, but that they had to pay high for everything.

A glowing tribute was given to the Salvation Army and the Knights of Columbus by the wounded men. One man spoke of the Salvation Army girls going in under fire to give the boys hot coffee. Of the Y. M. C. A. considerable criticism was heard, it being stated that everything was charged for and that the prices were high.

"All they gave us," said one of the men, "was writing paper, and there was but little of that."

Delayed twenty-four hours by a terrific storm during which she gave assistance to a ship in distress, the American transport Nansamond, bearing 148 sick and wounded veterans of the battle of Chateau Thierry, docked at Pier 4, Hoboken, late yesterday afternoon.

The wounded men were helped off the vessel by Red Cross workers and representatives of other war relief organizations. They were taken to Ellis Island, from whence they will be distributed to base hospitals.

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COMFORT, HOSPITAL SHIP, TO DOCK TODAY

"If any one says that America did not win the war tell them to ask any American boy who has been over there. We do not want to take away the credit from the others, but we know how things were when we got there and we know who put the 'pep' into the Allies."

This was heard this morning from a score or more of the wounded men who came into Hoboken on board the hospital ship Sierra, which warped into her berth at 8 o'clock to the accompaniment of "Home, Sweet Home," played by the band stationed on the piers.

The hospital ship Comfort, with 401 wounded men, and the hospital ship Mercy, with 398 wounded men, will dock at the Hoboken piers during the day. The Comfort will go to the north side of Pier 4 and the Mercy is scheduled to go to the north side of Pier 5.

It would be impossible to relate one-tenth of the stories told by the men on board the Sierra. They were all smiling and happy, even those who were in pretty bad shape after the trip, which lasted thirteen days from Bordeaux, through some of the stormiest weather that the vessel has ever experienced. The Hoboken Chapter of the Red Cross was on hand to meet the vessel and served the boys with hot coffee and sandwiches, gum, cigarettes and candy. Apart from these and the members of the band on the piers there were but few allowed to be present when the ship docked.

There were many gas cases on board, in fact many of the men stated that it was the gas which troubled the Americans most, this and the German aeroplanes. Some of them paid a high tribute to the skill and daring of the German aviators.

"They sure took good care of the American boys," said one wounded doughboy. "They kept at us day and night for seven days a week. It was bad for us because we did not know where it was coming from half the time."

An interesting story, typical of many others, was related by Willard J. Wilde, of Utah, who had been gassed. He said that the mustard gas was the worst thing that they had to face.

"It gets into the clothing," he said. "Even after an attack it is often dangerous to the men. I have known cases where men have taken off their puttees and got a dose of gas which had been clinging inside of them, but had not penetrated to the skin."

"The mustard gas is just like a mustard plaster. Any part of the flesh that it reaches it hurts. If it gets the eyes it blinds a man. If it gets into his lungs the chances are that it kills him. He may last four or five days, but there are few recoveries of a real case of gas. Those who recover are those who get only a little of it."

"Of the 22,000 casualties of the Chateau Thierry battle 5,000 were operations and one-half of the rest were gas cases. I think that about one-half of the American casualties were gas cases."

Observer Dec 5/18

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Bordeaux, through some of the
stormiest weather that the vessel has
ever experienced. The Hoboken
Chapter of the Red Cross was on
hand to meet the vessel and served
the boys with hot coffee and sand-
wiches, gum, cigarettes and candy.
Apart from these and the members of
the band on the piers there were but
few allowed to be present when the
ship docked.

There were many gas cases on
board, in fact many of the men stated
that it was the gas which troubled the
Americans most, this and the Ger-
man aeroplanes. Some of them paid
a high tribute to the skill and daring
of the German aviators.

"They sure took good care of the
American boys," said one wounded
doughboy. "They kept at us day and
night for seven days a week. It was
bad for us because we did not know
where it was coming from half the
time."

An interesting story, typical of
many others, was related by Willard
J. Wilde, of Utah, who had been
gassed. He said that the mustard
gas was the worst thing that they had
to face.

"It gets into the clothing," he said.
"Even after an attack it is often
dangerous to the men. I have known
cases where men have taken off their
puttees and got a dose of gas which
had been clinging inside of them, but
had not penetrated to the skin."

"The mustard gas is just like a
mustard plaster. Any part of the
flesh that it reaches it hurts. If it
gets the eyes it blinds a man. If it
gets into his lungs the chances are
that it kills him. He may last four
or five days, but there are few re-
coveries of a real case of gas. Those
who recover are those who get only
a little of it."

"Of the 22,000 casualties of the
Chateau Thierry battle 5,000 were
operations and one-half of the rest
were gas cases. I think that about
one-half of the American casualties
were gas cases."

HOSPITAL SHIP, OVERDUE, FAILS TO ANSWER WIRELESS

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It was admitted at the Army piers in Hoboken to-day that officers there were somewhat concerned as to the ship's safety.

Army officers, however, emphasized that other incoming vessels had been similarly delayed by the storm conditions known to be prevailing at sea. The military authorities pointed also to the circumstance that many ships are passing eastward and westward along the course which the Comfort was taking when last heard from. If the hospital ship had been in distress she would have been able to signal at least one of these vessels, which in turn presumably would have reported the fact by wireless.

A wireless message was received from the Comfort yesterday morning. She was delayed by a heavy storm, the captain reported, but was not in distress.

It is believed at the Army piers that the ship's wireless apparatus may have been put out of commission by the storm.

Efforts to reach the Comfort by wireless are being continued. Inquiries are being made of vessels which reached port within the last twenty-four hours. No information was given concerning other measures being taken to find the vessel.

A berth is reserved for the Comfort on the north side of Pier 4, Hoboken. It was from the south side of this

pier that the George Washington, carrying President Wilson to Europe, left on Wednesday.

It was announced this morning that the Comfort has 401 wounded soldiers on board. It was not known at the Army pier whether she was carrying any wounded officers. Among the wounded thought to be on board the Comfort is Private Emil Manott of 1,111 Washington Street, Hoboken, who is attached to 113th Infantry, formerly the Fourth Regiment of the city.

Brig. Gen. G. H. McManus, in command of the port of embarkation, said:

"There is no cause for apprehension regarding the Comfort. All ships have been coming in somewhat late owing to the storm. We did not expect the Comfort to arrive before to-day. It is not strange that we have not been able to get the Comfort by wireless as something may have gone wrong with her wireless apparatus."

It is possible that the Comfort has received the wireless messages, but is delaying to answer them, an officer at the Army piers said. This has been done by several ships within the last few days, among them the Mauretania and the Lapland, he declared. These ships withheld answers to messages for several days, he stated, and did not send their answers until they were a short distance outside the harbor.

No alarm would be felt for the safety of the Comfort, it was declared, even if she did not get in before tomorrow.

HOBOKEN WILL WELCOME BOYS ON LEVIATHAN

Mayor Griffin Announces Intentions of the City Commissioners.

Mayor Griffin and the Hoboken City Commissioners will, it is expected, make arrangements to meet and greet the 9,000 returning soldier boys who are due to arrive in Hoboken on board the Leviathan on December 15. The Mayor stated this morning that the Commissioners would do everything possible to show to the boys who are coming back to Hoboken that they are deserving of all the honor that can be showered upon them.

"These boys," said the Mayor, "cannot be honored too highly for the part they have played. We have seen them coming down our streets on their way to the trenches and the lack of demonstration at that time was dictated solely to safeguard their own interests. Now, however, they are coming back again and there is no reason why they should not know how highly we honor them."

As yet no definite details have been made public regarding what will be done to welcome the returning heroes. Owing to the fact that they will be transferred direct to camp, in all probability to Camp Merrit or to Camp Dix, there can be no public demonstration, unless they march down First street, if they are taken from the piers on the troop trains the people of the city will have but little opportunity to cheer them.

It is uncertain which way they will be taken from the vessel but it seems to be the consensus of opinion that they will march down first street from the piers just as many months ago, they marched along that historic thoroughfare to the piers. If this is to be the case it is certain that there will be a big demonstration in the city and that the boys will receive a welcome greater even than that they received on the other side when they first marched through the streets of Paris on their way to the frontier line of freedom.

Owing, however, to the uncertainty of the arrangements it is not yet possible to make any definite program for the reception of the boys. It is hoped that the required information will be forthcoming shortly so that preparations may be completed in time, should the boys come down First street. Mayor Griffin is ready to appoint a committee to take charge of the work and it is expected that the arrangements could be completed in a very few days.

TRANSPORT, OVERDUE 12 DAYS, GETS TO HOBOKEN

Zacapa, Driven From Her Course With Civilian Expeditionary Forces On Board, Had Narrow Escape From Going Down—Lost Wireless, Short of Coal and Food.

GLAD TO GET IN, EVEN
ON FRIDAY THE 13TH

Battered by storms, her wireless swept away, swept by enormous seas, and taking 22 days for a trip that was expected to be over in 10 days, the U. S. transport Zacapa arrived in port yesterday and docked at Army Pier No. 1, Hoboken, much the worse for wear, but with all passengers safe.

The passengers included 32 civilian members of the American Expeditionary force, foremen and engineers who were engaged on the construction of the big American docks at Bordeaux.

There was also one woman passenger aboard, Mrs. Dudley Farquhar, wife of the American vice Consul at Barcelona, Spain, and her three year old son, Frank. Driven out of her course by the worst storms which have been experienced on the Atlantic in many years, the Zacapa began to make her passengers suffer from lack of food and coal, and Captain Barrett put in at Halifax last Friday to replenish.

The following day they were overtaken by a storm which threatened to destroy the vessel. Tremendous seas deluged the ship and a number of the passengers believed they would never reach New York.

The wireless apparatus was wrecked and swept overboard and the ship was foundering without making any headway. Captain Barrett lowered a sea anchor but it was swept away and the vessel was driven back forty miles.

Everybody on board was sick except Mrs. Farquhar's son; he was quickly adopted as the ship's mascot, and became a hero aboard.

A driving storm was encountered all the way in and though the Zacapa docked on Friday, the thirteenth, the passengers did not believe that this was an ill-omen; in fact they didn't care much when they docked, as long as they reached the pier.

The Port of Embarkation band was at hand to welcome the civilian soldiers, who have been working in France for eighteen months, making it possible for the speedy handling of the ships which were taking the United States Army to France.

The main body of the workmen from the Bordeaux dock will come on another vessel, and are probably on the high seas now.

RETURNING TROOPS TO MARCH IN HOBOKEN

Will Return to Custom of Marching Through First Street to Take Trains

Major General Shanks has written a letter to Mayor Patrick R. Griffin informing him that because of the present sanitary precautions the troops will not be marched through the streets of Hoboken, but as soon as those restrictions are removed he will notify the mayor so that he can make such plans as he wishes for decorating the streets through which the troops will march.

This means that thousands of troops, no doubt, will be marched down First street, to the foot of the hill, to take trains, but during the last six months camps.

In the early days of transport the troops marched up First street from the trains, but during the last six months or more they were loaded onto the transports direct from smaller boats, which carried them from the West Shore and other railroad terminals.

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Observer Dec 12/18

WOUNDED MEN WHO HELPED TURN TIDE AGAINST HUNS ARRIVE ON HOSPITAL SHIP

Many Marines Are Among Those Reaching Hoboken on Board the Mercy—All Modest About Their Own Deeds, But Willing to Talk of Their Comrades — Colonel Hughes Limp on the Deck With Three Decorations on His Breast—Captain Wise Also Passenger.

LOCAL BOYS LANDED; TAKEN TO HOSPITALS

Plain tales of heroism were related on board the hospital ship Mercy when she docked this morning at Pier 2, Hoboken; tales of American boys who went into the thick of the fighting against the pick of the German troops, and went into the fighting with a will and a vim that carried all before them and won.

These men are modest in their utterances. They tell you where they were wounded, the battles in which they fought, and how glad they are to be back home again, but the newspapermen have to go to their comrades to learn of the acts of bravery and daring done by the other fellow.

Take for instance, Col. John A. Hughes, whose breast is decorated with the ribbons of the French War Cross, the Croix de Guerre and the Medal of Honor. He was limping along the upper deck smoking a cigarette when the Hudson Observer reporter asked him for an account of his experiences.

"My boy," he said, with a smile, "I didn't have any experiences. All I know is that the Marines went into the fighting at a time when things looked damned blue, and the sun was shining when we came out."

Col. Hughes is attached to the Sixth Marine Corps, the unit which, with the Fifth Marines and the Ninth and Twenty-third Infantry, formed the Sacrifice Division destined to hold the Germans till the French could make good their retreat on Paris. The story of how the Marines went ahead and started the great drive has frequently been told. It is one of the most glorious pages in American history.

"The fighting at Chateau Thierry," Col. Hughes continued, after some pressure, "was warm and it lasted quite some time. The fighting at Soissons was still warmer, but it was shorter. By that time the Germans had begun to understand that we were not in the war for the sake of

amusing ourselves, but that we were there for business.

"My battalion was in the fighting all of the time. I was in it from June 1 to 14, when I was wounded in the leg. It was not a real wound," he added apologetically. "You see I had been wounded in the leg before, and on this occasion a piece of shrapnel came along and opened it up again."

Col. Hughes was fifteen months in the field. In answer to a question he said that he had been told by German prisoners that the Germans would certainly have taken Paris if it had not been for the marines.

Captain Hugh T. Wise, of the 77th Field Artillery, Fourth Division, who was wounded at Cantigny, said that while the artillery fire of the Germans did quite some damage it did not compare with the work done by the American gunners.

"The Germans just fired and fired and tried to swamp us with their shells. Every shot from an American gun was fired at a mark and most of the time it landed where it was sent."

"The artillery man," continued Captain Wise, "does not see as much as the man who goes over the top, but there is quite a little excitement as every now and then when the Germans drop a high explosive shell right into the middle of a bunch."

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N. Y. American Dec 11/18

KROONLAND DUE TO DOCK TO-DAY

Transport, with Wounded Men Aboard, Anchored for Night in Lower Bay.

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The Kroonland left Liverpool more than a week ago with 1,349 passengers, including soldiers, nurses, civilians and sick and wounded. The units aboard are New England men. There are nine officers of a French Mission and forty-one civilians also on the liner.

Major-General Shanks, in charge of the Hoboken piers, said that it was advisable for the vessel to anchor in the bay for the night. He said that it would be best for the transport to dock by daylight, so that New York could pay honor to the returning heroes. So the Kroonland will dock at 8:00 o'clock this morning.

N. Y. Herald Dec 10/18

TWO BIG SHIPS BRING WOUNDED FROM FRANCE

The Comfort and the Sierra Arrive with Heroes of Hard Fighting.

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From the battlefields of the fiercest fighting of the war wounded heroes of the American army reached New York yesterday on board two big arms vessels. Chateau-Thierry, Belleau Wood, the Argonne Forest and other battlefields of the western front were represented on board the Comfort, the hospital ship, and the Sierra. These men made the first considerable contingent of wounded to reach America, and New York gave a welcome that must have made their homecoming all that they had expected it would be. Among them were men of the 165th regiment, the old Sixty-ninth.

There were tears, also, but not in that brave company. Empty sleeves, bandaged heads, crutches and canes told the grim story of losses that can never be repaired, and in the great welcoming crowd tears flowed freely and unrestrained, men and women alike being proud that tears remained with which to honor the gallant Americans who had given of themselves gladly and freely.

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N.Y. American Dec 11/18

N.Y. Herald Dec 10/18

TWO WEST HOBOKEN "BOYS" ARRIVE ON HOSPITAL SHIP MERCY; BOTH ARE WOUNDED

Corporal Ludlow Wounded at Sedan After Battles in Argonne and St. Mehiel—Saw Serg. Young of West Hoboken Killed—Louis Heymer, of 118 Palisade Avenue, Badly Wounded.

"LOST BATTALION" MAN ALSO AMONG ARRIVALS

Many wounded heroes from Hudson county arrived at Hoboken yesterday on the Hospital ship Mercy, back from the fierce fighting which characterized the last days of the great war.

Among them were Corporal George C. Ludlow, a well-known West Hoboken boy, whose father Captain A. Ludlow, of Lackawanna, lives at 123 Weehawken street, West Hoboken. The soldier himself has his home at 3 Appolo street, Jersey City. He was drafted and left here in May of this year and arrived on June 4. His training prior to sailing had been at Camp Dix.

He was severely wounded on October 27, while a member of headquarters company, of the 312th Infantry, which was with the 78th Division. It was while advancing on Sedan that he was wounded, his left leg being fractured.

In addition to seeing service at the Arras front, he was in the big American show at St. Mehiel, and in the fierce Argonne fighting. Lying in his bunk on the Mercy, at the Army piers in Hoboken yesterday, the soldier talking to a Dispatch reporter, gave his impression of what it feels like when you first get into real action.

Getting the Baptism of Fire.

He said: "The first time we got into shell fire the boys were all very nervous, but when you get covered up

with dirt once or twice from a H. E. you forget it after awhile, and a covering of dirt you take good naturedly.

"The fighting in the Argonne forest was terrible. It was machine gun fire and snipers we had to contend with, and the snipers were everywhere in the trees. It was some time before we caught on to that dodge, and it was good to see them come tumbling down with their guns from their tree nests. It was at Grandpre, that I got my wound, gunshot in the left leg. We had two hills to capture and we got them and the village that we were after."

Saw Local Boy Killed.

When he was asked if there were any local boys killed in his sight, Corporal Ludlow said, he thought not. The division was engaged in taking Sedan, and they were fighting for the control of a railroad centre. It was very fierce fighting.

"Yes, I believe that it was Sergeant Young, of West Hoboken, who was killed about the time I received my wounds," said Ludlow, "but I cannot remember for certain."

Ludlow, whose name was on yesterday morning's casualty list, was reading his name from the morning papers, and remarked, that he was down for being severely wounded.

"I wonder what they list those other boys about me if I am down as serious."

He went to Foxhill Hospital, at Staten Island, with the other doughboys aboard.

It was the misfortune of Private Louis Heymer, Company B of the 311th Infantry, a drafted man trained at Camp Dix, that he was drafted in April, and eighteen days later was on his way to France, to be badly wounded by a high explosive shell while he was asleep in the rest trenches.

His home is at 118 Palisade avenue, West Hoboken, and he suffered a bad fracture of the left leg.

"We had put in seven days in the front line trenches," he said, "and were just back into the reserve trenches for a rest. It had been seven days of the worse fighting in the Argonne forest, and the trenches were just the make-

shift covers we secured for ourselves. Bing! and it was amongst us. I tell you it's some sensation to get awakened up with a high explosive. Two of the boys were killed. I was lucky to get off with a fractured leg."

Hackensack Boy Kills "13."

Private F. Howard Russell of 81 Maplewood avenue, Hackensack, a member of the Sixth Marines, 6th Machine Gun Battalion, is a firm believer in the No. 13 being unlucky.

"You see I got thirteen Germans to my credit that I am positive of before I was put out," he told the Dispatch representative.

Private Russell was lying on the promenade deck of the hospital ship next to a port window, very comfortable.

"It was hard going, and some fierce fighting," he continued. "At Champagne we lost heavily and also at Soissons. We fought just as hard as we knew how and I am sorry that I was wounded before we finished up the job, as I might have increased my bag of Germans. But after killing 13 the Boche got my number and I was out of the fight."

Has Girl in West New York.

Private William Rhodes, Fifth Marines of Hawthorne, N. J., was most concerned about letting his girl in West New York know that he was home and getting along well. He had a brief, but terrible experience of war.

He got into action on June 1 at Belleau Wood and was in the fight for 25 days, but it was real fighting and he had a remarkable escape, but the wound he received put him out of action for keeps.

A machine gun bullet drilled a hole through his steel helmet, went through and killed the man behind him. Part of his skull is missing, but he was not worrying about that as he would get fixed up with a piece of silver.

Boland, Jersey City Man.

One of the crew of the Mercy was William H. Boland of 490 Mercer street, Jersey City. He is a pharmacist's mate, first class, and he has been in the Navy for over a year. He has been with the Mercy since it was placed in commission as a hospital ship and was with the Atlantic fleet in the war zone when the Mercy was in that duty.

Two Died at Sea.

When the U. S. Hospital ship Mercy left Brest with its first cargo of surgical cases from the battle fronts, mainly men who had been in the bitter fighting towards the end of the war she had 398 souls aboard. When she arrived in the port of New York that number was decreased by two, one doughboy who had been very badly gassed and another who was smashed up with a high explosive shell "going west" during the trip.

Of the 296 taken from the Mercy at the army pier in Hoboken, 36 were Marines, four were naval men attached to the Marines, 11 were officers and the remainder doughboys, from many units and from all parts of the battle line, but particularly from the Argonne forest sector. Most of them were very badly wounded, 367 being "litter" cases and the rest "walking" cases.

Outfitted at T. & L. Drydock.

The Mercy was several days overdue, this on account of the rough weather and the storms which caused the commander of the vessel to take a southern course, and stopping at Bermuda for some time to take on coal. Strong head winds and heavy seas were encountered and the greatest care and attention was paid to the wounded men who were unable to get from their beds.

Formerly the U. S. transport Saratoga, which was sunk in collision in New York Harbor over a year ago, the Mercy was reconstructed and put into service as a Hospital ship at the Tietjen & Lang dry docks in Hoboken and commissioned as a Hospital ship in February of this year.

Princeton Professor Loses Leg.

From a professor of English at Princeton university to captain of a draft company in the 308th Infantry, which was training at Camp Upton, and composed for the most part of cloth makers and tailors from the East Side of New York was the lot of Captain Wardlaw Myles, who has a wife and family in Princeton.

Praise for East Siders.

He was brief about his own part, stating that he had his right leg shot off, and was badly wounded in the right arm on September 14 at the Aisne river.

"But," he said, "too much praise cannot be sung on behalf of those tailors and clothmakers from the East side of New York. Company M was made up almost entirely of them, and their bravery in action, their undaunted courage is something to look back upon with pride to have commanded them. They fought like real heroes, is there more I can say? Forty per cent. of the company was lost in that fighting."

One of "Lost" Battalion.

One of the "Lost Battalion" of the 308th Infantry of the 77th Division in the Argonne forest, commanded by Captain Wellesley, now Lieutenant Colonel, was aboard the Mercy, or what was left of him. He was Sydney John Cain, of 433 Ocean View avenue, Woodhaven, Brooklyn.

"Rank?" he queried to the reporter's question. "Oh, just a private. The privates do the fighting in the Army of Company G. I was wounded on Nov. 5, at 12:30 P. M. They took my left leg off, shattered my left foot, wounded both my ribs and busted in my right leg near the thigh. That was in the Argonne woods."

"Yes, I was one of the 'Lost Battalion,' but it was not while we were lost that I got mine."

He was being carried away in the basket stretchers from his bunk to the hospital vessel Shinnecock which was taking the wounded Army men to Foxhill Hospital in Staten Island as he gave this information and he continued:

"We finished up our job, just stuck to it until we won out, and I am not sorry I was wounded. I am glad I had a chance to chase the Huns and I accounted for my share of them. There is just one thing I would like and that is that they would put me in a hospital in New York. We lost fifty per cent of our men."

The Spirit of the Men.

This maimed soldier, one of the heroes of the war, was plain and matter-of-fact about the entire business, even though he got more than his share. He spoke just as if he was telling what had happened in a play he had seen. His spirit was typical of the men on the Mercy. Most of them were smiling and happy. Some were in pain.

Dispatch Dec 13/18

CAME BACK WITH SMILES DESPITE THEIR INJURIES

Eleven Hundred and Eighty
Soldiers and Marines Reach
Hoboken and Home

THE STORY TOLD BY
THE MARINE HEROES

They came back smiling, 1180 of them. That number of wounded soldiers and Marines from practically every battle-front in France were removed from the U. S. Hospital ship Northern Pacific at Army Pier No. 1, Hoboken yesterday. By 4 o'clock in the afternoon the entire lot of casualties had been removed from the vessel and were for the most part on their way to hospitals in Hoboken, Jersey City, New York and Staten Island.

Many of them were without legs, some were without arms, and a number of them without legs or arms, but they smiled. It was good to see the Statue of Liberty once again, one soldier hobbling around the vessel with crutches, said.

Even with the worst of the cases aboard there was only an evidence of happiness that had been returned to their homes, for Hoboken to those men meant home, and the returned wounded soldiers came from every State in the Union and represent over 100 different units.

The soldiers were eager to hear how the signing of the armistice was heralded in this country. Most of them were in hospitals when the armistice signing stopped the fighting.

Among the returning wounded were a number of Marines from the Fifth and Sixth Divisions, the boys who held the Germans and swept them back three miles at Chateau Thierry turning the French retreat into the victorious offensive of Marshal Foch.

Many Able to Walk.

Over 600 of the wounded soldiers were able to leave the vessel unassisted, and were listed as "walking cases while some 500 were "stretcher cases." The vessel had docked in Hoboken late the previous night but as many of those aboard had not had any sleep on the trip across the Atlantic they were kept aboard until yesterday.

Early in the Morning the Y.M.C.A. and the Red Cross organizations in the port of embarkation were at the piers giving sweets and smokes to the boys. "Stretcher" cases lying on their backs able to move their heads only were smoking. They smiled happily notwithstanding their severe injuries.

It was the first real insight into returns from the battlefields that Hoboken has experienced. The Red Cross and army ambulance wagons poured out from the piers in endless streams, and big crowds assembled on River street opposite the pier gates to see the soldiers passing through their midst.

Moved Many to Tears.

Many a tear was seen to trickle down the cheek of civilians, but the creepy disposition of the casualties somehow did not seem to make the conditions so harrowing.

Melville Hazen, a sergeant of Company L, of the 145th Infantry, was typical of those soldiers who have returned maimed to this country. He had seen some of the fiercest fighting, brigaded with the French at the Toul sector.

"The Germans were alright while they were massed together, but when we broke them up they ran, but it was hot while it lasted. Their machine gunnery played havoc with the boys, but they did not stop us because their fire was not well aimed. If it had been they might have stopped us.

"It was the high powered shells that troubled us most and one of them got me, and I left the remains of my right foot in France."

The Marines' Tale.

There were a number of the Marines aboard who had taken part in the Chateau-Thierry fighting, members of the Fifth and Sixth divisions, and several of them were somewhat backward in

telling how they were covered with glory, just told what happened.

"General Pershing had ordered the Fifth and Sixth divisions from Paris to Chateau Thierry to take our place in the French Army of retreat. The latter was falling back in an orderly manner towards Paris. We did not know that then, and in the dawn we marched past the retreating French Army.

"Well, we simply marched on and in the dawn saw the Germans coming over in waves. With no commands to do otherwise we sailed right in and broke them up. They seemed stupefied at our appearance on an offensive, and our tactics were unusual to them, and we went right on just ripping hell out of their machine gun nests.

How Paris Was Saved.

"And then we dug in, and the French Army, which had been retreating thought we had fallen into a trap and came along to rescue us, but went right on with the fight and turned the fortunes of war. Paris would have been captured last July, but for the victory at Chateau Thierry."

The Northern Pacific is the first Hospital ship to arrive in Hoboken with a passenger list of wounded soldiers only, and it had a very trying trip on the way across. Lieutenant Commander R. G. Davis, of the Medical Corps in charge of the men, stated that it had been a very trying journey. A seventy mile gale blew some part of the time, and there were many sick men aboard, which in addition to those suffering acute pain with their injuries made matters worse.

"But oh, they were splendid," he said, "and nothing is too good for them."

The work of taking the wounded from the vessel was continued without interruption during the forenoon and by early afternoon the ship was cleared. Many of the "walking" cases assigned in Hoboken were later walking through the streets of the city and were given a glad welcome.

The next hospital ship due at the Hoboken piers is the Comfort, which is scheduled to arrive today, with 400 surgical cases aboard. The storm, however, will probably delay the arrival until tomorrow.

Sun Dec 13/18

THOUSANDS OF MEN TO LAND HERE SOON

Many Wounded on the Ships
on Way Across Ocean.

Capt. Edward S. Murphy, Information Officer, Port of Embarkation, Hoboken, gave out yesterday the following list of "overdue" ships bringing home American soldiers, wounded or otherwise:

Oregonia, due December 6—One enlisted man, 42 civilians; to dock at Pier 3, Bush Terminal, Brooklyn.

Zacapa—Thirty-four civilians; due at Pier 1, Hoboken, December 7.

Siamese Prince—Three hundred and ninety-eight men; due at Pier 2, Hoboken, December 10.

Dochra—Forty civilians; due in Manhattan, December 10.

Santa Ana—Forty-eight officers, 21 enlisted men, 79 civilians; due in Manhattan December 11.

Other ships officially announced en route to this port are:

De Kalb—Forty-four officers, 1,020 men; due to-day at Pier 16, Hoboken.

Leviathan—One thousand four hundred and nineteen hospital patients, 500 casuals, Second Anti-Aircraft Section; due at Hoboken to-morrow afternoon or Sunday morning.

Maui—Sixty-four officers, 2,161 men; probably will dock at Hoboken Monday.

Rappahannock—One officer, 28 men; due to dock Tuesday, probably in Hoboken.

Celtic—One hundred and fifty-five officers, 2,122 men; due in Manhattan Monday.

Mercury—Sixteen officers, 1,169 men; due in Manhattan Wednesday.

Brighton—One officer, 28 men, 2 civilians; due a week from to-day in Manhattan.

Metapan—Thirty-seven officers, 15 men; due December 26, probably in Manhattan.

TWO TRANSPORTS DOCK HERE WITH MORE WOUNDED

Hospital Ship Comfort, Overdue, Receives Noisy Welcome.

New York, Dec. 10.—Bringing 2,450 American soldiers, the British transport Empress of Britain arrived here to-day after stormy passage across the Atlantic. Among the troops were 405 wounded, including 10 officers. One death occurred during the voyage, David H. Seeley, Company A, 127th Field Artillery, whose home is in Corsicana, Texas. The body was brought here.

Boston, Dec. 10.—The White Star liner Canopic, the first vessel to come to this port with returning troops, reported by wireless to-day that she would reach quarantine about 8 o'clock to-night.

She has on board about 2,000 troops, mostly members of aviation units which were training in England when hostilities ceased. The steamer is expected to dock at Charleston at 8 o'clock. To-morrow morning trains will be waiting to take the men to Camp Devens for demobilization.

At half-past eight o'clock this morning they began to take the 401 wounded and sick soldiers from the hospital ship Comfort at Pier 4, Hoboken. The first boy to be brought down the gangplank had lost a leg at Chateau-Thierry.

"It's a damn shame," he said. "Coming up the bay I was on the wrong side of the ship and I couldn't see the Statue of Liberty. Oh, boy, didn't I just want to see it, though."

"Never mind," promised a Red Cross worker. "As soon as you're better you'll sail down there and give it a good look."

"Will I?" the soldier asked eagerly.

"That's fine."

Due to the storms she encountered the Comfort was several days overdue and there were fears that she might have been lost. As the ship passed up the river she was greeted with the blowing of whistles from every craft in the vicinity, and hundreds of factory whistles also joined in the noisy greeting. Ferryboat captains delayed their landings in order to give the hundreds of passengers aboard them a chance to take part in the reception given the homecoming soldiers.

Within the last few days there had been much anxiety over the Comfort, and although the army officials insisted that she was not overdue and would reach Hoboken some time to-day, hundreds of relatives of the boys aboard the ship had been constantly making telephone inquiries, not only from the officers at the Port of Embarkation, but from the Hoboken police and newspaper offices. When the ship reached Hoboken late yesterday afternoon there were several hundred persons along River Street, near the gates leading to the old North German Lloyd line piers, and all anxious to get down the dock to witness the arrival of the boys. Guards were stationed about the gates and no person without proper credentials was allowed to get to the piers.

As the ship came into her dock, two bands began to play a welcome. Mrs. Palmer Campbell and members of the Hoboken Red Cross stood on the stringpiece waving flags.

"Sing!" somebody shouted. "Sing 'Homeward Bound.'"

But there wasn't much singing. Everybody appeared to be weeping.

"Hey," shouted a one-armed soldier from the deck, "now that we got the Kaiser, what are you going to do with him?"

The tears turned to smiles. The Red Cross women went aboard the ship with hot coffee and sandwiches. In one stateroom eight soldiers were lying on cots.

"If I could just send a telegram to my people," one said wistfully.

"Where are you from?" he was asked.

"Montana. I'd like to send a message, but I'm broke."

A Jersey Journal reporter took the message and sent it. Another boy, asked what was on his mind said he'd just above give his right eye for some ice cream. Another reporter hustled out and bought the cream. And this morning the Y. M. C. A. and the K. of C. came aboard with candy, chewing gum and cigarettes.

Several members of the Rainbow Division, including men from the old Sixty-ninth Regiment, wounded at Chateau-Thierry and in the Champagne sector, were aboard the Comfort with Marines from the Fifth and Sixth Corps, and the Ninth and Twenty-third United States Infantry, the units which repelled the Prussian advances at these places and really turned the whole tide of the war.

The Comfort left St. Lazzar, Nov. 22, put in at the Azores for coal on the morning of Nov. 29, and late that same afternoon continued her trip, which was one of the roughest in months. Her failure to answer wireless calls during the storm was what caused anxiety as to her safety. She came through the storm without trouble, however.

She had on board 149 stretcher cases, all of which will be sent to St. Mary's Hospital, Hoboken, and 252 "walking cases."

N.Y. World Dec 10/18

1,566 MORE HOME OUT OF THE NIGHT OF NO MAN'S LAND

Maimed, Modest Heroes, Some
Racked With Cough of Poison
Gas, Want to "Forget It All"
and Be Civilians Again.

SCORE OF CITY'S 165TH ON HOSPITAL SHIP SIERRA.

Two Reveal Fact That Father
Duffy, Chaplain of Old 69th,
Was Wounded, Though Not
Badly—Tales of Daring Deeds

Men who had mocked death from the foe without quivering stood with tears in their eyes yesterday on the decks of the hospital ship Sierra as they recounted to reporters the thrills of the hell through which they had fought and told how glad they were to stack away their guns.

They hobbled on crutches to which they were still unaccustomed, or pressed comforting hands against the stings that held shattered arms, or gripped their sides tight to help the cough that poison fumes had brought. There were few among the 35 officers and 1,561 men who had not come to know what it means to be wrenched by shell or stifled by gas.

Heroic in their deeds of battle, they were modest in the telling of it. "Let's forget it as quick as we can and get back to the business of being peaceful," was the tenor of their speech. Even rancor toward the foe took second place in their emotions; their first wish was to drop their insignia of war and come back to the quiet of civilian life.

Back From No Man's Land.
Most of those who had come before on the Mauretania and Lapland and Orca and other transports were unfortunate in that they had not reached France. These men of the Sierra, however, were boys who had grappled the foe in the night of no man's land and had seen pals blown to fragments a moment after jesting of "that night at Coney Island."

A score of New York's 165th were aboard. Crack regiments of Illinois and the further West had their quotas of heroes on the Sierra as she steamed past the Battery and tied up, amid a din of tugboat tooting, at an army pier at Hoboken. New England and the South too—in fact, almost every State of the Union—had its man or men on board.

And this is the answer that sped back from the vessel's deck as Grover A. Whalen, Secretary to Mayor Hylan, megaphoned from the Police Patrol boat a welcome and asked a message to New York:

"We gave our message to the Huns. We are glad to get back."

It was the answer of Capt. Day Williams of the 151st Field Artillery of Minneapolis, who went over with the Rainbow Division from Camp Mills.

Father Duffy Wounded.

Arrival of the hospital ship brought the news from two of its passengers that in October Father Duffy, chaplain of the old 69th and then of the 165th, was wounded in the Argonne Forest and is now, or recently was, at Base Hospital No. 6 in Bordeaux. However, he was not badly hurt. Letters recently received by members of The World staff said he was in good health.

Enthusiastic praise of the priest's fearlessness was uttered by Corpl. Bernard Walsh, who fought with Company A. Walsh, whose home is at 38th Street and Lexington Avenue, was wounded at Chateau-Thierry in the leg and at the Argonne in the arm. He gave the first information that Father Duffy had been wounded.

"I tried to see him in the hospital but couldn't get to him. I don't think he was badly hurt, though," he said.

"In the Champagne, at Chateau-Thierry, at the Argonne, wherever we fought, Father Duffy was in the front ranks. He didn't care a rap. We begged him to take cover. He always smiled. 'Go, get them, boys. Don't be afraid for me. They'll never get me.' He buried dead and helped the wounded under the heaviest fire. He didn't dodge or duck but walked upright and took his chances like the next man. Believe me, he is some priest!"

How Jim McKenna Died.

Corpl. Walsh was runner for Major James McKenna when the latter was killed by shell concussion at the Ourcq.

"I was only a few feet away, at his side, when he suddenly called out, 'Oh, my God!' and toppled over," said Walsh with a tremor in his voice. "We rushed over. He was dead. We didn't say much. But we let out a howl and went after those Huns."

What happened then to the foe was well intimated by the compressing of Walsh's lips.

Mention of Father Duffy's injuries was made by a chaplain, Capt. Ray Jenny of Decatur, Ill., whose father, Dr. C. E. Jenny, is chaplain of the 86th Division. Both werebyterian ministers in the same town.

"Father Duffy is the most beloved of army chaplains," said Capt. Jenny in the smoking room of the Sierra. "He is without fear. He was wounded several weeks ago, I understood. I looked for him in the hospital but missed him. He wasn't badly hurt."

Cleaned Up a Gun Nest.

Himself reluctant to discuss his own adventures, reporters learned from others that Chaplain Jenny went over the top every time that the men of his 59th Regiment of the 4th Division, regulars, started for the foe. And though he insisted it was not true, several companions on the ship asserted that on one trip over the top he went kerplunk into a machine gun nest, cleaned it up and brought back the pistol of a German officer as a souvenir. Chaplain Jenny admitted only that he has the pistol.

"Just say, if you've got to write something, that wherever the boys went I stuck with them," he said. "I got hit a bit at Chateau-Thierry, not badly. At the Vesle I got too close to

a shell and got bits of it all over me; it broke my shoulder and ankle. But I was able to be around again when the St. Mihiel scrap began. Cited? Well, I don't know yet. Better not say anything about that."

"Just say that I had a fierce time and a good time and that I was pretty much scared to death a good deal of the time. The Vesle River was a real hell hole. They stopped us there for a while."

Great Work by 77th Division.

"Your 77th Division of drafted men relieved us and they did great work. They had a bad start when they first got to France. But they surely redeemed themselves gloriously at the Vesle and the Argonne. Chaplain F. W. Lawson of the 77th was wounded twice. That gives you a line on his calibre."

Tributes to the 77th's valor were plentiful, and they did not come from the handful of men of that division who arrived on the Sierra.

Lieut. Norman K. Torge related how a few months ago an east side boy, who had been a bookkeeper, stood at his machine gun even after all the others of the crew had been killed. The Germans swarmed near. The pallid boy of the Ghetto kept whirling bullets at the oncoming horde. Nearer they plunged, some dropping. There was no chance of retreat for him. And, as they made a final rush for the lone remaining American, this boy of the draft yanked out a hand grenade, jammed it hard against his belt and pulled forth the pin.

Unfortunately, the narrator did not know the name of this hero who blew himself to atoms in preference to being made captive.

No Rest for the Weary.

And in the scores of tales of heroism there was revealed a stand on the top of a bald hill that rivalled the stand of the Lost Battalion in the Argonne Forest.

1st Private Anthony G. Gindra of Cleveland, who bears scars of the exploit, tell it:

"I was with the 1st Division, Regulars. Take it from me, boy, that St. Mihiel scrap was a picnic compared with Argonne. Those squareheads could fight like hell, but when they were licked they could run like hell too."

"After licking the tar out of them at St. Mihiel we were promised a rest. Did we get it? I should say we did not. They hiked us a week toward the Argonne. And we were warned against mined roads and souvenirs in the roads. The French knew that while they were in it for Alsace and while the British were in the war for the sake of Belgium, Americans were in it for souvenirs.

"So we didn't pick souvenirs, being warned they'd explode. Our mules kicked up a few mines in the roads, though, and I saw one mule put his hoof on something that blew him and two soldiers into the middle of the next county and wounded seven men."

Nothing to Swallow but Gas!

"We expected a rest at the Argonne. Nothing doing. We bumped into a streak of gas a mile thick. On top of that we were out of grub. Also out of luck. After breaking our necks to get there we had to stick around and twiddle our thumbs and hum lullabies at each other, waiting for the artillery to come up. It showed up three days later."

"The hell of it was that the Germans had the range on us while we waited and we couldn't whack back. More animals were killed than in any other campaign. And a lot of men, too. They almost wiped us out."

"While we were waiting for our big guns, the 35th and 91st Divisions

were holding out in the forest. They were up against it desperately. The Germans picked them off right and left, one, two, three, just like that. They knew just where to send their shells, and they sent a pack of them."

"The 91st was constantly swept by airplane fire. I saw one American plane go after fifteen Germans just above the 91st. The American got one of them and the other fourteen beat it."

"A chaplain was killed, Father O'Flaherty. He used to go over the top with the boys. He was giving the last rites to a dying soldier in the Argonne when a shell came along and the chaplain and nine others were killed and fourteen wounded."

Won at a Fearful Price.

"On Oct. 6 we were told to get a certain objective, six miles ahead. We got four miles toward it and had to stop. Our losses were fearful. We dug in. Rest? Not on your life. The command sent orders that we had to go ahead and that was all there was to it. So we kept on and took the objective. I'd hate to tell you the price on the tag."

"We took the hill we were after, no trees, no shelter, nothing but a lot of sky. We were flanked all around by German artillery. We had to stick around and take our medicine. No aid could get to us. For three days we stuck it out. The third day we ran out of food and water. There was no chance to advance. There wasn't a chance to go back. And we had been told to hang on. I was a runner and was going to try to sneak through for aid, but our officer said, 'What in hell's the use? We'll stick it out and give it to them as hard as we can while we can.'"

"We weren't going to quit, but it looked pretty tough. And then, along at the end of the third day, when it seemed we didn't have a friend in the world, along bumped your Rainbow crowd, the 42d. Gee! we gave them a howling cheer. They saved us that time. And they held out good and strong."

"The 1st Division for that stand got two citations from the French and one from Gen. Pershing. A peculiar thing was that everywhere we fought we found the Prussian Guards opposite us. It may have been coincidence, but it looked as though they did it on purpose. But we always mopped them up. Once we captured one of their Colonels, and he wrote out a statement, with tears in his eyes, saying we were the bravest bunch he ever fought and that it would have taken seven years to train a lot of Germans to fight the way we did."

Lieut. Torge, who told of the heroism of the lads from the Ghetto, is a banker living at Locust Valley, L. I. He was with the machine gun battalion attached to the 77th Division. Loath to describe his work, others told of it for him.

"With most of the infantry officers killed or wounded in a tussle at the Argonne," said a fellow Lieutenant, "Torge took charge and rushed the Germans until he was dropped by a bullet in the side. This was at Montfaucon."

Heroes From the East Side.

A moment later, Lieut. Torge called to the reporters:

"Tell the people of New York that those little, pale boys from the east side, those Jews and Italians and Greeks, fought like the bravest heroes. The men of the 77th were among the most heroic of the war. They didn't stop at anything. They faced every danger without a quiver."

Defeated and grumbling, Corpl. Harry J. Worth of No. 223 Etna Street, Brooklyn, a machine gunner of the marines, finally exploded thus when inquiry was made by reporters:

"Well, I've got a right to be sore, ain't I? Here I go and get a Croix de Guerre and I lose the darn thing on the way over!"

Worth was wounded at Chateau-Thierry. He recovered and a few weeks later won the French decoration by crawling forth into no man's land with three others and rescuing

Continued on next page

Continued from previous page

World Rec 10/18

two officers and two men who had been marooned and wounded in a pill-box.

"Hey, you! reporter guy! Ain't you from Holyoke?" sang out a figure at the rail.

And there stood Ed Curren, who used to hire out rowboats to the folk at Hampton Roads of a Sunday.

War Crosses for "the Bunch."

"Went over with the 104th, New England," he explained when the greetings were done. "We were decorated, whole regiment at one crack. We got 117 of those Croix de Guerre at one time in our bunch; that's the kind we are. I got gassed Oct. 28. We gave them hell. And, take it from me, they gave us a pretty good party too. Our 26th Division lost so heavily I'd have to whisper it to you. Afraid it would scare folks if I said it out loud."

Just then a man-sized howl let forth.

"Say, boy! Better go easy. I got a steel corset on."

It was a big, broad-chested negro, with the bars of a Captain, who thus adronished a doughboy. He was Capt. Napoleon Bonaparte Marshall, New York lawyer, athlete at Exeter and Harvard. At Harvard in 1897 he ran the quarter mile in fifty seconds. "And, believe me," he laughed, "some of those Germans ran it in about three seconds when my boys got after them."

"I used to have to go around talking on the corners to get recruits for Col. Bill Hayward's 15th Regiment. But we got them, and they fought some fight. The French wanted us to stay with them all the time."

"On the night of Oct. 21 we were ordered to make a raid to feel out the enemy preparatory to a drive on Metz. We were just twelve miles south of Metz, on the Moselle River. I took thirty-one men along."

"We crawled into no man's land and blundered into a German patrol party. The enemy sent up a rocket signal and the next instant the Germans showered us with an artillery deluge, shrapnel shells, high explosives and a few bullets for good measure."

"We were cut off from our own lines. We were up against it bad. There was only one thing to do. We advanced toward the enemy lines and thereby got under their range. Then we detoured and in three hours got back to our own lines. We were commended by the brigade commander."

Another passenger, Lieut. Harvey Conover of Chicago, went abroad two years ago, joined the Lafayette Escadrille and transferred to the American Aviation Corps when we entered the war. He was strafing the German lines from a low altitude, as a member of the 90th Aero Squadron, when a shot banged him in the knee. With a faulty machine he managed to drive his way, through a hail of machine gun bullets from the ground, back to his own lines, saving himself and his observer. He was cited for the Croix de Guerre and the Legion of Honor for that and other exploits.

The Campbells Were Gunning.

On the Sierra were William and Samuel Campbell of McClellansboro, Ill. The brothers enlisted together and have been in the same company, A, of the 114th Infantry. Because of the rifle marksmanship they were made snipers. Often they sniped from the same tree. Both, it happened, were wounded the same day, and, when recovered, were gassed at the same time. And now they are back on the same boat to go to the same camp and return home together.

Fred Kornahrens of No. 778 Lincoln Place, Brooklyn, trained at Upton and Meade and was sent abroad with the 79th Division. He was wounded in the foot at Montfaucon.

"Three times we took Dead Man's Hill, Hill No. 304, losing heavily," he said. "Each time they chased us back. But we finally took it to hold, and we did hold."

Lieut. Sanford J. Baer, a student at the University of Illinois, who got his commission at Camp Sheridan, was at the Vesle River when men in French uniform were seen on the opposite shore. His Captain called for volunteers to determine whether they were spies. Baer volunteered.

"If you hear a shot, open fire on all of us," he ordered. That would have meant his own death, of course. Fortunately, the French uniforms contained poison, not Germans. So there was no firing. However, Baer got the Croix de Guerre and the American Distinguished Service Cross for his readiness to court death.

Private Harry F. Gangewere of Allentown, Pa., 314th Infantry, 79th Division, was aboard the Sierra.

"We reached the trenches near Verdun the night of Sept. 25," he said. "In fifteen minutes we went over the top. We lost so heavily we got discouraged. Our artillery sent out what we called a million dollar barrage, though it must have cost a lot more. It lasted forty-two hours. Then we went at them again. We fought ninety minutes and cleaned up three machine gun nests. Our com-

pany got twenty-six prisoners. The prisoners fought like wildcats when we took them. I got stabbed in the leg with a bayonet. Some of those prisoners had to carry me back on a stretcher."

Howard Rahrig, private in the 3d Division, Home Toledo, said: "I was wounded twice, once at the Marne, again at Verdun. They crossed the Marne July 15, but we did such damage to them that they started back across the river and they haven't stopped running yet."

Cigarette Betrayed Them.

Capt. Edward Gillespie of No. 124 West 75th Street, member of the 114th New Jersey, Company L, said: "We were swept by fire when trying to take Dead Man's Hill. Only one officer and thirteen men in the company escaped without being killed or wounded."

"The night before the attack we were betrayed because one of our men foolishly lighted a cigarette. They saw it and all night long shot minnenwerfers our way. When we went over the top at 7 in the morning our artillery was eight minutes late. We were to follow our barrage, but it wasn't there to follow. It swept right into us, and we got it from both sides. And the Germans were above us. Just the same we took the hill in twenty-nine minutes. And the British and French hadn't been able to take it in four years. You don't have to be told how many we lost."

Another wounded man aboard the ship was Private Hubert Currier of Newton Falls, N. Y. He went over the top in the Argonne Sept. 29 with the 308th of the 77th Division. His shoulder was fractured by a machine gun bullet.

World Rec 10/18

HOSPITAL SHIP HERE WITH WOUNDED

Amid scenes of tremendous enthusiasm the United States hospital ship Comfort arrived at army pier No. 4, Hoboken, just as daylight was disappearing yesterday and the lights of the shipping in the port were being flashed across the Hudson.

Out of the gloom nosed the camouflaged ship, slowly picking her way to the pier. The Comfort, seven days overdue, in this port after a trying voyage from France, brought wounded heroes from the battlefields of France. From Belleau Wood, Château-Thierry, Verdun and the Argonne Forest came those marines and soldiers. They lined the rail of the vessel all the way up the river, despite the chilling wind coming in from the ocean.

Marines, hobbling on crutches; doughboys, with armless sleeves, waved and shouted themselves hoarse in response to the welcome which went to them from the head of the army pier.

Two tugs piloted the vessel on her way through the river traffic, and every vessel in the harbor sent forth a shrieking welcome. In the distance could be heard the church bells ringing their welcome to the heroes, some of whom had been in the fiercest fighting of the war.

Left Saint Lazare November 23.

According to one of the officers of the vessel the Comfort left Saint Lazare, France, November 23. She put in at the Azores on November 27 and left there two days later. The vessel experienced extremely rough weather throughout the trip, but judging by their cheerful attitude the patients on board did not seem to have minded it much. In speaking about the trip they were inclined to dwell more on the sumptuous Thanksgiving dinner served them than on the rough weather.

The Comfort in command of Captain A. W. Dunbar, of the Medical Corps, U. S. N., left quarantine at exactly thirteen minutes after four o'clock. Off Stapleton the vessel was greeted by Mayor Hylan's welcoming committee, among whom were Rodman Wanamaker, chairman of the committee; Grover A. Whalen, Secretary to the Mayor; Thomas Hayes, Mr. Wanamaker's secretary; Colonel William E. Wood and Warren Leslie of the Police Reserves, and Police Inspector John F. Dwyer.

The young women of the police reserve made a great hit with the men. Alexander Sabers, of Kansas City, Mo., of the Thirtieth field artillery, on crutches, one of his legs having been shot off in Argonne Woods on October 6, leaned over the rail and shouted: "Say, it's great to see the face of an American girl again! The French may be all right for the French, but give me an American girl every time."

And the shout that went up from his comrades proved that his words expressed their sentiment.

After the Comfort had passed the Statue of Liberty Mr. Whalen sent a radiogram to Police Headquarters asking that the police sirens throughout the city be turned on and soon there were adding their screams to the din of welcome that greeted the soldiers. Mr. Whalen announced that the sirens would henceforth be used as a welcome signal for every returning shipload of soldiers.

HUGE SIREN TO GREET RETURNING SOLDIERS

In order that homecoming American soldiers may have as noisy a welcome as possible one of the large sirens purchased by the city for use as an air raid signal was installed yesterday on board the police boat Patrol, at Pier A Hudson River. It was tested at twenty-five minutes to one o'clock and its shrill blast drew a great crowd to the Battery wall.

Grover A. Whalen, secretary to Mayor Hylan, said the siren cost the city \$500 and that it was the largest one of its kind in the world. The sound was heard for miles around. Thousands of heads popped out of office building windows when the great siren began to shriek and other thousands in the street hurried to the Battery.

Since the Patrol is the boat used by the Mayor's committee of welcome in going down the bay, the siren will become the noisiest whistle at Quarantine.

149 Litter Cases.

There were 149 litter cases aboard, all bound for St. Mary's Hospital, Hoboken, now Embarkation Hospital No. 1. For the most part they were amputation cases. The others were "walking" cases, and those the men in charge sent ashore before nine o'clock. The "litter" cases are being held aboard until this morning.

It was not necessary to ask those boys what they thought of most. It was home. They were glad to get away from France; they were glad to get aboard the Comfort, and they were overjoyed to reach America. Six of them in one ward, all "litter cases," were asked what they most wanted. "Well, I guess you could not get us what we want most," said one. "I have not known what ice cream was in eighteen months."

The ice cream was aboard ship in fifteen minutes, and then quickly disappeared.

One of the six was Sergeant Andrew J. Bradley of A company, 10th Infantry, Twenty-sixth division, from New England. Just twenty-one he had been through hell, he said and never expected to get back to America. His home is in Haverhill, Mass. Both his legs are in bad condition from explosive bullets. Three had lodged in the right thigh and one in the left ankle.

"The Argonne Forest was my last," he said. "A company was picked out as the sacrifice company. We were detailed to go forward with a squad of tanks. The tanks were going to wipe up the Hun machine gun nests. To carry out that work properly they must be protected. That was our detail, and we were crashing through the nests all right. We had done quite a lot of damage and prepared the way for the infantry. But I was down and I slid into a shell hole. I lay there for six hours before darkness settled down and a Frenchman came from our lines and took me back."

"I had been in the fighting at Château-Thierry, at St. Mihiel and at the Argonne forest. It was at Apremont that the 104th was decorated. It was the fiercest fighting of the lot. St. Mihiel was a lame affair. They simply ran after our heavies had been going for some time. It was near the finish, too, when we got into the hardest fighting. It was October 4 that I was laid low, and when I got into that shell hole I thought that my time had come, but I got through the other scraps without a scratch and I considered myself lucky."

Lying in the next bunk was Private James R. Fisher, of the Twenty-third infantry, Second division, whose home is at Cambridge, Mass. He was a draughtsman before he enlisted in the army. He told of the fighting in the Argonne forest.

"We went right into it, getting into the attack just at daybreak," he said. "We drove the Germans steadily back and scattered them. I was hit in the hip and four of the boys from my company carried me back to the rear."

Private James Carney, of No. 564 Greenwich avenue, New York, of E Company, 165th infantry, said the Old Guard was fighting for two days at Thierry En Tardinois and could not go ahead because they had outstripped the artillery. The Huns got in some savage work with their big guns. It was shell hole fighting for the most part. Carney showed a piece of

bone which was taken from his right leg. It had been smashed in two places by a high power shell. He had been in a hospital in Paris for four months.

Ernest L. Henderson, of the third battalion of the Fifth Marines, hailing from Spokane, Wash., was attached to the naval medical corps and took part in the fighting at Belleau Wood on October 4. He told the story of the fight in this way:—

"The German were pushing their way to Paris and the Second Division was there to stop them. The Huns had passed all the reserve trenches, and when we got into action there was none around. It was every man for himself and to take any cover that showed. They stood up to our fighting for a time and then they ran. In my opinion, the Germans are just cowards. They stay at their machine guns until they know they are done and then they shout 'kamarad.' Well, we just shot them in those circumstances. We could do nothing else. It was the quicker way."

Private Henderson was lying in his bunk smoking a cigarette, and when asked about his injury he said:—"Oh, that. A bullet through the knee. I was glad to get out of France, also glad to get aboard this ship, and since I came aboard I have had real food."

The right leg was amputated above the knee, the stump being swathed in bandages. Without what seemed to be a care in the world he explained how the machine gun bullets went right through his right knee and lodged in the calf of his left leg. He opened a little pocket case and displayed a bullet. It was slightly twisted. He said there was nothing for it but amputation. The arteries had been completely severed by the bullet. "Am I happy? Well, you can bet I am," he added.

Private James Styles, of L Company, 165th Infantry, hails from Tomkinsville, S. I. At St. Mihiel his left leg was badly smashed. "That wasn't a battle," he said. "We just walked into them, taking them prisoner by the thousands. There was one camp that we surprised and had a good time over it. The Huns had left their entire camp outfit. Cigars, candy, cake and beer barrels of it. These barrels were running down hill. And we did make a clean up. Of course, it had to be inspected first for poison, and for a time we were held up, but ultimately it was O. K. and we set to. Take it from me, I never expected to get back." And he laughed.

N. Y. World Dec 10/18

WHITE AND BLACK BROTHERS-IN-ARMS, AS THEY WERE "SHOT" BY CAMERA ON THEIR ARRIVAL HOME



WOUNDED AMERICAN OFFICERS. Some from the 165th, WHO ARRIVED ON the S.S. SIERRA YESTERDAY

THE SIERRA BRINGS 1,500 WOUNDED MEN

Wonderful stories of heroism among American soldiers fighting freedom battle in France were told yesterday upon the arrival at this port of the United States army transport Sierra, with thirty-five officers and more than fifteen hundred men, all of them wounded, more or less seriously.

The Sierra passed up the Hudson to the accompaniment of a continuous shrieking of whistles and cheering from those on passing harbor craft and at the ends of piers along both shores of the river.

From what those on board the Sierra told of their experiences, the actual service of most of them were service indeed, though which only a small part of the regiments that entered the fray emerged without injury and which included some of the hardest fighting on the western front in the two months preceding the signing of the armistice.

The police boat Patrol, having on board Rodman Wanamaker, chairman of the Mayor's Committee of Welcome to Homecoming Soldiers; Grover A. Whalen, the Mayor's secretary; Colonel William E. Wood, uniformed head of the police reserves, and others of the committee, met the Sierra down the bay and, ranging alongside the transport, transferred the members of the committee to the arriving vessel.

The Patrol, which accompanied the Sierra to the army piers in Hoboken, kept up a continuous din with her powerful siren, announcing the arrival home of the American heroes to those on the shores, while the fireboat Thomas Willett steamed close to the transport and provided an aquatic display for the soldiers by sending great streams of water, fountain-like, skywards.

Welcome by Commuters.

On board the Lackawanna ferryboats Lackawanna and Maplewood, commuters who were Manhattan-bound cheered lustily as their boats were kept in their slips on the Jersey side because the Sierra blocked the entrance to the slips as she made ready to warp into Pier 2, on the north side of which a berth had been prepared for her. The commuters shouted to the soldiers and received responses, the general drift of which was that the boys were mighty glad to be back home.

Captain D. Williams, of the 151st Field Artillery, whose home is in Minneapolis, shouted his thanks and that of the men on board the Sierra for the welcome extended to the boys when the Patrol came alongside. Mr. Whalen asked him if he had a message for the people of New York.

"All we had to say we said to the Huns!" yelled the Captain, who went over with the Rainbow Division. "But we're mighty glad to be back, and we thank you for your welcome."

One hundred Red Cross nurses, in spotless uniforms, were at the end of the

Hoboken pier, waving flags and cheering the boys in khaki. A band played there, too, and those on board the transport expressed their appreciation by returning the cheers.

The narratives did not come from the men who were themselves directly concerned in the recitals, but from their friends, for the returning soldiers proved themselves modest, although many on board the Sierra wore decorations and the regiments of all had been cited for gallantry, not once, but in several cases. The 168th regiment of the Forty-second division was cited six times for gallantry in action.

There were men from almost every State in the Union and from almost every branch of the service—marines, national Guardsmen, the old and the new Regular Army, engineers and chaplains.

Suffer in Stormy Voyage.

The voyage from Brest had been a stormy one which, for wounded men especially, had caused much discomfort and in some cases great suffering among the returning soldiers. They were doubly glad to get into port, because they were back home, and also because they had their first day's real rest since going on board the Sierra at the French port. Every man on board praise Captain John E. Wilson, the ship's navigator, for the manner in which he handled the transport through the tremendous seas and head gales that buffeted her practically throughout the trip.

Chaplain Roy J. Jenney, who holds the rank of Lieutenant in the Fifty-ninth infantry, in the Fourth division, before he entered the service was pastor of the Presbyterian Church at Decatur, Ill. Although not supposed to take part in the fighting, Chaplain Jenney led a handful of men at a critical juncture in the fighting at St. Mihiel, attacked a machine gun nest, routed the Boches and carried away as a souvenir the silver mounted revolver of the Hun officer who was killed by the Americans. He has four wound stripes on the sleeve of his coat. Of 750 men in the American attack at this point only thirty lived through it.

Private Anthony G. Jindra, of No. 4, 131 Hyde avenue, Cleveland, Ohio, said the fighting at St. Mihiel was only a parlor game compared to the fighting in the Argonne Forest. He was with the First division of the Regular Army, and, after St. Mihiel, in which he participated, his command was to have had a rest.

"That rest we had been promised consisted in being bundled on to trucks and sent on to the Argonne Forest," he said. "We were to help the Thirty-fifth and the Ninety-first in holding back the Huns. Part of the way we hiked, and we hiked as much as forty-five kilometers in one day. When we got to the Argonne some of us began to collect souvenirs, until we found out that the 'souvenirs' were connected with bombs and many of us were blown to bits. I saw an entire mule train blown to bits as it crossed a road. The Germans had the range perfectly and their airplanes were sending showers of explosive shells upon us. Between them it was a real hell, I can tell you. But we tackled them and drove them back inch by inch, although it was heartrending business. The Argonne formed the one place where the Huns had broken our line, and it took every ounce of nerve and sustained effort to fill the gap again."

A Herald Square Man.

Corporal Bernard Walsh, of the "Old Sixty-ninth," was a clerk in the United Cigar Store in Herald square before he became a soldier. He served on the border during the trouble with Mexico. He was with Major James A. McKenna when the latter lost his life last July at the Oureq.

"I was so near when he was struck that I heard him call out, 'Oh, my God!' as he fell," said Walsh. "When we left France Father Duffy was in base hospital No. 6, at Bordeaux. Father Duffy is the best loved man over there. Whenever we were ordered to go over the top you could be sure that Father Duffy was with us."

Another interesting figure was Captain Napoleon Bonaparte Marshall, of the Fifteenth infantry. He was formerly a lawyer in New York. He wore a steel corset after having been severely wounded at the Moselle. He is a graduate of Exeter and Harvard and is said to have been the first man to run a quarter mile in 50s.

Corporal Edward Gillespie, L company, 41th infantry, whose home is at No. 121 West Seventy-fifth street, was gassed and later suffered a wound in the right leg in the fighting at Dead Man's Hill on October 12. He said that that point, which had been the objective of the French for many years, was taken by the American troops in exactly twenty-nine minutes. Of the 250 men in the attack only one officer and thirteen men were uninjured.

The work of the 168th was praised by Private Ray Davis, who is not himself of that division but of the 149th Field artillery.

"New York may well be proud of its 'Sixty-ninth regiment,' for its boys saved the day at the battle of Champagne. We reached the scene of action just as the French, whose ranks had become greatly depleted, were retiring. The Huns were coming at them strong and the French were not wasting any time in backing up. Just about that time the Frenchmen saw a contingent of American troops coming up over a small ridge. A great shout went up, and it was all that was needed to rally the French, and they made another dash at the Boches, with the Americans of the 165th, which includes the 'old Sixty-ninth,' coming up on the run. It was not long after the arrival of the 165th that the 149th Field artillery came up to strengthen the position. Those boys of the Sixty-ninth are the real fighting kind and the Germans have seen all they ever want to see of them. Every man of them is true blue."

Won Croix de Guerre.

Among those wearing the Croix de Guerre was Lieutenant J. Sanford Bear, of Illinois, of the Thirty-ninth infantry. He is twenty-two years old. On July 27 he distinguished himself in a novel manner. It was before Château-Thierry, and a group of officers in French uniforms on the opposite bank of the Vesle were believed to be Germans in disguise. It was to find out if the officers who pretended to be French were really so that Bear volunteered to swim the Vesle and make close observation on the other shore. Whether they were friends or foes Bear was exposed to the machine gun fire of the enemy while swimming, but he carried through his mission successfully, found that the French uniforms were but disguises and so permitted the fire from the American side to be centred upon the enemy position. For this he won the cross. Corporal Harry J. Worth, of No. 23 Atlas street, Brooklyn, was in a shock unit when he was wounded twice at Châ-

teau-Thierry, after serving with the French Fourth Army Corps at Soissons, where he was first wounded. He was in the hospital for a month and a half and then was transferred to a base hospital for convalescents. Chafing under the inactivity he and another convalescent, a marine named Weidorf, sneaked away from the hospital at St. Neuve and went to St. Mihiel, where they were put in the attacking forces of the Americans. He suffered additional wounds in both thighs and was just getting ready to return to the fighting when the armistice was signed. He came in charge of seventeen wounded marines, all of whom were sent to a hospital in Brooklyn. For rescuing four French officers who had been cut off from their lines by a German barrage, on July 19 last, Corporal Worth received the Croix de Guerre.

Sergeant Burke, of the 165th, told of the use of explosive bullets by the Germans. "Our first fight was on Washington's Birthday," he said. "It was at Laneville. We had many dead and wounded. I was gassed. Gassing is not a pleasant form of disablement. I can assure you. From there we were hurried to the Alsace-Lorraine sector. We fought there two whole days without a single casualty. It was the occasion of the 'million dollar barrage,' which the Americans laid down and which lasted continuously for forty-eight hours. It was the most continuous and imposing hammering the Huns had received for many a long day and I doubt if they have gotten over it yet. We were transferred to the Champagne sector on July 14 and fought there for four days. There we licked the Huns good and plenty, and when they were well licked we were sent to Château-Thierry. We relieved the marines there and fought for two days. The marines had borne the brunt of the German attacks until our arrival. They had done some wonderful fighting and it was for us merely a sort of clean-up. It was at Château-Thierry that I received an explosive bullet in the hip that put me out of the game altogether."

Private Bert Rose, from being an actor, found his transition to the part of a fighting man easy. He was with B company, 168th infantry, when he went over the top for the first time in the Toul sector on September 12. His regiment spent nearly three weeks in the St. Michel sector, and was then sent to the Argonne Forest, where it saw the hardest fighting of its career. Private Rose was struck by a shell while the 168th was attacking Hill 388. He fell into a shell hole, and remained there until his company completed the capture of the hill, twenty minutes later, when he was rescued. Of the two hundred and fifty men of his company seventy-four were left when they reached the top of the hill as victors.

Wounded While in Hospital.

Private Vivian Comons, C company, 165th infantry, had the distinction of being wounded, first in battle and then in the hospital after he believed himself in comparative safety. He suffered his first wound in the arm at Château-Thierry and then, when he was convalescing in a base hospital, was blown out of bed by a shrapnel shell which the Boches sent into the hospital.

Many of the returning soldiers agreed that the percentage of casualties in the "old Sixty-ninth" will be found to be high. Corporal John A. Conrad, of the First Division, whose home is in Cleveland, said that German machine gunners were seldom spared for they were in the habit of shooting American wounded who were walking back to the American lines.

N. Y. American Dec 12/18

GAS HOUSE DISTRICT BOY FELT AT HOME IN BATTLE IN THE ARGONNE FOREST

Deeds of Heroism Made Known as Five Troopships Bring Back 7,664 Officers and Men from the Front, Many Sick and Wounded, but All of Them Happy.

SOLDIER FROM BROKLYN TELLS HOW THREE GERMAN SPIES MET DEATH.

Whistles along the water front screamed blasts of welcome yesterday as five transports from England and France made their way up the bay through the rain and haze. It was a damp home-coming for the 7,664 officers and men—many of them sick or wounded—but nothing could drown their happiness.

The first of the troopships to pass to her pier in Hoboken was the Kroonland, with 1,353 soldiers aboard. She got into port Tuesday night and raised her anchor off Quarantine at 7 o'clock yesterday morning.

Her homeward trip from France began at St. Nazaire on November 22, and a week later, after picking up more men at Brest, she turned her prow westward. Many of the men aboard her were New Englanders, of the Seventy-sixth Division. Her sick and wounded—thirty-two tuberculosis cases and 706 wounded—were removed to the Ellis Island Hospital, while the uninjured were taken to Camp Merritt. One of the happiest was a soldier from the Gas House District, who felt right at home in the battles in the Argonne and around Verdun.

The last ship to arrive from abroad yesterday was the hospital ship Grey, sister to the Comfort, which came in too late to dock and anchored at Quarantine for the night. She has aboard 396 wounded men. A sixth transport to reach this country yesterday was the Canopic, with 1,500 men, which docked at Boston.

ING TROPHIES BACK.

Cheering and singing, the uninjured men of the Kroonland swarmed down a gangplank at Hoboken laden with German helmets, belts and sections of machine guns. Among the arrivals were: Brigadier-General H. J. Hatch, captain Walter Camp, Jr., son of the Yale coach; Major A. J. Dening, of the Marine Corps; Colonel F. R. Hunter, of the Third Field Artillery Brigade, Seventy-sixth Division; James Hopper, the war correspondent; Colonel O. F. Harvey, of the One Hundred and Ninth Field Artillery Regiment; Miss Paula Sherman, the vaudeville actress, and Miss Amparita Farrar, the singer. Captain C. W. Glazebrook, a Washingtonian, of the Twelfth Field Artillery, wore a decoration which he received for saving a brother officer. He was wounded six times and saw fighting at Verdun and Soissons. One of his escapades was to take French leave from a hospital in order to get into the fight. He said:

"I want to tell you that you can't keep an American with one lung and a game leg in a hospital cot when there's any fighting going on nearby," he remarked.

He was recovering from a gassing and a bullet wound in the right leg, when he found that there was going to be a fight in the St. Mihiel sector. The doctors laughed at him, when he asked for permission to go to the front. That night he got his uniform and crawled out of a back window, boarded a transport truck and, after a thirty-five-hour ride, reached the sector. He was gassed and four days later was back in the hospital. Captain Glazebrook said:

"The chief surgeon came up to my cot and gave me hell. He said: 'If you don't die, and it surely looks as if you will, you will be court-martialed.' However, I heard him laugh outside the door, and then I knew that it was all right."

Mrs. S. S. Kalk, of Washington, D. C., had the distinction of being the first guest of honor on an American transport. She was in charge of the Naval Branch of the Y. M. C. A. at Brest. An honor guard of naval of-

ficers escorted her aboard the boat and Lieutenant Company, of the navy, acted as her aide during the trip. Her son, Ensign Kalk, lost his life rescuing survivors of the torpedoed Jacob Jones in December, 1917. A destroyer bearing his name will be launched at the Fal River, Mass., shipyards on December 19.

WOMEN IN UNIFORM.

Private Julius Mendell, of No. 952 Union avenue, the Bronx, who belongs to Company I, Twenty-sixth Infantry, told of finding women among the dead German machine gunners. On October 4 his unit was ordered to wipe out a machine gun nest in the Argonne Forest. The Germans finally put up a white flag and an officer called:

"Please don't shoot. We are your comrades. You won't shoot, will you?"

A number of his comrades had been shot in the back by Germans after they had surrendered, so he replied: "The Hell we won't," and proceeded to wipe out the Hun platoon.

He and his comrades found the women in regular uniform.

One of the civilian passengers was Chaplain Edward W. Dickey, who was attached to the Ninety-first Division. He was formerly reader at the Fifth Christian Science Church, Los Angeles. In the Argonne Forest fighting he was wounded and gassed. He treated himself and declared that the principles of his faith had been very successful in gas and shell-shock cases.

Miss Farrar, who lives at No. 82 Washington place, was in Paris on the day the armistice was signed. She said:

"We did everything for the boys except stand on our heads. 'I believe that we would have done that if they had asked us. I was in the front-line trenches on the Alsatian front and made a trip over the German lines in a French aeroplane. We sang everywhere for the soldiers, in the theatres of Paris, in barns, in open fields and in the social centres behind the lines."

Third-Class Yeoman John E. Gerckenback, who enlisted three years ago when fifteen at Houston, Texas, told how he got to the front lines. He said:

"I had to get into this war. They first sent me to the Great Lakes, where I became a signal man. Then I was transferred to the battleship Arizona, stayed for a while at the City Park Barracks, Brooklyn, and made two trips on the merchant ship St. Louis to Liverpool.

"While on these trips we had two scrapes with submarines, one on December 27, last year, and one on February 18, just after the Tuscania was sunk. That big six-inch gun at the stern made the old sea serpent very shy. We don't know whether we saw one or not, but they certainly didn't hurt us."

FOE RAN TOO FAST.

Sergeant Howard M. House, of the 121st Field Artillery, whose home is at Milwaukee, Wis., complained that the Germans ran too fast at Chateau-Thierry. He said:

"We always drove the Germans back. Our trouble was that they ran too fast. We had to follow them up. On one occasion it was thirty-six hours before we got to them. For the first time we had to use cavalry to chase them. The infantry observers would lose sight of the boches, and we had to be careful we didn't train our guns on our own men. After several days of this, we stopped at the Vesle River, and for eight days our artillery rained shells on Fritz, and it was

there that one of Fritz's shells paralyzed my legs."

Not only the "Lost Battalion" went astray in the Argonne Forest, Miss Sarah Wilmer, of Chicago, who was serving in a Y. M. C. A. hit close to the American lines in the forest, shared the battalion's experience. During the struggle for the woods she hid in an abandoned German dug-out. On the fourth night she ventured out, but the fighters had passed on and she wandered in search of them for two days. Finally a gas shell exploded near her and she and she dropped unconscious. The soldiers found her the following morning.

Private William Jacobson, nineteen, of No. 5528 Prairie avenue, Washington, attached to Company D, Twenty-

third Infantry, told how he disobeyed orders and received a decoration instead of a court martial. He said:

"I was a runner under instructions to carry my message through at all costs. At a place called Triangle Farms, I spotted two machine guns and I couldn't resist the temptation of going after them. I got them both with eight prisoners, and afterward they gave me a D. S. C."

Miss Sherman, who played for eighteen months in "Watch Your Step," gave an account of her six months at the front. She said:

"We were at a different camp every night. Although I have had some pleasant times before the footlights, never was I so happy as when singing to those dear boys from the back of cot. I lived under canvas and the enthusiasm was the greatest you could imagine."

David Lerner, the vaudeville actor, had this story to tell:

"On the front one day I saw a Southern colored boy. He was extremely lonely because the only people in that vicinity were French and he couldn't speak a word of it. By chance he ran across an Algerian colored soldier and approached him with outstretched hand and an unctuous smile.

"I sure am glad to see a man of my own color," he declared.

"The Algerian threw up his hands, indicating that he did not understand. The American threw him a contemptuous glance and remarked:

"I suspect you've been over here so long that you forget your good old Southern United States."

1,144 ON TENEDORES.

The transport Tenedores, which brought 1,144 men from France, 829 wounded, arrived at Hoboken a couple of hours after the Kroonland. She left Bordeaux on November 29 and was delayed three days on her westward trip by a terrific storm. On the way home Sergeant Herbert W. Ried, of Company D, 306th Infantry, died of his wounds and was buried at sea. The men were disposed of in the same manner as their fellows on the Kroonland.

One of the returning soldiers was Lieutenant Charles H. Paul, of Company L, 364th Infantry. His home is at Seattle. From 1909 to 1911, he played right tackle on the Yale football team and was a member of the All-American eleven of 1911. On

September 28, while fighting in the Argonne Forest, he was wounded twelve times. He is able to make his way about with the aid of a cane. He said:

"There isn't such a difference between war and football, but, at that, give me football."

BOY AT 16 A HERO.

The most popular man on board the transport was sixteen-year-old Elmer Goyer, who ran away from Turtle Creek, a suburb of East Pittsburgh, Pa., to enlist. He did great work at the Verdun front while acting as a courier. On October 14, he and thirteen other volunteer messengers were sent with communications for officers in the front lines and he was the only one who accomplished his mission. The others were all killed. A few days later he was wounded.

The boy is five feet tall and weighs ninety pounds. His pal, Sergeant Jack Henry, of Buffalo, is six feet tall and weighs 200 pounds. They belong to the Three Hundred and Eighteenth Infantry.

A member of the One Hundred and Sixty-fifth to return was Jack Cameron, known to his mates as "Scotty," who belongs to Company M. He was wounded and gassed, and declared that few of the men in his unit will ever return. He used to be a vaudeville performer and his delight at getting back almost in sight of "Little old New York" made him "mighty glad," he said.

THREE SPIES EXECUTED.

Private Louis J. Paterson, whose home is at No. 808 Fortieth street, Brooklyn, and who belongs to Company F, Thirtieth Infantry, told of the capture of three German spies within the American lines.

"The German batteries had been bombarding the American line for some time with remarkable accuracy. Finally, the intelligence officers started an investigation. One of the spies was challenged by an intelligence officer, who demanded what regiment he belonged to. He named one that never existed. On the way to headquarters, he was caught signalling to another man, who was also arrested. The third spy was found signalling the German lines from a church tower. All three wore American uniforms. They were executed."

Private Nathaniel Mintz, of Company M, One Hundred and Fourth Infantry, whose home is at No. 421 East Sixteenth street, went through the battles at Verdun and in the Argonne Forest without receiving a scratch. He said:

"You see, I come from the Gas House District, and I'd like to bet that the Huns knew it."

HIS HAIR TURNED GRAY.

Private David A. McCarthy, of Company A, Twenty-fifth Engineers, came home with his hair turned gray.

Another ship to dock at Hoboken was the Calamares, with 1,485 men and officers aboard. Most of them were assemblers and mechanics at the naval aviation stations in France. There were no sick or wounded aboard. The homecomers were sent to the Pelham Bay Naval Training Station.

The Ascanus, bringing 1,474 men and officers from the aviation camps of England, docked at the Bush Terminal, Brooklyn. None had seen service. A passenger was the Rev. Dr. W. H. Longworth, pastor of the First Congregational Church, at Paterson, N. J., who had been working as a Y. M. C. A. secretary at the front since last March. The men were taken to Camp Mills.

The fifth transport to arrive was the Adriatic, which brought 2,208 men and officers from English camps. No wounded were aboard. She docked at Pier 60, North River. The men will be sent to Camp Mills to-day.

1,500 Oversea Men Landed at Boston.

BOSTON, Dec. 11.—The White Star liner Canopic, escorted by reception boats containing military and naval authorities and State and city officials, steamed up the harbor early to-day and discharged nearly 1,500 soldiers from overseas. The soldiers entrained immediately for Camp Devens, where they will be demobilized. For the most part they are from western cities and include aviation units which have been in training in England.

Ships in the harbor gave the returning fighters a noisy welcome and thousands of persons on shore cheered and waved flags as the liner neared her dock in Charlestown.

Major John F. Ruehls, U. S. A., was in charge of the troops, which included:

The 211th, 306th, 282d Aero Squadrons and Sections 1, 2 and 3 of the First Handley-Page aircraft acceptance park. There were 26 unattached officers. The 211th Aero Squadron had been ordered to embark for France on November 19 for service at the front. When the armistice was signed the squadron was sent to Liverpool instead for passage home.

Captain F. B. Wood, who has been in charge of an airplane rebuilding plant in France, was enthusiastic over the working of Liberty motors. Captain Wood said:

"Of all the motors we handled the Liberties built in America were by far the best. I am willing to say, without qualification, that the Liberty is the best motor in use at the front."

Lieutenant Robert E. Bridges, of Easton, Pa., adjutant of the First Handley-Page acceptance park, gave some details of the projected bombing raid on Berlin by Americans equipped with English Handley-Page giant machines. Three of these craft had been delivered, and a start was planned on the night of November 8. Then it was learned that three more were to be delivered within a few days, and it was decided to wait so that a squadron of six could be sent.

In the meantime the armistice was signed and the raid called off. These ships, said Lieutenant Bridges, weigh six tons, and can carry five tons of bombs each. They are equipped with two one-pound guns and ten automatic guns. It is possible to carry forty-three men in them.

N.Y. Herald Rec 12/18

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"No," he replied, "I have his ring."

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Rough Voyages Make Trying Days for the Wounded—The Mercy at Quarantine.

The Port of New York, which in the last several months has been the theatre for the beginnings in events of tremendous importance, yesterday staged an affair of ending and received five army transports and one army hospital ship, bringing home approximately 7,800 victorious American soldiers. Quite oblivious to the unpleasant weather, in which rain, sleet and some snow were features, the harbors particularly, and the city also, made it a gala day, the sirens being busy from early morning until evening announcing the arrivals of new contingents.

The accustomed programmes of welcoming were carried out by the Mayor's Committee on board the police boat Patrol. The party on board included Grover A. Whalen, the Mayor's secretary and representing the Mayor; Colonel E. Wood, representing Rodman Wanamaker, chairman of the committee; Inspector John E. Dwyer and Acting Captain James W. Hall, commander of the marine division of the Police Department. The Patrol met vessels down the bay and escorted them to their piers to an accompaniment of whistle blowing by the craft in the bay and river.

A large proportion of the arrivals were men who had been wounded in battle.

THE KROONLAND BRINGS 681 WOUNDED

Cold rain and sleet turning to snow fell on the United States transport Kroonland as she emerged out of the mist just below the army piers at Hoboken soon after eight o'clock yesterday morning. Her trip from Quarantine was heralded by the river craft with sirens sounding a welcome to the returning soldiers.

But the weather could not dampen the spirits of the men who lined the rails of the vessel and crowded every open space on her deck. The Port of Embarkation Band playing popular melodies added to the welcome, and helped make the soldiers forget the weather. Along the pier head, braving the rain and the piercing winds, were the members of the Hoboken unit and one New York unit of the Red Cross canteen service.

Waving their Red Cross banners entwined with the Stars and Stripes they were singled out for a burst of applause from the returning soldiers. The demonstration given by the boys for those women of the Red Cross was little less than that given for the men themselves.

As the gangway was thrown across bridging the space between the vessel and the pier the first to come ashore was Brigadier General H. J. Hatch, the senior officer on board, but listed as a casual.

Colonel E. R. Hunter Wounded.

Lying in one of the bunks patiently waiting for release from the ship, his right leg badly hurt, was Colonel E. R. Hunter, of the Third Field Artillery Brigade, Seventy-sixth division. He would say little of his experiences.

"It's good to be back in this country," was his comment. "I went over there last February and was in the fighting from July 3. I was in Chateau-Thierry, Belleau Wood and the Verdun sector. It was a high explosive shell which got my leg. That was on October 4. I did not have much chance to see any of the fighting that day as I got wounded just as we opened the battle at dawn."

Colonel Hunter is a resident of New York city.

Private E. Bennett Bridgewater, C company, of the Forty-seventh Engineers, editor of the Hawaiian Post, Honolulu, told a graphic story of some phases of the fighting. For eighteen years he had been in newspaper work in Honolulu and his home originally was in Illinois.

"I brought six native cadet boys from Honolulu to the United States army," he said. "When I went over there it was my intention to make notes and impressions with the purpose of writing a book of the

N.Y. Herald Rec 12/18

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MODESTLY TELL OF DEEDS OF VALOR

Rough Voyages Make Trying Days for the Wounded—The Mercy at Quarantine.

The Port of New York, which in the last several months has been the theatre for the beginnings in events of tremendous importance, yesterday staged an affair of ending and received five army transports and one army hospital ship, bringing home approximately 7,800 victorious American soldiers. Quite oblivious to the unpleasant weather, in which rain, sleet and some snow were features, the harbors particularly, and the city also, made it a gala day, the sirens being busy from early morning until evening announcing the arrivals of new contingents.

The accustomed programmes of welcoming were carried out by the Mayor's Committee on board the police boat Patrol. The party on board included Grover A. Whalen, the Mayor's secretary and representing the Mayor; Colonel E. Wood, representing Rodman Wanamaker, chairman of the committee; Inspector John F. Dwyer and Acting Captain James W. Hallor, commander of the marine division of the Police Department. The Patrol met vessels down the bay and escorted them to their piers to an accompaniment of whistle blowing by the craft in the bay and river.

A large proportion of the arrivals were men who had been wounded in battle.

THE KROONLAND BRINGS 681 WOUNDED

Cold rain and sleet turning to snow fell on the United States transport Kroonland as she emerged out of the mist just below the army piers at Hoboken soon after eight o'clock yesterday morning. Her trip from Quarantine was heralded by the river craft with sirens sounding a welcome to the returning soldiers.

But the weather could not dampen the spirits of the men who lined the rails of the vessel and crowded every open space on her deck. The Port of Embarkation Band playing popular melodies added to the welcome, and helped make the soldiers forget the weather. Along the pier head, braving the rain and the piercing winds, were the members of the Hoboken unit and one New York unit of the Red Cross canteen service.

Waving their Red Cross banners entwined with the Stars and Stripes they were singled out for a burst of applause from the returning soldiers. The demonstration given by the boys for those women of the Red Cross was little less than that given for the men themselves.

As the gangway was thrown across bridging the space between the vessel and the pier the first to come ashore was Brigadier General H. J. Hatch, the senior officer on board, but listed as a casual.

Colonel E. R. Hunter Wounded.

Lying in one of the bunks patiently waiting for release from the ship, his right leg badly hurt, was Colonel E. R. Hunter, of the Third Field Artillery Brigade, Seventy-sixth division. He would say little of his experiences.

"It's good to be back in this country," was his comment. "I went over there last February and was in the fighting from July 3. I was in Chateau-Thierry, Belleau Wood and the Verdun sector. It was a high explosive shell which got my leg. That was on October 4. I did not have much chance to see any of the fighting that day as I got wounded just as we opened the battle at dawn."

Colonel Hunter is a resident of New York city.

Private E. Bennett Bridgewater, C company, of the Forty-seventh Engineers, editor of the Hawaiian Post, Honolulu, told a graphic story of some phases of the fighting. For eighteen years he had been in newspaper work in Honolulu and his home originally was in Illinois.

"I brought six native cadet boys from Honolulu to the United States army," he said. "When I went over there it was my intention to make notes and impressions with the purpose of writing a book of the

7-9 Wald Dec 13/18

CRIPPLED HEROES TIED IN BUNKS AS SHIP FIGHTS GALE

Two of the Hospital Craft Mercy's 395 Wounded and Ill Fighters So Weakened by Seasickness That They Die.

15 DAYS IN VOYAGE FROM
BREST, THOUGH BOAT SWIFT.

Marines and Army Men Tell
Many Tales of Bravery and
Resource at Chateau-Thierry,
St. Mihiel and Elsewhere.

What the Atlantic can do when it actually gets gale-swept from coast to coast was shown on the trip of the hospital ship Mercy, which docked yesterday at an army pier in Hoboken. Her passage from Brest, France, took fifteen days, though she is a fast ship, and of the 396 wounded and ill Americans she brought home, those who were able to use crutches were thrown about by the tossing of the ship until they had to take their bunks and stay there.

The stretcher cases had to be strapped in their bunks all the time the Mercy was at sea, to prevent their being thrown out.

Nearly all the ailing men suffered from seasickness and two of them died at sea. They were Leonard Hilt of Wisconsin, member of the 18th Infantry, who had septicaemia, and Archie Tanner of Pennsylvania, a member of the 304th Engineers, who had been gassed.

Seas smashed in the promenade deck of the ship forward and ripped up her motor lifeboats. For eighteen hours in midocean she was forced to heave to in a sixty-five-mile gale. Several times the gales reached seventy miles an hour.

Had to Run In for Coal.

Finally, running short of coal, the Mercy turned and ran into Bermuda, where her bunkers were filled. Those aboard had a chance to rest for four days in the smooth waters of St. George's Harbor.

The Mercy was only three hours out of Brest when she ran into the northwester. From then on, for days, it was a continuance of head blows. She behaved remarkably well under the circumstances and rode the seas until the wind reached 70 miles. Then her forward decks were seaswept. She was dry aft, however.

On the fourth night the barometer dropped to 28.20 and seas began battering the promenade deck, so it was decided to heave to. The two motor sailors, or lifeboats, each 36 feet long, had been washed adrift on the forward deck. They were captured and lashed, but not before their bottoms had been smashed.

On the night of Nov. 30 an S O S call was received. It was from the American freighter Tunica, bound here from Gibraltar, and sent out the message: "I have lost my screws."

Tunica Received Aid.

Then a message was intercepted from the American freighter Wyandotte, bound from Brest to Baltimore, that she was steaming to the Tunica's aid and had fuel enough to tow her.

Again last Sunday an S O S came from another freighter that said she was short of fuel oil. She soon after dashed out that another steamship was going to her aid and would tow her to Bermuda.

The best speed the Mercy made at any time between Brest and Bermuda was 16 knots, although she is capable of 20. She was formerly the Ward liner Saratoga.

When she was twenty-five miles from Ambrose Light vessel, off the harbor here, she struck a paravane, one of the submerged bases between which cables are strung to sweep mines, and picked it up, bringing it here with her.

Even the marines on board were glad to get ashore. The ship brought thirty-six of them, fourteen unable to walk, who fought at Belleau Wood.

Lieut. Col. John A. Hughes, who led marines in the Spanish-American War and the Philippines, was among the wounded. He wore the Medal of Honor, the Croix de Guerre and the D. S. O. Medal. Asked where he lived, Col. Hughes replied, "All over; I am in the marines." But he added: "I have a dear old mother living at No. 164 West 74th Street, and I am going to see her before I do any more fighting."

Marines "World's Greatest Men."

"But nothing could drive me out of the marines," Col. Hughes added. From private to General they are the greatest men in the world. They have one slogan, "Death before surrender!" and I think the boys in France showed pretty well they were all true to that pledge."

Asked about his injury, Col. Hughes explained that he got "bumped up in the big push at St. Mihiel."

"Oh, I was shot in the leg and a few other things," he added, "but I've been in the army game all my life and you can't drive me out. When they patch me up I'll be on deck again."

Col. Hughes was in command of the 6th Marines until its ranks were so depleted it was decided to transfer him to the 23d Infantry.

"At 'em, boys! Get 'em!" was the cry of the marines at Chateau-Thierry as they first went over the top, several of them said. They went ahead, yelling encouragement for one another until every man was wrought up to fever pitch.

"The whole German Army might have stopped them dead, but they never would have been stopped alive," one said as he was being carried off the ship on a stretcher to be taken to the hospital.

Germans Scared at Champagne.

Frank Waters, a marine, whose home is in Middletown, N. Y., said they did not encounter much resistance at Champagne, as they then had put fear into the hearts of the Germans. Waters was gassed at Chateau-Thierry and later struck by machine gun bullets.

It seemed as though every wounded man on the ship wanted to give some credit to a pal, Private Peter Flannigan of Company H, 165th Infantry, which includes the old 69th, and whose home is at No. 407 West 205th Street, said he owed his life to A. J. Collins, who lived on Third Avenue, near 97th Street. When they went over the top at Champagne, Flannigan was shot in a lung.

"Collins saw me fall," his story ran, "and, leaning over to me, said: 'Well, they got you, but I'll carry you back.' He picked me up and started back, but just as we reached the parapet of the trench a bullet got Collins and we both went down. Some one dragged me in and I learned later that Collins had died."

Sidney J. Payne of Woodhaven, L. I., a member of Company G, 308th Infantry, one of the 77th men who trained at Camp Upton, was wounded six days before the armistice was signed. He lost his right leg as a result of a shell exploding near him in the Argonne. Payne is a widower and has a four-year-old daughter.

East Side Boys Fine as Any.

Capt. Wardlaw Miles of Company M, 308th Infantry, a professor of English at Princeton, who was wounded in the right arm and leg while leading his company across the Aisne, praised the New York boys under him.

"There were no finer or more courageous soldiers in France than those drafted from New York's east side," he said.

Lieut. Thomas Shannon of No. 24 Thomas Street, Brooklyn, who was with the 127th Infantry of the 32d Division when Fismes fell before the Americans, said the town was not fortified in the accepted sense of the term, but that the Germans had hundreds of machine guns before it that were more deadly than the batteries of a dozen forts. The approach was through narrow lanes and the boys rushed them. Most of those wounded were shot in the legs.

With creeping companions ahead of him killed by machine gun bullets, and he and three others wounded at the same time, Private Cecil Duryea of Company K, 308th Infantry, 77th Division, a member of the famous Lost Battalion of the Argonne, lay in a German dugout and saw the Boche Lieutenant send forth Corpl. Hollingshead with a plea that Major Whittlesey surrender.

Small Chap With Big Heart.

Private Duryea told the story in graphic detail yesterday as he lay in a berth of the steamer Shinnecock. He, with most of the other arrivals, was being transferred from the Mercy to Ellis Island. His left leg

had been shattered by a bullet. He is young, less than twenty-one, and wiry. A small chap, yet he sets his jaw with a grimness that tells of a big man's deeds.

Duryea comes from Illinois. He enlisted at his home in Rockford and was sent to France as a casual. He was pleased with the New York drafted boys.

"Maybe those lads came from the ribbon counters and the east side," he said yesterday, "but they could fight like the devil, and the whole darn German Army had to take off its hats to them. Don't let anybody tell you different."

Duryea insisted it was seven days, not five, as has been told in the cables, that the battalion floundered helplessly.

"I ought to know, because I was in it," he said. "And I know Lieut. Arthur McKeogh of Company B. He used to be on The World, didn't he?"

He's some great scout. He sneaked through and banged off three Germans and got reinforcements.

"Say, do you wanna see the bullet that chipped me? I got it here in my pocket."

And he would not continue until the reporter had studied the bit of lead.

In Hurry to Reach Berlin.

"Our whole division was ordered to advance," he went on. "Some way our regiment got split up. Guess it was because our battalion, Companies F, G and H, got excited and went too far toward Berlin. First thing we knew it was getting dark and we couldn't locate the other two battalions. We stopped on the side of a woody hill. Below us, in a valley, less than half a mile away, were the Germans. They could see us easy."

"We looked around and saw there were Boches all around us. We were surrounded. The nearest Americans to us, we figured out, were the 42d Division, about a mile away. And the Germans were between us and them."

"Well, those Huns spattered us with artillery. We had no artillery, only rifles and grenades. They attacked. We shoved them back to where they belonged. The second day they came at us several times. We always repulsed them. We lost a lot of men in doing it and a lot more from their shells."

"And it was the second day that we ran out of food and water. For the next five days, while the Germans were coming at us time and time again, we were hungry and thirsty. We gave what little food we had to the wounded, and a lot of them died because they starved. Airplanes came to drop us food, but the baskets missed us and the Germans got our grub."

Messengers Were Shot Down.

"We were dirty and exhausted. Day after day we lay there in the woods, sending out messengers to sneak through the Germans for aid. They got killed or wounded or captured. It looked awful bad. Some of the men looked as though they couldn't stand the gaff any longer."

"But Major Whittlesey came around all the time, patting us on the back, cheering us up, telling us to stick it out and 'not quit, and we knew he didn't have no food or water either. He gave a lot of guys the sand with which to stick it out and not quit. He's a swell, refined like and gentle. I think he's a great man."

"Well, the morning of the sixth day I started out with seven others. We were going to sneak through the German lines to get reinforcements. We knew the men couldn't keep it up much longer without starving to death or going nutty."

"We crept through the woods, dodged behind trees, jumped into shell holes, and all of a sudden, half a mile from our own crowd, we bumped right into a set of three machine guns. They opened from the front and rear. The four chaps who were crawling ahead of me were killed. I was wounded and so were the three men behind me."

German Lieutenant Fed Them.

"The Germans rushed up to us, busted our rifles against trees and dragged us into a dugout, where we saw about twenty-five Germans. They covered the four bodies with branches and leaves, so that if any more of our crowd came along they wouldn't see the bodies and would come ahead and be picked off by the Huns."

"Their Lieutenant, spoke English. He was a darned decent chap, and told us he lived in New York four years ago and was tired of the war. He said Germany couldn't win because America was too strong for her. He bandaged us and gave us something to eat and drink. And, oh, boy! that grub made us feel good. He asked us how many of our men were in the woods and we told him 25,000 at least."

"The next morning he sent Corpl. Hollingshead, one of our captured gang, to the woods with a message asking Major Whittlesey to surrender. I was in another part of the dugout and didn't hear what the

Lieutenant told him, but I learned he wanted the Americans to quit so that he wouldn't have to wipe them out—some sort of humanity stuff.

Rescued at Last.

"During the day the Lieutenant and the others beat it. I thought they were going to attack the Americans. They didn't come back. The three of us lay in the dugout all night. There was no food or water left for us. About 9 o'clock the next morning we almost dropped dead when a Lieutenant and a Corporal from the 42d Division poked their heads in the dugout."

"And they came pretty darned near shooting us, but we hollered we were Americans. They asked us how we got there. We told them. The Lieutenant said he had just killed a German Lieutenant and hoped it wasn't the fellow who was so kind to us, because he could have captured him without taking a shot at him."

"They took us to a hospital and there I saw Hollingshead. It seems the 42d finally broke through and saved our battalion. When Hollingshead brought the message to Major Whittlesey the Major said there was nothing doing on the surrender proposition."

A dispatch from Coblenz on Dec. 10 said that Lieut. Heinrich Prince, the German officer who sent an American with the surrender message, was one of the commission that remained in Coblenz to turn over surrendered material to the Americans. He expressed admiration for the "Go to hell!" answer shouted by Major Whittlesey.

Three Days of Vain Work.

Sergt. Thomas F. Barrett of Woodhaven, who trained with the 307th Infantry at Camp Upton, said that for three days the drafted boys made valiant but futile efforts to cross the Meuse.

"Then a machine gun bullet got me in the left leg and I missed all the fun when the lads did cross the river," he continued.

"Yes, we had a fierce time at Belleau Wood," recalled Private Willard Rhodes, nineteen years, of the 5th Marines, who lives at Hawthorn, N. J. "It was a catch-as-catch-can proposition. Had to keep our eyes open all the time."

"Say! There's only one thing worrying me more than my bum leg. When I was leaving Hoboken last year I ran across a girl who said she lived in West Hoboken. I sure would like to know where I can get in touch with her. She's a pippin. Print my name, will you? Maybe she'll read it and write to me."

So here are a few lines to help out romance.

Robert Fife, also of the 5th Marines, living at No. 210 West 85th Street, went over the top with his outfit nineteen times.

"I was hit in the side at Mount Sec, which was called the German Gibraltar," he explained. "The French lost 80,000 men trying to take it. Ten lines of artillery and concrete pits protected it. Our artillery concentrated on those lines for twenty-four hours. Then we went over and took it, losing 300 men. The German artillery fires anywhere, just to shoot off a number of shells. The American artillery makes sure that every shot will tell. That's the difference."

Lost Leg, Helping Platoon.

Sergt. Philip F. Wagenbrenner of Williamsburg, 306th Machine Gun Battalion, lost his left leg in the Argonne on Sept. 29.

"I was trying to get my platoon under cover to escape shells," he said. "I went out after a while with two others to break our men into extended formation. Those two were killed by the shell that hit me."

"There's no use howling about what I did. I'm only one of a thousand," was the refusal of Lieut. George H. Morgan of No. 122 Sterling Place when his story was sought. He was reading in The World the accounts of the previous day's landing of troops.

"Besides, I'm busy reading about the reception these chaps got." He fought with the 18th Infantry of the 1st Division. A shell fragment fractured his left leg at Soissons.

Private Robert J. Phillips of White Plains lost part of his right ankle when a machine-gun bullet hit him. He was with the 80th Company, 6th Regiment of Marines, in the St. Mihiel drive on Sept. 15.

N. Y. World Dec 12/18

vol." The reason he escaped is that he won a Cross de Guerre by being absent without leave. He left to Miss Almarita Farrar, a singer who had entertained the soldiers, to tell of his exploits. To her hat was pinned the medal he had won. Neither would admit there was any particular significance.

Mother of a Hero Returns.
As reporters stepped away to interview others, Dr. Donnell pointed out Mrs. F. S. Kalk, who has been doing work with the Y. M. C. A. at Brest, France. Her son, an ensign, was aboard the destroyer Jacob Jones when that vessel was torpedoed with heavy loss of life in the English Channel. Her son leaped to a raft, but dived into the sea and aided at least a dozen men to reach lifeboats. He died of pneumonia.

For that exploit the navy is to name a destroyer after her son, Mrs. Kalk, who was the guest of honor aboard the Kroonland, is to attend the launching of the destroyer at Quincy, Mass., Dec. 19.

Another woman on the ship was Miss Sarah Wilmer, a Y. W. C. A. worker from Chicago. Her hardihood almost cost her life. She went so far ahead on Nov. 1 in the fighting near Sedan, that she found herself in a shell swept area. She plunged into an abandoned German dugout, where she remained three days, with little food. On the fourth day she stumbled out and fell unconscious. A patrolling party found her in the woods. Gas fumes had dropped her.

Christian Science Cured Shell Shock
Chaplain Edward Dickey, of Los Angeles, the first Christian Scientist chaplain to go abroad, served with the 31st Division. He said Christian Science treatment cured many cases of shell shock.

Capt. Marion Potter, of Long Branch, N. J., in command of the 55th telegraph Battalion of the Signal Corps, said that despite constant and severe losses, his men persistently repaired fallen wires under heavy shell fire, stringing them up as soon as they had been cut. He served in the Spanish-American War. Private Edward Kane, 28th Infantry, 1st Division, said, "Pshaw!" when asked about his two wound stripes. He comes from Springfield, Mass. He was gassed at St. Mihiel and a week later hit by a machine gun bullet that pierced his hand. Asked his age, he said, "On the records I'm twenty-two; on the level I'm nineteen."

Private William Jacobson, twenty, of Washington, was gassed at St. Mihiel and his eye was pierced at Chateau-Thierry. "I was a runner under instructions to carry a message through at all cases," he said. "I disobeyed orders and might have been red out of the army for it. At a place called Triangle Farms I stopped because I spotted two machine guns. I had to carry that despatch, but I had to save our men from being killed by those nests. I got them both by firing a hand grenade and took back eighty prisoners. They bawled me out. But," he added with a grin, "they gave me the D. S. Medal."

Private Leopold Cohen of No. 214 East 51st Street, Company B, 398th Infantry, 77th Division, said: "American soldiers gave Hun prisoners blankets to sleep on and divided cigarettes with captives."

A Kroonland arrival was Capt. J. Dickinson Este of the 13th Aero Squadron, who won the Distinguished Service Medal by fighting off nine German planes at 3,000 feet in the air above Verdun. He was wounded in the fight.

Tribute to the gallantry of the Rainbow Division was paid by Private Charles R. Effelt of Fort Wayne, Ind., who said:

"I saw the side of a hill strewn with dead Rainbows. But on the other side of the hill there were even more dead, and I am sure that when they took the hill those Rainbows made the Germans pay three times as heavily as our casualties."

An apple on a table in an abandoned German dugout in the Argonne was the undoing of John Dowling, No. 375 Myrtle Avenue, Brooklyn, of the 112th Machine Gun Battalion, 29th Division. He munched it and collapsed. It contained gas. "But you can say I'm O. K. now and off of apples for life," Dowling explained. "Adam and I were dubs."

Two Brooklyn Boys Gassed.

Private Nekanor Tolockna, No. 121 Siegel Street, Brooklyn, Company I, 316th Infantry, was gassed in the advance to Metz. Edwin C. Fry of No. 2122 Atlantic Avenue, Brooklyn was gassed when going over the top at Cantigny and didn't know until he awoke in a hospital that a machine gun bullet pierced his leg as he lay unconscious. Sergt. Raymond Faber of Far Rockaway, who trained at Camp Upton, was wounded in the shoulder at Fismes. Private E. F. Hartiff of Elmhurst, ambulance worker, was badly wounded in the left arm in the Argonne.

again at Verdun, wounded in the side when he came out, and on recovering was hit in the head by a machine gun bullet that sent him to the hospital.

A few days later he decided he preferred the aroma of the battlefield to the either and arnica of the hospital ward. He dressed and "just naturally strolled out of the hospital." He "hopped a train" and reached St. Mihiel. He was there only four days when laid low again by fumes.

Paul S. Esposito of No. 201 Brown Place, the Bronx, Company H, 307th Infantry, of the Camp Upton "gang," as he put it, spent a bad twenty-four hours at Soissons on Sept. 8. "We took two machine guns and I was sent back with a batch of prisoners," he said. "A shell fragment hit me in the leg. I turned the prisoners over to another soldier and had to lay in a shell hole twenty-four hours, to escape being walloped by another chunk of iron. It was a full day before they got around to rescuing me. And some day, kid!"

Lieut. Dr. Robert H. Donnell, in charge of the sick bay, recognized The World reporter as one who had given navy recruiting appeals publicity when he was stationed at No. 34 East 23d Street. "Come with me to a cot and I'll show you a scrapper," he said.

And he pointed out Yeoman John Eldry Ercanbrack of Houston, Tex. He enlisted March, 1917, when only fourteen years old. "Don't get personal," he admonished when asked his age. But it's a fact that he hasn't shaved yet. Johnny has been in two U boat scrapes.

Gunners "Got" a U Boat.
"I was on the armed merchantman St. Louis a while," he said. "She was attacked by a submarine going to

Liverpool on Dec. 27 last year. When I got to the deck from chow I heard our guns popping. They didn't get the U boat. And the U boat didn't get us. The other time was last February, leaving Liverpool. An observation balloon reported our gunners raised merry hell with the submarine, splintering it into souvenirs. We could see the submarine a while and then there was a big splash and zowie, curtains! We beat it. It was just after the Tuscania was sunk and it didn't look healthy to stick around."

Johnny is a scrapper with his "mitts" too, having engaged in nine bouts on various ships as a feather-weight and having had only one adverse decision. "But it had to be another American to lick me," he explained.

One of the first stories of the effectiveness of our artillery at Chateau-Thierry was told by Sergt. Howard Morehouse, who lay with a wound in the left leg, in the sick bay. He served with the 121st Artillery of the 32d Division.

"Every night we were losing four or five men at our batteries from German shells," he said. "But we stuck. Until Chateau-Thierry, our artillery had not done fighting on a large scale except in company with the British and French. There we had our chance to go it alone, and we did."

"It was nothing but American artillery there. It had been trench fighting until then. Now we were in the open. We busted up the Germans, stationing ourselves at a good spot four or five hours and then moving ahead to keep them in range."

Couldn't Keep Up With Foe.

"The Germans fled so fast that we couldn't keep up with them and on one occasion had to go ahead two whole days without firing a shot because we couldn't catch up to them. The infantry was so far behind the runaway boches that we had to send cavalry ahead to keep in contact with the enemy."

"They made a stand at the Vesle and they stopped us there for a number of days. But we kept plugging away at them. For eight days we swapped shots with them and we had the better of it. They were covering a retreat. We were trying to hamper that retreat. We were firing from behind Fismes, which was a hellhole. We lost a lot of men and I got mine there Aug. 10." He had previously been gassed.

"Take my name, friend, just to show Hoboken ain't a German burg," called a voice from the next cot.

And the reporter scribbled a note to the effect that Corpl. Rudolph Herzog, of No. 211 Newark Street, Hoboken, Company H, 16th Infantry, 1st Division, had been shot in the right leg at Soissons. "We were sent out to break up a nest," he said. A squad of eight had to turn the trick. I lost three men. But we took the nest. No, we took no prisoners. I was hit as we came on top of them. The boys finished that bunch up. We're great little finishers, we are."

There's only one thing that saved Capt. Larkin Glazebrook from getting court martialed for being an

Upon receiving an affirmative answer he turned to his companions and remarked:

"It's all off, boys; we gotta be good."

Whereupon another called out: "Women cops, eh? Eight to five the State went dry."

Chorus "How Dry I Am."

"You lose," one of the women retorted. A cheer on deck rolled into a chorus of "How dry I am."

A negro trooper from Virginia was asked where he was shot.

"Right on top of a fence, boss," was his reply. "I just had one leg over when a bullet I wasn't lookin' at put my leg right back."

A crutch at the side of the stretcher bespoke the havoc the shell had wrought.

The soldier grimaced. The bearers expressed regret. The man on the litter smiled from beneath the bandages that swathed his head. Her head in sorrowful sympathy. It wasn't sympathy they wanted.

"Say, buddies," he grinned, "don't mind if I wiggle. You ain't hurtin' me none. I just got the wigglin' habit from duckin' trench animals and I ain't got over it yet. Bump along all you're a mind to."

That was the spirit of all the Kroonland's bedridden cripples. "Smile, darn you, smile," laughed another man, his right arm gone, as he was taken from the ship on a stretcher. Suppon sem said out to us from a Disembark Within an Hour.

Thirty-five of the wounded soldiers were in cots. Thirty-five others in the sick bay were tubercular patients. So expeditiously did the Embarkation Port authorities handle the situation that within an hour all these were on their way to Ellis Island, and before noon the sturdier troops were en route to Camp Merritt.

"Chivalry? There ain't no such an animal when a woman's trying to put a bullet into your hide. We taught a lot of them there place was at home with the dishes and not in the battlefield butting in on a man's game," said Private Julius J. Mandel, as he recounted an incident that occurred in the Argonne Forest on Oct. 4.

Private Mandel lives at No. 932 Union Avenue, the Bronx. He is an expert sniper attached to Company 1 of the 26th Infantry, Regulars. This is the story he told:

"I was in charge one day of a platoon of snipers. We were having a bunch of trouble from a German machine gun nest. We were told to take it. "Well, we went at them good and hard. And they came back at us the same way. They pumped a million rounds of lead into us in ten minutes, and the men dropped right and left. I was wounded in the leg, but managed to drag along. You forget those things when you see your pals bumped off and you can't give them a hand."

No Mercy to Women Gunners.

"We got to the machine gun nest and raised our bayonets to jab them. All of a sudden one of the gun crew jumped up and opening her blouse called out in English: 'Don't kill me; I'm a woman!' To which one of the boys shouted back: 'Don't kill you, you hound; you murdered our men!' We all dropped on one knee. There was a flash from our Springfields and the German woman and her male companions dropped. In the next few days our company found twenty-five women at machine guns. And they all got the same dose."

"That was German nerve, putting women out to shoot our boys down and expecting mercy from us. The workings of a German mind are queer."

Major Bob Dening of Philadelphia, who was with the "Mad Marines" at Chateau-Thierry, described the wiping out of the St. Mihiel salient as a cakewalk.

"We stopped them at Chateau-Thierry and kept after them at Champagne," he said. "If there was anything in the terrors of war we didn't get it was because the Germans did not know about it."

"It was a different breed of dog we met at St. Mihiel. The Huns then were willing to say 'uncle' or do anything we said. We drove ahead and bagged them fast."

Major Dening was met at the pier by his father, Naval Commander Robert D. Dening. He served with the 3d Battalion, was wounded twice on the Champagne front and twice at the Marne.

Quit Hospital to Join Fighters.

Taking "French leave" was popular not only among the doughboys, but the officers. It meant, however, "awol," or absent without leave to get to the front. Capt. Larkin Glazebrook of Washington, who was attached to the 12th Field Artillery of the 2d Division, walked right out of abase hospital where he was recuperating, to join his command when he learned that his company had been ordered from Soissons to St. Mihiel.

Capt. Glazebrook had been gassed at Soissons, wounded in the leg at Verdun by a shell fragment, gassed

FOUR SHIPS BRING IN 6,131 FROM WAR; MANY ARE CRIPPLED

Boy Heroes Among Them—German Machine Gun Women Were Not Spared—Captain Fled Hospital to Get Into Battle.

MESSAGE BEARER HALTS TO BOMB TWO GUN NESTS.

Takes Eight Prisoners—Private Gets Rid of Six "Who Were in My Way"—Hospital Ship Mercy Arrives With 398 Aboard.

Battle-scarred men of the great war continued to pour in yesterday, four transports coming to port with 6,131 men.

There were the "tin fish" hunters of the navy, Rhine bridgers, trench bombers, "Big Ben" shooters, school-boy soldiers, artisans and millionaires—all Pershing's or Sims's boys.

The British Ascanius brought 1,474, the Adriatic, flying the red merchant ensign of Britain instead of the man o'war flag, for the first time in many moons, 2,239; the American Calamares, 1,487, and her sister Tenadores, 882. In addition, 1,212 were landed in Hoboken earlier in the morning from the Kroonland, which had steamed into the lower bay Tuesday night.

More veterans of the 27th Division, New York's own National Guardsmen who breached the Hindenburg line, were aboard the Tenadores and Kroonland. So was another batch of wounded from the old 69th and the first contingent of New York's National Army boys of the 77th Division, who trained at Camp Upton.

The overdue hospital ship Mercy, which is bringing 398 wounded men from France, arrived at Quarantine at sundown last night. She will dock in Hoboken about 8 o'clock this morning. The Mercy put into Bermuda on account of the heavy weather. Two of the wounded men died at sea.

KROONLAND'S MEN A JOYOUS COMPANY

Getting Back to "God's Country" Compensates Them for Loss of Limbs.

Neither the rain, hail nor fog, which blurred the settings as the transports came up the bay, dampened the spirits of the men. First the Kroonland moved up to her Hoboken dock.

Can you imagine a man with his right leg off and his sight fast dimming giving three cheers over anything? If not, you can not picture in your mind these American soldiers coming back from "Over There." They are playful—perhaps more so than they ever were before. Some of this is due to their delight over getting back to "God's country." But they have seen so much misery a missing leg doesn't discourage them. They have become philosophers. To them there is a silver lining to every cloud.

One man on the Kroonland with a leg gone said he was going to get two wound stripes.

"They're for a cootie of mine," he explained. "I've hit him twice and he's won his stripes all right, but I'll get him yet."

Coming up the bay a doughboy leaned over the rail and shouted down to several women police reserves on the escort boat Patrol:

"Are you women coppers?"

Continued on next Page

Private Howard Kelly of Manhattan, Co. K, old 69th, fought at Chateau Thierry, the Ourcq and the Vesle. A spinal wound sent Private Saul M. Lehman of No. 988 Simpson Street, the Bronx and Yaphank, to the hospital at the Argonne. Frank Fisher of Co. K, who trained at Upton with the 306th, was slightly wounded. He lives at No. 347 West 12th Street. "Buck" Miles of Brooklyn, who played football for Washington and Lee in 1914, was wounded when working with the Medical Corps at Cantigny. Private Elbert E. Cole of No. 2015 Avenue M, 23th Division, was gassed at Verdun, Oct. 4.

Brig. Gen. H. J. Hatch was in command of the troops on the Kroonland. Col. F. R. Hunter of the 76th Division was aboard. He lives at No. 269 West 261st Street. His right foot was shattered by a shell at Verdun, Oct. 4.

They Entertained Soldiers.

The passengers included Paula Sherman and David Lerner, who had entertained the soldiers with songs and stories.

Among the New York and Brooklyn soldiers on the ship, besides those mentioned, were Private Albert Zahn of Lexington Avenue, Brooklyn, of the Headquarters Troop, 76th Division; Private Harold Phyllicky of the Post Graduate Hospital Medical Unit; Private Henry Vogt of No. 1876 Woodbine

Street, Queens; Private C. J. Richmond, No. 1858 Broadway, Brooklyn; William Chopping, No. 18 Prospect Avenue, Glendale; Private Francis E. Burns of Pawling, N. Y., Company D, 306th Infantry, 77th Division; Private Elias Sage, No. 680 St. Nicholas Avenue, Company H, 307th Infantry, 77th Division; Sergt. John Seits, No. 734 Jefferson Avenue, Brooklyn; Private Charles Duffy, Glendale, Queens, and Private Charles Notturo, No. 67 Duffield Street, Brooklyn.

NAVY MEN ONLY ABOARD CALAMARES

So close behind the Tenadores that the men on one swapped jests with the men at the rail of the other, the transport Calamares, bearing only navy men, berthed at Pier No. 1, Hoboken, just next to her sister ship.

Most of its passengers were machinists, mechanics and other enlisted men who worked at Naval bases in France and England. Forty were air-men who worked at naval bases in voyaging American transports to French ports, spotting lurking U. boats in time to warn destroyers accompanying the troopship.

Several of the enlisted men on the transport said that four months ago at Brest they saw a German submarine come up at the mouth of the harbor. Immediately French guns were trained on it. However, the German hoisted a white flag of surrender.

"French destroyers brought the U boat in," said Machinist Harold Good of Astoria, Queens. "Most of the German crew spoke English. They said they had tired of killing women and babies and had shot their Captain, so they could quit that business."

"One of the crew was an Austrian. He told us when he reached shore that he used to live in Chicago, that he went to Germany to settle real estate matters just before the war started and was pressed into service. He has an uncle in New York."

"During the year I was at Brest I saw at least a dozen German submarines, and I am positive from what I heard that they had all surrendered. In fact, their crews were interned nearby."

"They Shelled Our Lifeboats."

A seaman, Edward A. Krauss, said he was on the transport Covington when she was torpedoed, six lives being lost. "They shelled our lifeboats, too," he growled.

Charles Taylor of Bay Ridge enlisted last May and was on a patrol boat for several months. He said his vessel "got two U boats," though he saw no direct evidence of the accomplishment. "We also brought in a ship that had been abandoned by the crew after a torpedo attack and saved the crew."

Tout en Suite, a dog, was the most skylarking passenger of the Calamares. His friends were only men who wore aviation uniforms.

Tout en Suite is French and only three months old. He derived his name from the hurriedness with which he approached all aviators about to take to the air. He has made at least forty flights.

The officers and men of the Calamares contingent were sent to Pelham Bay in the afternoon.

Several of the officers asked that publicity be given to the fact that at the Azores the enlisted men of other navy who were stationed on vessels there raised \$800 with which to buy cigarettes and candy for the wounded soldiers on the hospital ship Comfort when that craft put in at the Azores several days ago.

TENADORES HAD WOUNDED ABOARD

Cameron. One of Them, Got Rid of Seven Prisoners Because "They Were in My Way."

The Tenadores had more wounded than the other ships. They were brim full of tales, too.

"They had a hell of a nerve, telling me to go eight miles on a hike and come back eight miles with eight prisoners they had stored up for me," said Private Jack (Scotty) Cameron of Company M, old 69th. "I got the eight prisoners, all right. But when I got back I had only one. No, you bet the others didn't beat it away from me. What happened? Say, boy, that's just what the Captain asked me and he's still guessing. Figure it out. I ain't going to bump into no court martial."

Cameron chuckled when asked what happened to the seven. "They were in my way," he explained. "What would you have done, eh?"

"Where do I live? Well, I don't know where my folks have moved to. But if they can't put me up at home I'll just dig in in the back yard and hold my position until they find me a place in the house. This war sure has made me handy with shovels and ditches."

Apparently this war has made Private Cameron mighty handy with the bayonet, too, for he has been cited six times, wounded twice and gassed once.

Praised by Capt. Denison.

"Say you're from The World, eh? Well, do you know Lindsay Denison? He was a reporter chap too. He's Captain now with the Base Hospital No. 22. He gave me this letter for Father Duffy. And, say, Father Duffy's some regular guy, boy!" said Scotty.

Capt. Denison wrote:

"If ever a man has lived true to the traditions of his regiment it is this same man Cameron."

Among other bits he did for the country of his adoption, Scotty killed a German officer in hand to hand grapple and wrenched from his uniform an iron cross and a medal engraved with "For the World's War" on one side and the heads of the Kaiser and the King of Bavaria on the other.

"When I got to thinking it over I decided the medal's inscription showed the Germans were out to lick the world, so I just shook the officer off my bayonet and started for the next guy," said Private Cameron, who was sent with other wounded soldiers of the Tenadores to Debarcation Hospital No. 3, old Greenhut store.

The wounded officers on the transport, which docked at Hoboken yesterday morning at 9 o'clock, were sent to the Fox Hills Hospital, Staten Island.

Capt. George J. Connelly of the transport reported terrific seas. Sergt. Herbert W. Reid of Company D, 360th Infantry, a wounded man, died and was buried at sea Dec. 9.

The most frolicsome of the wounded was a youngster who hopped around on crutches waving a mangled left foot in the air.

He was Elmer Goyer, only fifteen a year ago, when he decided to quit selling newspapers in East Pittsburgh and help beat the Germans. "I had no folks, so I just camouflaged my age and here I am," he said.

Sole Survivor of 16 Messengers.

Sixteen runners were sent forth at the Argonne from Company E of the 318th Infantry and he was one of them. They were sent with a message 600 yards to the front to direct the 318th to dig in. Fifteen runners dropped, killed or wounded. "I pit up so fast a pace that I whizzed those 600 yards in no time at all, ducking into shell holes and behind trees all the way. I got there in nineteen minutes and delivered my message," said the youngster.

"On the way back a shell got me a sideswipe on the leg. I was out in a shell hole two days before they got around to me." Elmer weighs ninety-five pounds and his pack weighs seventy-two. "I'm so small," he smiled, "that cooties never bothered me."

Lieut. Charles H. Paull of Seattle, Yale football player a few years ago,

was on the Tenadores. He is with the 364th Infantry of the 91st Division. He was wounded twelve times and wore ce Croix de Guerre.

Another Croix de Guerre man was Lieut. W. H. Lahey, who had a real estate office at Broadway and 34th Street. "We were in Lorraine Sept. 24," he said. "We were to go over the top at 3 in the morning but we fooled the boche by going over at 8 the night before."

"Fool them! I should say we did. We busted right through their second and third lines. We got a lot of prisoners and tons of documents. We lost only four dead and eighteen wounded in our company. But those Heinies didn't holler kamerad until they had fought until they could fight no more." Lieut. Lahey supports himself on a crutch.

Officer in Old 15th Won War Cross.

Lieut. W. W. Barry, whose right foot was in a plaster cast, also wore the Croix de Guerre. He was with the old 15th Regiment, Col. Hayward's negro fighters. Lieut. Barry was at the University of Michigan when war started. Bravery in battle and success in repulsing a nip raid won him the decoration.

He was surprised to hear that Col. Hayward was wounded, but when told that Major Lorillard Spencer was wounded, he laughed. "I know all about it. I was fifty feet away and got mine five minutes after four machine gun bullets downed him. He was reckless in walking along the front line to encourage his men. He was a great target for the Germans, but he inspired his men."

Private David A. McCarthy of Third Avenue and 58th Street said, "I was

stringing wire near a bridge at the Vesle when the bridge blew up. We made another attempt. That time we succeeded. I was wounded in the side and here's the piece of shrapnel they took out of me."

His experiences have turned his hair gray, though he is less than thirty years old.

Private Aaron Michelson of No. 214 Henry Street, Brooklyn, Company I, 315th Infantry, was wounded in the right arm at the Meuse.

It was eighteen hours between the time Private Louis J. Peterson was wounded at Belleau Woods and the time he was picked up. He lives at No. 808 40th Street, Brooklyn, and was with the 30th Infantry. "We found two Germans in the woods in American khaki," he explained. "We turned them over to the Captain and were going back into the woods when I was hit."

On the Tenadores was Private Richard Lief, of No. 1699 Clay Avenue, the Bronx, who has four brothers in service, one of them a Lieutenant, Nathaniel Lief. Private Lief, a medical student at Columbia, enlisted with the Post Graduate Hospital Medical Unit. In France he transferred to the 42d Division and was placed with the 167th, Alabama Infantry.

Others on the Tenadores were:

Charles McCann, Company C, 165th Infantry, No. 552 Eleventh Street, Brooklyn; Cava Baron, Co. C, 103d Infantry, o. 213 Eldridge Street; Peter J. Roster, Co. C, 308th Infantry, Brooklyn; Fred Mintz, Co. M, 104th Infantry, No. 441 East 16th Street; Thomas J. Grogan, Co. F, 315th Infantry, 76th Division, Southampton, L. I.; James Staneo, Co. D, 316th Infantry, No. 723 Glenmore Avenue, Brooklyn.

George Altin, Company D, 165th Infantry, No. 836 East 167th Street; Anthony J. Burke, Company C, 316th Infantry, No. 66 Foulth Place, Brooklyn; William Conklin, 16th Ambulance Train, No. 266 West 123d Street; Joseph Cahill, Machine Gun Company, 305th Infantry, No. 255 East Eighth Street; Patrick Crawley, Company L, 316 Infantry, No. 324 East 40th Street; Santo Danna, Company L, 16th Infantry, No. 357 East 158th Street; George Brown, Company E, 305th Field Artillery, 1749 Lexington Avenue; Maurice Cotter, Company A, 165th Infantry (old 69th), No. 154 East 48th Street; Charles Chapman, Company I, 113th Infantry, No. 121 Powell Place, Brooklyn; Thomas Dunham, Company H, 326th Infantry, No. 377 East 48th Street.

Also James Boyle, Company A, 11th Machine Gun Battalion, No. 383 East 160th Street; Murray Friedman, Headquarters Company, 325th Infantry, No. 758 Kelly Street, Bronx; Pietro Monti, Company F, 306th Infantry, No. 773 East 214th Street, Bronx; Peter Powerville, Company H, 305th Infantry; William C. Smith, Company E, 309th Infantry, No. 892 10th Avenue; Herbert J. Volk, Company I, 18th Infantry, Richmond Hill, L. I.; Philip Coffey, Company D, 165th Infantry, No. 509 Ninth Avenue; George Howard, Company C, 305th Machine Gun Battalion, No. 6 East 63d Street; John M. Hovance, Company K, 165th Infantry, No. 1008 Manhattan Avenue; John Lynch, Company B, 305th Machine Gun Battalion, Mount Vernon.

Max Franz, Company A, 307th Infantry, No. 234 East 35th Street; William Fells, Company A, 4th Machine Gun Battalion, No. 26 Second Street; John D. McNally, Company A, 305th Field Artillery; Robert Marshall, Com-

pany D, 5th Machine Gun Battalion, No. 582 11th Avenue; Aron Meselson, Company I, 315th Infantry, No. 214 Henry Street; Charles McLester, Company H, 306th Infantry, No. 413 Eldridge Street; Benjamin Levine, Company A, 102d Machine Gun Battalion, 165 Rainey Street, Brooklyn; Richard Lief, Company M, 167th Infantry, No. 320 Fifth Avenue; David Orshansky, Company I, 103d Infantry, No. 64 West 116th Street; Charles Pless, Company E, 107th (old 7th) Infantry, No. 330 East 159th Street, Bronx; Corp. John McMorrow, Company L, 165th Infantry; Harry Poppe, Company D, 306th Infantry, No. 350 Sumner Avenue, Brooklyn; Peter Rebenelt, Company D, 316th Infantry, No. 346 Metropolitan Avenue, Brooklyn; Abraham Rubenstein, Company A, 4th Infantry, No. 59 Pitt Street; Samuel Rappia, Company A, 76th Field Artillery, No. 502 East 14th Street; Nathan Robin, Company M, 18th Infantry, No. 112 East 11th Street; John Sullivan, Company L, 115th Infantry; Bennis Shapiro, Company K, 23d Infantry, No. 1419 Stebbins Avenue, Bronx.

SEA-TOSSED HEROES NOW SAFE IN PORT WITH TALES OF WAR

Three Transports, Severely Battered by Storms, Arrive Here
—De Kalb Has 1,143 Men,
413 of Whom Are Wounded.

LONE SOLDIER ON OREGONIAN BRINGS GEN. BUNDY'S HORSE.

Zacapa, After Losing Wireless,
Comes In With Civilian War
Workers and Baby Mascot—
New Yorkers Back Home.

Three more transports—the De Kalb, the Oregonian and the Zacapa—arrived here yesterday from France, but only one of them brought a body of troops. She was the De Kalb, formerly the German liner Prinz Eitel Friedrich, which had 38 officers and 1,105 enlisted men on board.

There were 413 wounded soldiers, most of them from Southern and Western States; 25 wounded marines, 667 naval men, 34 army officers, 2 navy officers and 2 officers of the Marine Corps, one of whom was Brig. Gen. E. L. McCauley, who returned from a three months' inspection of the Marine Corps.

The Oregonian brought 43 civilians, who had been engaged in construction of docks, warehouses and water supply for the American forces at Bordeaux; 2,500 sacks of soldiers' mail and one soldier, Sergt. Leland A. Kaufman, who was Major Gen. Omar Bundy's orderly and who brought back Gen. Bundy's brown horse, Joe. "Joe saw more war than a lot of soldiers," Kaufman said, "and he knows more than any three men. He carried Gen. Bundy through the campaigns of the Somme and Verdun, and he didn't let the General get a scratch."

Joe is fifteen hands. He stood the ocean trip well and ate three meals every day. Kaufman is going to take Joe to Washington and deliver him to Gen. Bundy.

Sergeant Wounded in Action.

Sergt. Kaufman grew tired of hanging around headquarters over there, and asked to be sent to the firing line. He was placed with the 9th Infantry, in the trenches at Vaux. He was hit in the leg by a bullet, and his gas mask was ripped off on a bush just as a gas wave came along. He said he was "passing out" when he saw two German prisoners being conveyed to the rear, and he ordered them to carry him along, which they did.

All three of the transports had the roughest kind of passages. Seas topped the bridge of the De Kalb. A week ago last night part of her fore-castle deckhouse was carried away with part of the promenade deck railing. The naval gun on her bow was wrenched from its base, but was caught and lashed. Ventilators were smashed and thirty-five barrels of gasoline, seventy-three cases of potatoes and other deck stores were washed into the sea. In one of the blows only fifty miles were covered in twelve hours.

This slow progress, however, did not compare with that of the Zacapa, which was twenty days out from Bordeaux. She stopped and threw out a sea anchor, which was immediately torn away. A second was put out, and she was blown back forty miles. Her coal, water and provisions got so low that she put into Halifax to replenish.

Radio Out of Service.

Her radio was put out of business by the storm. She was in a tumbling sea for fourteen hours without wireless. Wireless Operator Broadhead and Dr. Louis Bodine, ship's surgeon, used a big stone jar for a condenser and made the wireless good for a radius of 100 miles. The windows of her promenade deck were broken by seas and had to be boarded up.

BACK HOME WITH WOUND AND GEN. BUNDY'S HORSE



Sergt. LELAND A. KAUFMAN

There were thirty-four civilians on the Zacapa, all but two contractors' employees who had been doing Government work in France.

The other two were Mrs. Dudley Farquhar of Peabody, Mass., and her nine-months-old son, Frank. Mrs. Farquhar is the wife of the American Vice Consul in Barcelona. During the rough trip little Frank kept smiling and cheered the others. There was no stewardess on board, but Willie Harding, the cabin boy, heated Frank's milk every morning and gave him his bottle. Frank was the mascot of the ship, and even the men down in the stokehold said, in the worst of the storm, "The kid'll bring us through." Edward W. McDonald of No. 600 Riverside Drive held little Frank in his arms as the Zacapa came up the bay and at the dock there were good boys said to the youngster by all on board, including the crew.

Of the few New Yorkers aboard the De Kalb, Louis Fishoff, twenty years old, of No. 522 West 185th Street, had had the most thrilling experiences. He had served thirteen months on submarine chasers, destroyers and other patrolling craft. This is his story:

"I was over around Brest and St. Nazaire with the suicide flotilla. That's what they call chasers and converted yachts. My first boat was the converted American yacht Carola II.

Couldn't Fight in Gale.

"She was 300 miles off the Azores on Aug. 20, when a submarine came up 300 yards away. We spotted each other about the same time, but couldn't do a thing, because the gale nearly sent us into Day Jones's Locker.

"We didn't dare swing around to take a crack at her, because if we turned the bow we'd have swamped ourselves. The submarine kept bobbing up and down, trying to manoeuvre around to shoot at us. We'd have killed her if we could have taken a whack. Our gunners tried to get to their guns but couldn't hang on and had to go below.

"We had to keep going ahead all the time in order to keep from flopping over. Same with the U boat. We were in sight of each other all the time for more than four hours, and then the submarine beat it under. That storm did the Carola. She was put out of commission when we made port, she was so badly used up."

On other craft, Fishoff was in crews that rushed to the rescue of survivors of torpedoed tramps.

"One day, on the destroyer Tucker, a submarine was sighted, four months ago. It was 300 miles out in the Bay of Biscay. The Tucker dropped a large depth charge—and, zowie! The geyser went miles high, and the submarine went miles down. That bunch of Germans never saw home again."

Vowed to Avenge Lusitania.

"In the sick bay was Glen Rankin of Monmouth, Ill. He served more than a year on the destroyer Cassin, stationed in the waters of Queens-town and Brest.

"We used to visit the graveyard in Queenstown, where the Lusitania victims were buried, and every time I looked at their gravestones I'd clench my fists and vow I'd get some Germans to avenge them," he said.

"I was in the service only a few months and abroad only a couple of weeks when we sighted a periscope. It was five miles away. It drew nearer and fired a torpedo. The thing went 200 yards astern. Our boat dashed toward the submarine and dropped a charge. Don't know whether it got the U boat.

"Another time, off the Scilly Islands, half a mile away, the bridge saw a submarine. A bell rang through the destroyer. Every gunner and the men in charge of torpedo tubes and ash cans (depth charges) rushed to their stations, with telephone receivers at their ears, wires connecting with the bridge. We let the U boat have two ash cans, and made garbage meat of that submarine."

Place to Erect Buildings.

Lieut. H. J. Hichman of Bath Beach, who was Secretary to State Architect Louis F. Pilcher when he entered the army a year ago, and who has been attached in France to the 33d Engineers, told of "the race to Berlin" by the eight base port construction units.

"The race to Berlin consisted in seeing who could erect the most buildings and do the biggest amount of other kinds of construction work in a week. Each week a pennant was given to the winning base port. We, at Brest, were the leaders when I left.

"At Brest we have recently made accommodations for 75,000 soldiers at a rest camp there. It will be used, of course, for embarkation purposes, now that debarkation there is over. If the war had continued, the American constructing forces would have shown that they were able to erect in ample time before their arrival sufficient accommodations for all the men America could send to France."

Private Harry Norvat of No. 236 Avenue A was drafted a year ago. He trained at Camp Meade and was sent abroad with the 79th Division, Company K, 315th Infantry. He was wounded in the left leg by a shell in the Argonne on Oct. 2.

Private John F. Becker of Sutter Avenue, Brooklyn, fought on the Mexican border, and was in France with the 18th Infantry of the 1st Division, Regulars. A machine gun bullet shattered his left shoulder in the Argonne fighting.

Ex-Cop Among Wounded.

Edward J. Longuet, a member of the 6th Marines and a former New York policeman attached to the 42d Precinct, returned with a badly wounded arm. His home is at No. 271 West 69th Street.

"I saw boys seventeen and eighteen going into the fighting just like veterans," he said. "Before I joined the police I saw service with the Marines in China, the Philippines and most of the rough places of the world, but I never saw anything to equal the courage of the American boys. It opened the eyes of the French, and they were astounded at the American disregard of danger."

Other wounded men from New York and vicinity who returned were Private Richard Padian of No. 192 Waverley Place, Company F, 327th Infantry, hit by shrapnel on the right foot at Verdun, Oct. 9; James J. Heron of Englewood, Headquarters Company, 307th Infantry, gassed at Chateau-Thierry; Benjamin Gold of No. 135 Hoe Avenue, the Bronx, Company D, 306th Infantry, hit in left side by shrapnel at Chateau-Thierry while trying to rescue a Sergeant of his company who had been shot; Victor Kennedy of No. 5016 Seventh Avenue, Brooklyn, Company I, 313th Infantry, wounded in the arm and leg by shrapnel at Verdun; Edward F. Mechlone of No. 342 East 146th Street, Company K, 47th Infantry, hit by shrapnel in right leg and left foot at Chateau-Thierry; Hugh H. Toner of No. 98 Bedford Avenue, Brooklyn, Company F, 23d Infantry, shrapnel wounds of the right leg and arm.

RETURNING FLEET NAVY'S CHRISTMAS GIFT TO NEW YORK

Homecoming War Craft, Big and Small, Will Sail Into the Harbor Here in a Holiday Spectacle of the Sea.

SOME BEAR SERVICE STARS FOR U BOATS THEY SANK.

Admirals Mayo, Rodman and Rodgers Command Two Divisions of Dreadnoughts, Which Will Accompany Other Ships.

WASHINGTON, Dec. 13.—A great naval pageant in New York Harbor about Dec. 23 will mark the return to home waters of the first ships of the American armada sent to Europe upon the entry of the United States into the war with Germany.

Secretary of the Navy Daniels announced the plan to-day, adding that he would review the fleet from the Presidential yacht Mayflower. Already there are on their way home nine dreadnoughts, twenty destroyers and more than forty submarines, mine planters, converted yachts and smaller craft. The fleet will be led in review by Admiral Mayo, Commander in Chief of the Atlantic fleet, on his flagship the Pennsylvania, which accompanied President Wilson to Brest.

Ships, Big and Little, Coming.

Owing to the character of some of the craft ordered home the exact date for the review cannot yet be fixed. A few of the vessels may not even be able to reach here in time to participate, but every effort will be made to include as many as possible so that Americans may see just what manner of ships represented them.

Many of the vessels will carry their own evidence that they have seen active service. These will include those which bear on their funnels the stars which tell of the destruction of submarines.

The dreadnoughts ordered to return are Division No. 6, commanded by Rear Admiral Hugh Rodman, the battleship New York, flagship; Texas, Wyoming, Florida, Alabama and Nevada; Division No. 9, commanded by Rear Admiral Thomas S. Rodgers; battleship Utah, flagship; Oklahoma and Arizona.

The destroyers ordered home are among those first sent to European waters to battle against submarines. Those now en route to New York are the Whipple, Truxtun, Worden, Stewart, Flusser, Preston, Lamson and Reid. Those soon to sail are the Jenkins, Trippe, Cassin, Conyngham, Paulding, Stevens, Balch, Caldwell, McCall, Ammen, Sterrett and Terry.

Won Praise for Fine Work.

It is understood that much of the Atlantic fleet, which has remained on this side, will be mobilized at New York to meet the ships that were in foreign waters.

Admiral Rodman's division for the past year acted as the 6th Battle Squadron in the British Grand Fleet. It won high praise from Admiral Beatty for its efficiency and shared with the grand fleet the acceptance of the surrender of the German high seas fleet. It has been at the British base on the west coast of Scotland.

The division under Admiral Rogers was stationed on the west coast of the British Isles to act as convoys against enemy surface craft. On more than one occasion this division was called upon to cover the approach of important troop convoys, supplementing the destroyer force.

Both divisions were mobilized on the French coast to-day to meet the George Washington with President Wilson on board.

The Leviathan is due at Hoboken to-morrow with 3,981 officers and men. Interest in the movements of this great ocean military ferry is now enhanced by the fact that she is engaged in bringing her human cargoes homeward and with the same regularity of schedule as when she bore them away toward the battle-front.

Jersey Journal
Dec 13/18

TROOPSHIPS DUE IN THIS HARBOR

Capt. Edward S. Murphy, Information Officer, Port of Embarkation, Hoboken, last night gave out the following list of "overdue" ships bringing home American soldiers, wounded or otherwise:

Oregonian—Due, Dec. 6; carrying one enlisted man and 42 civilians. She will dock at Pier 8, Bush Terminal, Brooklyn.

Zacapa—Due at Pier 1, Hoboken, Dec. 7; has on board 34 civilians.

Siamese Prince—Due at Pier 2, Hoboken, Dec. 10; is carrying 398 men.

Pochra—Due in Manhattan Dec. 10; has 40 civilians aboard.

Santa Anna—Due in Manhattan Dec. 11; carries 48 officers, 21 enlisted men and 79 civilians.

Other ships officially announced are:

DeKalb—Due to-day at Pier 16, Hoboken; she is carrying 44 officers and 1,020 men.

Leviathan—Due at Hoboken to-morrow afternoon or Sunday morning from France; is carrying 1,419 hospital patients, 500 casualties and the second anti-aircraft sector.

Mani—Probably will dock at Hoboken on Monday; she has on board 64 officers and 2,161 men.

Rappahannock—Due to dock, probably in Hoboken, Tuesday; has one officer and 28 enlisted men.

Celtic—Due in Manhattan on Monday; has 155 officers and 2,122 men aboard.

Mercury—Due in Manhattan on Wednesday; has 16 officers and 1,109 men aboard.

Brighton—Due in Manhattan on Friday next; has 1 officer, 28 men and 2 civilians aboard.

Metapan—Due Dec. 26, probably in Manhattan; has 37 officers and 15 men aboard.

World Dec 15/18

LEVIATHAN IS NEAR WITH 8,564 TROOPS

Great Steamship Is Expected to Dock in Hoboken by or Before the Noon Hour To-day if Not Fogbound.

Word was received by wireless early yesterday from the Leviathan that she would reach Sandy Hook early this morning, and it was figured she would dock in Hoboken before 9 o'clock. The message came before the dense fog settled over the coast, and it was thought afterward that with a probability of her having been forced to slow down she might not get here until noon.

She has on board 8,712 passengers, of whom 183 are army and navy officers and 8,381 enlisted men. This is the greatest number of returning military men sent home on any ship. Many of them are from aerial units, who boarded her in Liverpool, and the rest she took on at Brest, France, where she went for coal.

Major Gen. George Barnett of the Marine Corps is on board, as are Lord Decies, a British army officer, and Frank I. Cobb of The World.

TRANSPORT, OVERDUE 12 DAYS, GETS TO HOBOKEN

Zacapa, Driven From Her Course With Civilian Expeditionary Forces On Board, Had Narrow Escape From Going Down—Lost Wireless, Short of Coal and Food.

GLAD TO GET IN, EVEN
ON FRIDAY THE 13TH

Battered by storms, her wireless swept away, swept by enormous seas, and taking 22 days for a trip that was expected to be over in 10 days, the U. S. transport Zacapa arrived in port yesterday and docked at Army Pier No. 1, Hoboken, much the worse for wear, but with all passengers safe.

The passengers included 32 civilian members of the American Expeditionary force, foremen and engineers who were engaged on the construction of the big American docks at Bordeaux.

There was also one woman passenger aboard, Mrs. Dudley Farquhar, wife of the American vice Consul at Barcelona, Spain, and her three year old son, Frank.

Driven out of her course by the worst storms which have been experienced on the Atlantic in many years, the Zacapa began to make her passengers suffer from lack of food and coal, and Captain Barrett put in at Halifax last Friday to replenish.

The following day they were overtaken by a storm which threatened to destroy the vessel. Tremendous seas deluged the ship and a number of the passengers believed they would never reach New York.

The wireless apparatus was wrecked and swept overboard and the ship was foundering without making any headway. Captain Barrett lowered a sea anchor but it was swept away and the vessel was driven back forty miles.

Everybody on board was sick except Mrs. Farquhar's son; he was quickly adopted as the ship's mascot, and became a hero aboard.

A driving storm was encountered all the way in and though the Zacapa docked on Friday, the thirteenth, the passengers did not believe that this was an ill-omen; in fact they didn't care much when they docked, as long as they reached the pier.

The Port of Embarkation band was at hand to welcome the civilian soldiers, who have been working in France for eighteen months, making it possible for the speedy handling of the ships which were taking the United States Army to France.

The main body of the workmen from the Bordeaux dock will come on another vessel, and are probably on the high seas now.

The totals on the transport are 117 navy officers, 4,747 enlisted men of the navy, 66 army officers, 3,634 enlisted army men, 15 women nurses, 1 British army officer (Lord Decies), 2 civilians of the merchant marine, 108 merchant sailors, 3 Red Cross workers, 2 men of the Y. M. C. A., 10 men civilians and 7 women civilians.

The casual companies on board are the 301st, 302d, 303d, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311th and 312th. Of the wounded and ill men 100 are bedridden, 50 are suffering from mental troubles, 38 are isolation cases and 1,231 require no special medical attention.

Sun Dec 16/18

Observer Dec 11/18

LEVIATHAN IS HELD AT THE HOOK BY FOG

Transport With 9,000 Fighting Men Will Reach Hoboken This Morning.

MANY WOUNDED ABOARD

Throng of Relatives Wait Patiently in Rain and Mist to Welcome Them.

The Leviathan, giantess of all the oceans—formerly the German liner Vaterland until put into the United States Naval Transport Service—came through the fog early yesterday morning and played tag with the American continent off Sandy Hook for an hour. But as the fog was solid enough to crack nuts on, the wise naval men directing the destinies of the great ship and her cargo of almost 9,000 returning fighting men finally decided to chuck out the mudhook off Ambrose Light and wait at least until the fog began to show signs of cracking.

It was officially reported at the naval transport information headquarters at Hoboken last night that, weather permitting, the Leviathan will warp into Pier 4, Hoboken, at 8:45 o'clock this morning. She will bring in 183 army officers, 8,381 enlisted men and a number of civilian war workers. Among the soldiers are many who were wounded. Of the 8,381 enlisted men aboard almost 4,000 are sailors returning from the war zone.

The Leviathan made one slight attempt to come up the lower bay yesterday shortly after she was first reported off the Hook at 7:30 A. M., but she soon swung around again and stood off for an anchorage to one side of the fairway, which at any moment might prove to be the scene of a demonstration of the aged wheeze that two bodies of matter cannot occupy the same place at the same time. There was no sense, so it was decided aboard the Leviathan, to stand around in the middle of the street, where a tug might come along any minute and break its nose on the Leviathan floating ribs.

Early morning mists and rain, plus a lack of reliable news, could not keep the crowds of men, women and children from flocking to the New York and New Jersey waterfronts to see the big skiff come up the river. River street, Hoboken, for a stretch of a quarter of a mile or more was crowded, especially during the afternoon, with parents, whole family parties, soldiers' sweethearts and the plain curious, all waiting hopefully in the rain for the eruption of noise and perhaps a glimpse above the pier roofs of funnel tops that would tell the ship had come home.

The Mayor's welcoming committee, aboard the police boat Patrol, fussed around the upper bay from 7 o'clock in the morning until mid-afternoon in the hope that it would get a chance to function. Crowds stood many hums deep along the Battery wall, waiting expectantly during a greater part of the day.

Hear "Home, Sweet Home."

The Mayor's Committee succeeded in coming within hailing distance of the homecoming men. The patrol boat, with 200 men and women aboard, steamed out to a point three miles off Sandy Hook, within sight of the Jersey shore, where the Leviathan was found waiting for the fog to lift. When the police boat had approached within hearing distance, the band struck up "Home, Sweet Home" and the committee cheered. They were greeted with an appreciative roar from soldiers who appeared everywhere on the big liner, while the Leviathan herself snorted out her thanks with siren and whistle. Half an hour later, after falling in an attempt to get within cigarette-tossing range of the homecomers, the police boat put back to New York.

Services of thanksgiving for the safe return of the Leviathan were held in the saloon of the Patrol while she was returning. The Rev. Dr. William George Ivis of Brooklyn, police chaplain recited prayers and hymns were sung by the Police Glee Club.

THREE VESSELS, WITH MEN WOUNDED AND WELL, DOCK AT THE PIERS IN HOBOKEN

ARMISTICE EXPIRES.

The armistice expired at six o'clock this morning, Eastern time.

It became effective at 11 a. m., French time, November 11, and was to continue thirty days.

The Commissioners reserved the right to extend the armistice, and it has been unofficially reported that negotiations to that end have been under way.

mans to cut and run.

"I sang in opera houses, in barns, in fields and in camps. I sang in French villages out of windows and I sang in the trenches. I was in Paris on November 11. Just before 11 o'clock everything was very quiet, but at 11 o'clock the guns began to boom and the flags were hung out of the windows, and every Frenchman carried an American flag. The British carried their own flags.

"I sang the 'Star Spangled Banner' in front of the Opera House and there were thousands of people there. When I got through an American boy cried out, 'Please sing "Dixie," I'm from Kentucky.' Then we sang 'Dixie' and then we sang everything else we knew.

"Some of the people over there say that the British are in the war for sport, the French for their lives and the Americans for souvenirs. I guess there is something in that. We got all kinds of things, helmets and guns and tons of Iron Crosses."

Captain O. W. Glazebrook, of the 12th Field Artillery, was wounded six times and was in the fighting at Soissons, Belleau Wood and Verdun. He received a decoration for bravery for pulling a wounded comrade out of a machine gun nest in the face of heavy fire, but he refused to go into the details of the exploit.

Colonel O. F. Harvey, of the 109th Field Artillery, who was wounded in the Argonne sector by high explosive, was also on board the Kroonland.

The passengers brought ashore a load of souvenirs, machine guns, helmets, rifles and other things which had been picked up "over there." The wounded were taken to Ellis Island and the others to Camp Merritt.

Two Hoboken boys came into the Mile-Square City when the Tenadores docked here this morning. They are Thomas Cox, of 811 Washington street, and Joseph La Porta, of Fourth street. Both are slightly wounded.

E. R. Applegate, of 2957 Boulevard, Jersey City, and J. J. Punsio, of 180 Eighteenth street, Jersey City, both slightly wounded, were also on board the Tenadores.

The Tenadores carried 1144 passengers, most of them wounded soldiers. She sailed from Bordeaux and came

through three days of storm. Of the passengers there were 24 army officers and 829 men, all wounded. There were 114 Marines, not wounded, all of them of the 88th battalion.

On board the Tenadores was Jock Campbell, of the old 69th, New York. He said that his regiment had been cited six times for bravery in action. He had been gassed and also wounded twice.

"I killed a German officer," said Jock, who hails from Dublin, "and I got his medal and bread ticket, his purse and a ring that he had been wearing. We were cited for actions in the Lorraine, Marne, Soissons and Verdun sectors and twice at Chateau-Thierry. I also got a German medal with the heads of the Kaiser and the King of Bavaria.

"I was gassed in the Champagne sector, and wounded at Soissons. Our captain was Capt. Martin H. Meany, one of the finest men who ever led American soldiers."

These men, it is expected, will be taken to Ellis Island Hospital, while those who are not wounded will go back to Camp Mills. There were also a number of Jersey City boys on the Kroonland, but it was not possible to get in touch with them.

Some quick work was accomplished by Private Leo Fahey, of Company A, 123th Infantry, 32nd Division, who was on the Tenadores. He went overseas four months ago, went into action two weeks after arrival, was in the fighting at Soissons and Verdun, where he was wounded. He came back on the same vessel that took him out and was the only soldier on board not seasick.

Kroonland, Tenadores and Calamares Greeted by Din of Bells and Whistles on Way Up River—Fireboats Direct Streams of Water in Air as Ships Pass by—Brigadier Hatch, Captain Walter Camp, Yale Coach, Y. M. C. A. Workers and Many Civilians on Board.

SINGER TELLS ABOUT TRIP IN FRENCH PLANE

Three vessels bearing returning troops, both well and wounded, docked in Hoboken this morning to the accompaniment of a wild demonstration on the river and both the Jersey and New York shores. They are the Kroonland, the Tenadores and the Calamares. The Kroonland went to Pier and the Tenadores to Pier 2.

Shortly after the Tenadores had docked the Calamares, her sister ship, pulled into Pier 2 and received a big ovation. She carried 1,400 naval aviators who had been in training in France, but who had not been in action.

On the Kroonland were, in the wounded list, 27 army officers and 664 men, and three officers and 10 men of the Marines, with five army nurses sick and wounded. In the well list are 57 army officers and 468 men, with three men of the Marines. The wounded were taken to Ellis Island hospitals and the others to Camp Merritt.

With the civilian and Y. M. C. A. workers the vessel carried a total of 1,353 passengers. She went to St. Lazaire and then to Brest, picking up passengers at both places, and left Brest on November 29. She had a very rough voyage, one of the officers stating that the gale on Sunday last was the worst he had ever experienced.

As the vessel came up the river she was greeted by whistles and bells while the New York fireboats played streams of water into the air on either side of the ship.

Among those on board were Brigadier H. J. Hatch, James Hopper, special war correspondent; Captain Walter Camp, Jr., famous Yale coach; Miss Amarita Farrar, Y. M. C. A. entertainment worker; Major Denig, of the Marines, who was wounded three times, receiving three machine gun bullets in the arm, and Miss Paula Sherman, vaudeville artiste, who went over to entertain the soldiers.

Colonel E. R. Hunter, of the Third Field Artillery Brigade, 76th Division, whose home is in New York City, was lying in his cot nursing a badly smashed right leg and foot when called on by the Hudson Observer. He said he was glad to be home again, but that there was very little he could tell of his experiences.

"I went over there," he said, "last February, and I was in the fighting from July 3. I was in Chateau-Thierry, Belleau Wood and on the Verdun sector. It was at dawn on October 4 they got me with high explosive, popularly known as H. E."

An interesting story was related by Miss Amarita Farrar. She said she went over there as a singer for the boys last summer and that it was the most wonderful experience she had ever had. She sang for the boys in all parts of the Alsation front and went right into the front line trenches with the men.

"The most wonderful thrill I ever had was when I went over the German trenches in a French fighting plane. I cannot describe it. But don't let any one tell you that they are not scared the first time they go into an aeroplane. If they do so they are not telling the truth.

"The Americans boys are the most wonderful boys in the world. They won this war. They went at the Germans in a way that nothing could stop and they just forced the C

Observer Dec 16/18

Dispatch Dec 16/18

THE LEVIATHAN ARRIVES; OVER 8,000 ON BOARD

Men of Army and Navy Are
Welcomed by Blasts of
Sirens and Bells.

MANY HUDSON COUNTY BOYS ON THE VESSEL

Great Throng on Hand to Greet Re-
turning Fighters — Captain "Ty"

Cobb, Lieut. William Rockefeller
and Lord Decies Are Among the
Passengers.

Bearing 8,870 army and navy offi-
cers and men in all, the huge army
transport Leviathan, formerly the
Hamburg-American liner Vaterland,
docked at Pier 4, Hoboken, this morn-
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every craft in the harbor shrieked a
noisy welcome and bands played gaily.
The music of the bands was almost
drowned out by cheers when the tune
"Home, Sweet Home," was played.

Among the passengers were Major
General George J. Barnett, command-
ing the United States Marine Corps;
Lord Decies, of England; Captain
"Ty" Cobb, Chemical Warfare Service,
U. S. A., famous baseball player; Mau-
rice Cheval, son of a French vice-am-
bassador; Mrs. S. B. Forbus, wife of
the American consul at Brest, France,
and Lieutenant William A. Rockefel-
ler, Jr., U. S. N. R. F.

There were almost 5,000 officers and
enlisted men of the navy on the huge
vessel. Twenty Red Cross nurses also
came over on the Leviathan, after
many months of service under fire.
There were more than 3,700 officers
and men of the army on board, most
of them casualties.

The units included the 301st, 302nd,
303rd, 304th, 305th, 306th, 307th, 308th,
309th, 310th, 311th and 312th casual
companies, among them many New
Jersey boys, all wounded. Remnants
of the 27th Division, New York City's
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were units from the 23rd (New Eng-
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wounded and ill men, 100 are bedrid-
den, 50 are suffering from mental trou-
bles, 38 are isolation cases and 1,231
require no special medical attention.

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the liner, and for the first time since
the piers were taken over by the
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the street. The pier gates were
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Among the New Jersey boys on
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Charles Heym, 52 Fulton avenue,
Jersey City; Joseph Costello, 533
Grand street, Hoboken; Clarence
Furkey, 117 Faulorne street (prob-
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Bloomfield street, Hoboken; Jacob
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North Bergen; Frank Zimmerman,
403 Ocean avenue, Jersey City;
George M. Currey, 296 Avenue B,
Bayonne; Joseph A. Lacina, 320 Ful-
ton street, West Hoboken; Edward
Niebel, 318 Monroe street, Hoboken;
William Cotter, 156 W. Nineteenth
street, Bayonne; Abe I. Steinberg,
338 Fourth street, Jersey City; An-

tonino Costa, Trenton; Joseph P.
Hardo, Elizabeth; Edward Murphy
and Arthur Hanzo, Newark; John M.
Caruso, Linden; Elliott Irven, Mill-
ville; Ennes C. Gant, Nantlooming;
Charles A. Gilles, New Brunswick;
George J. Gunther, Trenton; George
Keating, Plainfield; Michael Luksck,
Garfield; Lawrence McDonald, 412
Central avenue, Harrison; John E.
Kaney, Holmdel; Charles A. Stube-
nazy, Trenton; Guy Stone, Trenton.
News that John Giles, formerly of
the Lyric Theatre, Hoboken, was in
a hospital at Blois, France, was
brought by members of his unit.
He had been reported both wounded
and killed.

Observer
Dec 17/18

MAUI ARRIVES AT HOBOKEN; SANTA ANA ALSO HERE

Many Other Ships, on Way
From France, Due at
the Army Piers.

The Maui, carrying 2,157 surgical
and medical cases, arrived at her Ho-
boken piers shortly before 1 o'clock
this afternoon, docking at the south
side of Pier No. 3. She left Bordeaux,
France, on December 2. The men on
board are from all parts of the west-
ern fighting front and represent a
number of American divisions from
all parts of the United States. The
Santa Ana arrived late yesterday.

Several troopships bearing soldiers
from France are on their way to Ho-
boken and are expected to dock dur-
ing the week. Following the Maui,
although probably not until to-mor-
row, the Dochra and the Siamese
Prince are to come. Between now
and Christmas it is expected that
several thousand troops will disem-
bark at the Hoboken piers. These
include a large percentage of
wounded. With the start of the New
Year a constant stream of troopship
arrivals is expected at the port.

Forty-eight officers, three K. of C.
men, seventy Y. M. C. A. men and
fifteen privates arrived at Hoboken
last night on board the Army trans-
port Santa Anna, which left Brest on
December 2.

There were three New Jersey men
on board—Lieut. Edward A. Ander-
son, of 709 North Eighth street,
Camden; Lieut. Harry D. Ossley, of
Princeton, and Privates P. H. Souter,
of 415 York street, Camden.

Lieutenant Anderson was a mem-
ber of the Third Battalion of the
113th Regiment, formerly belonging
to the old Fourth Regiment. He was
in the fighting in the Alsace sector
and later in the Argonne Forest,
where he was gassed.

"I was in Paris when the armistice
was signed," he said. "I never saw
so many American flags in America
as I saw in Paris that day."

Lieutenant George W. Wheeler, of
Braintree, Mass., was one of the first
six Americans to fly the Caproni
plane on the Austrian front. He saw
extensive service, downed ten Aus-
trian planes and was decorated with
the Italian war cross and the
Italian Legion of Honor medals.

James F. Kelly, K. of C. secre-
tary, had a remarkable experience.
He went three times in a French
aeroplane to drop food and supplies
to a battalion of Marines caught and
isolated in the Argonne forest. The
third time he was wounded in the
head with a fragment of shrapnel.

He was the recipient of the
French Croix du Guerre, and is said
to be the only civilian who has re-
ceived it.

LEVIATHAN HELD DOWN THE BAY BY HEAVY FOG

Giant Transport Delayed in Mak-
ing Pier, But Will Be at Hobo-
ken at 9:45 This Morning—
Big Crowd Waited All After-
noon Yesterday, Hoping to
Meet Returning Relatives.

OVER 8,000 TROOPS ON RETURNING SHIP

All arrangements had been completed
at the Army piers in Hoboken yester-
day for the reception of the U. S. Trans-
port Leviathan, but at the last minute a
wireless was received from the captain
of the largest ship in the world, that he
would not be able to bring his vessel up
the bay on account of the dense fog.

The Leviathan lay all day yesterday
off Sandy Hook, and was originally
scheduled to reach the Army piers at
9 o'clock, but this was later changed to
4 o'clock in the afternoon.

Big Crowds on Hand.

During the afternoon, crowds had be-
gun to besiege River street, and they
crowded the intersecting streets leading
to the piers. Sisters and mothers,
fathers and brothers and sweethearts of
soldier boys whom they expected back
from France, hung around the street ad-
jacent to the piers all day.

At 3:30, the Port of Embarkation band
of 75 pieces, lined up in front of its
quarters and marched to the piers to
play the big vessel into port. The Red
Cross units which are in line to cheer
every incoming transport, also arrived
to take part in the celebration, but the
information was then given out by Cap-
tain Edward S. Murphy, of the Informa-
tion office at the piers, that the big ves-
sel was held off Sandy Hook by fog and
would not dock until Monday at 9:45
a. m.

Some of the people who had been wait-
ing on the river front all day, could not
believe that this information was accu-
rate and darkness had fallen before
the last of them grudgingly left their
places, to come back again tomorrow.

First Trip Since Armistice.

This is the first trip from France
made by the "big ship" since the Arm-
istice was declared. On board her are
117 Naval officers, 4,747 Naval enlisted
men, 4 enlisted Marine corps men, 62
Army officers, 2,212 soldiers, 14 wounded
Army officers, 1,421 wounded soldiers,
8 civilian merchant marine sailors, 3
male Red Cross workers, two male Y. M.
C. A. workers, 10 male and 7 female
miscellaneous passengers, and one Brit-
ish Army officer.

Lord Decies, Major General Barnett
of the Marines, and Frank I. Cobb are
among those on board.

When the Government seized the Vat-
erland from the Hamburg American line
after the declaration of war, the officers
discovered that enormous damage had
been done to the engines by the German
crew and officers, believed by them to
be irreparable damage, which would
prevent the United States from putting
the big vessel into service as a trans-
port.

American engineering skill proved
equal to the emergency and even im-
proved on the engines by getting a
greater speed from them. The Levia-
than has ferried more than 100,000
troops to France. The repairs to the
vessel cost in the neighborhood of
\$1,000,000.

Her armament as a transport has made
her almost as formidable as a modern
battle cruiser. She is 907 feet long, and
has a beam of 100 feet. She has six
steel decks, and three superimposed
decks, making nine in all, above the
water line.

Dispatch
Dec 19/18

NO TRANSPORT IN HOBOKEN YESTERDAY

No troopships arrived at the Army
piers, Hoboken, yesterday, although it
was confidently expected that the H. R.
Mallory with 1400 soldiers aboard,
would come up the river some time dur-
ing the day. No word was received from
the Mallory, an Army transport, but
there is no concern as to her safety, and
it is understood that she will get into
dock this morning.

The Dochra was another vessel ex-
pected yesterday, but it also failed to
make its appearance. The Dochra is
several days overdue with troops from
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Caruso, Linden; Elliott Irvén, Mill-
ville; Ennes C. Gant, Nantlook; Charles
A. Giles, New Brunswick; George
J. Gunther, Trenton; George
Keating, Plainfield; Michael Luksck,
Garfield; Lawrence McDonald, 412
Central avenue, Harrison; John E.
Kaney, Holmdel; Charles A. Stube-
nazy, Trenton; Guy Stone, Trenton.
News that John Giles, formerly of
the Lyric Theatre, Hoboken, was in
a hospital at Blois, France, was
brought by members of his unit.
He had been reported both wounded
and killed.

Observer
Dec 17/18

MAUI ARRIVES AT HOBOKEN; SANTA ANA ALSO HERE

Many Other Ships, on Way
From France, Due at
the Army Piers.

The Maui, carrying 2,157 surgical
and medical cases, arrived at her Ho-
boken piers shortly before 1 o'clock
this afternoon, docking at the south
side of Pier No. 3. She left Bordeaux,
France, on December 2. The men on
board are from all parts of the west-
ern fighting front and represent a
number of American divisions from
all parts of the United States. The
Santa Ana arrived late yesterday.

Several troopships bearing soldiers
from France are on their way to Ho-
boken and are expected to dock dur-
ing the week. Following the Maui,
although probably not until to-mor-
row, the Dochra and the Siamese
Prince are to come. Between now
and Christmas it is expected that
several thousand troops will disembark
at the Hoboken piers. These
include a large percentage of
wounded. With the start of the New
Year a constant stream of troopship
arrivals is expected at the port.

Forty-eight officers, three K. of C.
men, seventy Y. M. C. A. men and
fifteen privates arrived at Hoboken
last night on board the Army trans-
port Santa Anna, which left Brest on
December 2.

There were three New Jersey men
on board—Lieut. Edward A. Ander-
son, of 709 North Eighth street,
Camden; Lieut. Harry D. Ossley, of
Princeton, and Privates P. H. Souter,
of 415 York street, Camden.

Lieutenant Anderson was a mem-
ber of the Third Battalion of the
113th Regiment, formerly belonging
to the old Fourth Regiment. He was
in the fighting in the Alsace sector
and later in the Argonne Forest,
where he was gassed.

"I was in Paris when the armistice
was signed," he said. "I never saw
so many American flags in America
as I saw in Paris that day."

Lieutenant George W. Wheeler, of
Braintree, Mass., was one of the first
six Americans to fly the Caproni
plane on the Austrian front. He saw
extensive service, downed ten Aus-
trian planes and was decorated with
the Italian war cross and the
Italian Legion of Honor medals.

James F. Kelly, K. of C. secre-
tary, had a remarkable experience.
He went three times in a French
aeroplane to drop food and supplies
to a battalion of Marines caught and
isolated in the Argonne forest. The
third time he was wounded in the
head with a fragment of shrapnel.

He was the recipient of the
French Croix du Guerre, and is said
to be the only civilian who has re-
ceived it.

LEVIATHAN HELD DOWN THE BAY BY HEAVY FOG

Giant Transport Delayed in Mak-
ing Pier, But Will Be at Hobo-
ken at 9:45 This Morning—
Big Crowd Waited All After-
noon Yesterday, Hoping to
Meet Returning Relatives.

OVER 8,000 TROOPS ON RETURNING SHIP

All arrangements had been completed
at the Army piers in Hoboken yester-
day for the reception of the U. S. Trans-
port Leviathan, but at the last minute a
wireless was received from the captain
of the largest ship in the world, that he
would not be able to bring his vessel up
the bay on account of the dense fog.

The Leviathan lay all day yesterday
off Sandy Hook, and was originally
scheduled to reach the Army piers at
9 o'clock, but this was later changed to
4 o'clock in the afternoon.

Big Crowds on Hand.

During the afternoon, crowds had be-
gun to besiege River street, and they
crowded the intersecting streets leading
to the piers. Sisters and mothers,
fathers and brothers and sweethearts of
soldier boys whom they expected back
from France, hung around the street ad-
jacent to the piers all day.

At 3:30, the Port of Embarkation band
of 75 pieces, lined up in front of its
quarters and marched to the piers to
play the big vessel into port. The Red
Cross units, which are on hand to cheer
every incoming transport, also arrived
to take part in the celebration, but the
information was then given out by Cap-
tain Edward S. Murphy, of the Informa-
tion office at the piers, that the big ves-
sel was held off Sandy Hook by fog and
would not dock until Monday at 9:45
a. m.

Some of the people who had been wait-
ing on the river front all day, could not
believe that this information was accu-
rate and darkness had fallen before
the last of them grudgingly left their
places, to come back again tomorrow.

First Trip Since Armistice.

This is the first trip from France
made by the "big ship" since the Arm-
istice was declared. On board her are
117 Naval officers, 4,747 Naval enlisted
men, 4 enlisted Marine corps men, 62
Army officers, 2,212 soldiers, 14 wounded
Army officers, 1,421 wounded soldiers,
8 civilian merchant marine sailors, 3
male Red Cross workers, two male Y. M.
C. A. workers, 10 male and 7 female
miscellaneous passengers, and one Brit-
ish Army officer.

Lord Decies, Major General Barnett
of the Marines, and Frank I. Cobb are
among those on board.

When the Government seized the Vat-
erland from the Hamburg American line
after the declaration of war, the officers
discovered that enormous damage had
been done to the engines by the German
crew and officers, believed by them to
be irreparable damage, which would
prevent the United States from putting
the big vessel into service as a trans-
port.

American engineering skill proved
equal to the emergency and even im-
proved on the engines by getting a
greater speed from them. The Levia-
than has ferried more than 100,000
troops to France. The repairs to the
vessel cost in the neighborhood of
\$1,000,000.

Her armament as a transport has made
her almost as formidable as a modern
battle cruiser. She is 907 feet long, and
has a beam of 100 feet. She has six
steel decks, and three superimposed
decks, making nine in all, above the
water line.

Dispatch
Dec 19/18

NO TRANSPORT IN HOBOKEN YESTERDAY

No troopships arrived at the Army
piers, Hoboken, yesterday, although it
was confidently expected that the H. R.
Mallory with 1400 soldiers aboard,
would come up the river some time dur-
ing the day. No word was received from
the Mallory, an Army transport, but
there is no concern as to her safety, and
it is understood that she will get into
dock this morning.

The Dochra was another vessel ex-
pected yesterday, but it also failed to
make its appearance. The Dochra is
several days overdue with troops from
France.

Dispatch Dec 17/18

First Lieutenant G. W. Wheeler of 19 Charles street, Baimtree, Mass., of the air service, wore three decorations for his work in the flying corps with the Italian army. He was flying a Caproni plane and made numerous flights into Austria. The decorations included the Italian Legion of Honor, the Italian War Cross and an American decoration. The Santa Ana experienced some bad weather, left Brest on December 2, and took a southerly course. She was several days overdue.

THOUSANDS WATCH SOLDIERS UNLOAD FROM LEVIATHAN

James B. Gilardo, of 268 Third Ave., Elizabeth.
Edward Murphy, of 142 Second St., Newark.
John M. Caruso, of Linden.
William Cotter, of 156 West 19th St., Bayonne.
Elliott Irvin, of Millville.
Ernest C. Grant, of Nantlooking.
Charles A. Jones, of 75 New St., New Brunswick.
George J. Gunther, of 431 Center St., Trenton.
George Keating, of 1433 Willow St., Plainfield.
Michael Auksek, of 58 Monroe St., Garfield.
William J. Mundell, of 22 Journal Square, Jersey City.
Lawrence A. McDonald, of 412 Center Ave., Harrison.
John E. Kaney, of Holmdel.
Charles Heyn, of 52 Fulton St., Jersey City.
Charles A. Stubanazy, of 1140 Franklin St., Trenton.

Thousands of Onlookers.

Thousands lined River street as the soldiers were lined up on the piers preparatory to leaving for Camp Merritt. The scene on the piers was the most remarkable since the troopships have started. The huge liner for two hours just poured men from three different gangways.

They were lined up in companies throughout the long piers until the orders were given to march to the trains which were waiting on the docks to take them to Camp Merritt.

There was hardly a soldier who did not carry some souvenir of the war. German rifles were common as were the steel helmets worn by the Boches. Most

of these boys had been wounded and they came from every state in the union.

Wounded, But On Their Feet.

Their wounds were of a character, however, which did not keep them from using their legs. Of course there were a number of serious cases where men would be seen without a leg or with an armless sleeve, but they were the exception.

Just plain delight at getting back to America was evident by the happy smiles and the songs they sung as they swung along the piers and boarded the trains.

Lord Decies a Passenger.

Lord Decies who was listed as a British officer, was a passenger. He said the war would bring many changes in England, and things would never be quite on the same plane again.

"Ty" Cobb Came Back.

Captain Tyrus Cobb of Detroit, the famous batsman of the American League was also on board.

Smith Well Decorated.

Sergeant Carter M. Smith, of the 131st Infantry, Thirty-third Division, whose home is at 120 Minnie street, Detroit, Mich., wore the ribbons of a Belgian and a French decoration, besides the ribbon of the Mexican captain with Pershing.

He landed in France in May, 1919, and went into the Somme fighting on August 8. His left leg was blown off by a German high explosive shell the next day. He said that the Twenty-seventh Division was cut to pieces there.

Another Transport Arrives.

The U. S. Army transport Santa Ana with 130 persons aboard including 48 Army officers, three K. of C. secretaries, 15 soldiers, the remainder Y. M. C. A. secretaries, arrived at pier No. 8 late in the afternoon. There were no wounded aboard and a royal welcome was given to the men. The officers showed their appreciation of the warm welcome which was tendered them all the way up the river and the Red Cross women and the civilians and army and navy officers at the pier where she docked.

Carried Only Two Jerseymen.

First Lieutenant E. A. Anderson of 709 North Eighth street, Camden and Private P. H. Seuder of 415 York street, the same city, were the only New Jersey men aboard.

Streets of Hoboken Choked Near Army Piers—Great Cheering Throngs, Din of Harbor Whistles and Singing Soldiers Create Thrilling Spectacle.

SULLIVAN, RETURNING, SAYS GILES IS ALIVE

Never was such a welcome accorded to returning troops since the armistice was signed as that given to the heroes who arrived at Hoboken yesterday on board the Leviathan, the U. S. Navy transport, formerly the Hamburg-American steamship Vaterland.

River fireboats spouting water sixty feet into the air escorted the vessel into her pier, while the steam sirens boat whistles, locomotive whistles, church bells, dock whistles, and every noise maker within signalling distance was at full blast.

Army and Navy officers, civilian employees at the Army piers and the Red Cross workers, those willing women who are out in the early morning until late at night in order that a hot cup of coffee and a cake of chocolate and cigarettes be given to the boys, were on the pier to give the heroes a welcome.

Two military bands, the Thirteenth Infantry and the Port of Embarkation band burst forth into welcome music as the huge liner towered above the Army piers. In serried ranks the soldiers and sailors on board the incoming transport, nearly 9000 of them, responded with a tremendous outburst of cheering which was continued until the soldiers were let off the dock.

"Joe" Sullivan Back

One Hoboken boy was quickly recognized among the troops on board and he was given a hearty welcome on the pier. He was Joseph Sullivan whose home is now in New York, but he was formerly of Hoboken and drove one of "Billy" O'Neill's newspaper delivery trucks in Hoboken.

Sullivan was with the Fifty-second Pioneer Infantry and went "over" in April of this year. He saw most of the hardest fighting in the Argonne forest and was put out of action by shrapnel.

"Jack" Giles Not Dead

Sullivan was very happy to get back to Hoboken and said he had seen a number of Hoboken boys in France and among them Corporal "Jack" Giles, the Hoboken moving picture machine operator.

"Jack was reported as killed" said Sullivan, "but believe me he was very much alive when I saw him at the Hospital in Blois on November 6. He had been gassed and wounded twice, but he was getting along alright when I left him. I expect he will be home soon."

Other Hoboken "Boys"

Other Hoboken boys on the Leviathan who could not be reached, but went to Camp Merritt in the military trains were:

Joseph Costello of 533 Grand street; Thomas P. C. Hildebrand, 124 Bloomfield street;

Edward P. Nihel, 313 Monroe street.

All of them were wounded and have already been reported on the casualty lists. Wounded men of other Hudson County towns and New Jersey Units were:

Returning Jerseymen.

Clarence Furkey, 117 Faulorne St., Jersey City.

Jacob Sherman, of 1285 Newkirk St., North Bergen.

Franklin Zimmerman, of 403 Ocean Ave., Jersey City.

George W. Currey, of 296 Avenue B., Bayonne.

Antonio Costa, of 31 Dianando St., Trenton.

Joseph A. Lacina, of 320 Fulton St., West Hoboken.

Abi I. Steinberg, of 338 Fourth St., Jersey City.

Jersey Journal Dec 16/18

HUDSON SOLDIERS HOME ON LEVIATHAN:

SEA GIANT MET BY MULTITUDE AT HOBOKEN

Jersey City, Bayonne, Hoboken and West Hoboken Boys
Among 8,712 Passengers Brought Back by the Former
Hamburg Liner Vaterland—Thousands of People Jam
Streets in Vicinity of Docks and Accord Vessel Great-
est Ovation That Has Greeted Any Troopship.

LORD DECIES, VIVIAN GOULD'S HUSBAND,
AND "TY" COBB AMONG THOSE ON BOARD

With fourteen wounded soldiers from Hudson County aboard, the transport Leviathan, formerly the Hamburg-American liner Vaterland, docked at an army pier at Hoboken shortly after 8 o'clock this morning. No troop ship that has yet reached the harbor from the other side received the ovation that the big ship got as she came slowly up the river in the morning mist. The din of her welcome could be heard miles away.

Under the impression that the men from the ship were to parade, thousands of persons came to Hoboken last night and today. The ship was due to dock at 9 o'clock last night, but the fog held her down the bay. Hundreds of men and women walked the streets all night waiting for her to appear. Before daylight, every ferryboat and train brought additional hundreds. They jammed River Street in front of the docks and put a dead stop to all traffic. Capt. Craig's military police were powerless. For the first time since the United States went to war civilians set foot on the east side of River Street for the simple reason that the crowd was so dense that it was impossible to keep people out of the barred part of the street. The cheering and singing that came from the thousands were deafening.

These are the Hudson County men aboard:

John Sullivan, of Hoboken, a well known newsdealer.
G. Keating, 143 Willow Street, Bayonne.
C. Heyn, 72 Fulton Avenue, this city.
Joseph Costello, 533 Grand Street, Hoboken.
Thomas Hildebrand, 421 Bloomfield Street, Hoboken.
F. Zimmerman, 403 Ocean Avenue, this city.
J. W. Currey, 296 Avenue B, Bayonne.
J. A. Lieina, West Hoboken.
E. Maehle, 18 Monroe Street, Hoboken.
A. I. Sternberg, 338 Fourth Street, this city.
W. Cotter, 156 West Nineteenth Street, Bayonne.
Edward Neihel, 318 Monroe Street, Hoboken.
Lawrence A. McDonald, 412 Centre Street, Harrison.
W. Mundell, 22 Journal Square, this city.
Clarence Forkey of 117 "Fallor-mie" Street, this city.
(This last address is obviously a mistake, as there is no such street in Jersey City.)

Other New Jersey men aboard were:
G. J. Gunther, 431 Centre Street, Trenton; Jacob Sherman, 1,285 New-kirk Street, New Brunswick; A. Costa, 31 Denando Street, Trenton; J. B. Gill-ando, 386 Third Avenue, Elizabeth; Edward Murphy, 142 Second Street, Newark, and C. H. Jones, 75 New Street, New Brunswick.

John Sullivan brought word that "Jackie" Giles, a moving picture operator for the Lyric Theatre, Hoboken, who had been mourned as dead, was alive. Sullivan said he had been with Giles in the same hospital before being brought to the ship. Giles had fallen into a trap with others of his company, had been shot down by shrapnel, and was robbed of shoes, money, trinkets and wrist watch while lying in a half-faint.

There was a clash of army and navy authorities. Newspaper men with passes signed by General McManus were allowed on the army piers, but were refused permission to board the ship. For more than an hour they cooled their heels on the pier, and then the tangle was straightened out and they went aboard.

The Leviathan carried 8,712 persons, including 18 officers of the army and navy and 8,381 enlisted men.

Lord Decies, whose wife was Vivian Gould, and Capt. Tyrus Cobb of the Chemical Warfare Section of the army, star player of the Detroit baseball team, were among the passengers. The Leviathan brought over the largest number of service men that has been brought to New York from abroad since the armistice was signed.

The Leviathan took on aerial units at Liverpool. Most of her passengers got aboard at Brest, whence she sailed on Dec. 8.

Ensign D. B. Murphy, U. S. N., aviation, of Boston, Mass., had been stationed at Killingholm, near Hull, England. There the United States Naval Aviation Service has its largest seaplane base in England, he said. It is equipped with 47 planes.

"The American naval aviators have done very good work," he said. "While they were there in 1917, the Zeppelin L-70, the largest Zeppelin then in existence, attacked Hull. The Americans drove it off. It was brought down by an English aviator at Yarmouth."

"German air raiders did very considerable damage to Hull. Portions of the city were laid in ruins. A great many persons were killed," he declared.

Ensign F. Boger, Jr., of the Naval Aviation Service, who lives on Staten Island, but who declined to give his home address, was in London when the armistice was signed.

"I always thought London was a quiet place, but Paris had nothing on London on Nov. 11. Crowds dragged some captured German guns to the front of Buckingham Palace, placed them together and set fire to the wooden parts. Some policemen who tried to interfere were ducked in the fountain. Two men climbed up the outside of a building, fell and were killed."

Ensign Boger paid high tribute to the courage and skill of British aviators.

Sergt. Carter M. Smith of the 131st Infantry, Thirty-second Division, whose home is at 120 Minnie Street, Detroit, Mich., wore the ribbons of a Belgian and a French decoration beside the ribbon of the Mexican invasion with Pershing.

He landed in France in May, 1918, and went into the Somme fighting on Aug. 8. His left leg was blown off by a German high explosive shell the next day. He said that the Twenty-seventh Division was cut to pieces there.

There were 120 coaches, including 45 Pullmans, at the pier to take the army men to camp Merritt.

Lord Decies said he had nothing to say about the war. "I am here on pleasure," he added.

Observer Dec 17/18

MAUI ARRIVES AT HOBOKEN; SANTA ANA ALSO HERE

Many Other Ships, on Way
From France, Due at
the Army Piers.

The Maui, carrying 2,157 surgical and medical cases, arrived at her Hoboken piers shortly before 1 o'clock this afternoon, docking at the south side of Pier No. 3. She left Bordeaux, France, on December 2. The men on board are from all parts of the western fighting front and represent a number of American divisions from all parts of the United States. The Santa Ana arrived late yesterday.

Several troopships bearing soldiers from France are on their way to Hoboken and are expected to dock during the week. Following the Maui, although probably not until tomorrow, the Dochia and the Siamese Prince are to come. Between now and Christmas it is expected that several thousand troops will disembark at the Hoboken piers. These include a large percentage of wounded. With the start of the New Year a constant stream of troopship arrivals is expected at the port.

Forty-eight officers, three K. of C. men, seventy Y. M. C. A. men and fifteen privates arrived at Hoboken last night on board the Army transport Santa Anna, which left Brest on December 2.

There were three New Jersey men on board—Lieut. Edward A. Anderson, of 709 North Eighth street, Camden; Lieut. Harry D. Ossley, of Princeton, and Privates P. H. Souter, of 415 York street, Camden.

Lieutenant Anderson was a member of the Third Battalion of the 113th Regiment, formerly belonging to the old Fourth Regiment. He was in the fighting in the Alsace sector and later in the Argonne Forest, where he was gassed.

"I was in Paris when the armistice was signed," he said. "I never saw so many American flags in America as I saw in Paris that day."

Lieutenant George W. Wheeler, of Braintree, Mass., was one of the first six Americans to fly the Caproni plane on the Austrian front. He saw extensive service, downed ten Austrian planes and was decorated with the Italian war cross and the Italian Legion of Honor medals.

James F. Kelly, K. of C. secretary, had a remarkable experience. He went three times in a French aeroplane to drop food and supplies to a battalion of Marines caught and isolated in the Argonne forest. The third time he was wounded in the head with a fragment of shrapnel. He was the recipient of the French Croix du Guerre, and is said to be the only civilian who has received it.

N. Y. Herald
Dec 17/18

Jersey Journal
Dec 16/18

FED MARINES FROM AIR; ARRIVES WITH CROIX DE GUERRE

The Santa Anna Brings Many
War Heroes from France—
Aviator Has 3 Italian Honors.

With 120 passengers aboard the United States Army transport Santa Anna arrived yesterday afternoon, and docked at army pier 8, Hoboken, at five o'clock, being delayed three days by heavy seas after she left Brest December 2.

Of her passengers forty-eight were army officers from different fronts, none of them wounded; fifteen enlisted officers, and the remainder civilians. Three of the latter were Knights of Columbus secretaries and seventy Young Men's Christian Association secretaries and workers.

Darkness was falling upon the Hudson River when the camouflaged vessel loomed into view, with its rails lined with army officers, but not even the enthusiastic cheers from the doughboys who arrived earlier in the day had anything on the warm greeting which passed from the men on the ship to those on the waiting pier as the vessel was warped into the slip and the Port of Embarkation Band broke into the strains of "It's a Long, Long Trail."

Dignified colonels and serious visaged captains danced on the decks and waved their canes in greetings to the Red Cross women on the pier, who lined up on the bulkhead with Red Cross flags.

Before the gangway was hoisted into position the passengers had lined themselves up with baggage in hand ready to make their escape from the vessel to the shores of America.

Had Three Decorations.

An officer of the aero service, who has been flying on the Italian front for the last seventeen months was aboard and the three decorations on his tunic attracted much attention but he positively refused to say anything about himself, who he was or for what meritorious service he had been awarded the decorations.

It was a brother officer who volunteered the information that the aviator was First Lieutenant G. W. Wheeler, of No. 19 Charles street, Braintree, Mass. He was one of six American officers to fly the big Caproni airplane, and he took part in the Italian victory which brought about Austria's collapse. He had told his fellow officers some of his experiences in bombing exploits over Austria and stated that the Caproni carried four men and created havoc in many of the fortified Austrian cities.

Just how many Austrian planes Lieutenant Wheeler has to his credit could not be learned, but it was stated that although he was engaged in bombing work he had been responsible for shooting down many an Austrian birdman.

Lieutenant Wheeler, a graduate of Dartmouth College, was made a member of the Italian Legion of Honor for bringing his plane safely to the ground within the Italian lines when the three other men in the aeroplane had been wounded. The Italian War Cross was another decoration awarded to Lieutenant Wheeler, and he wore also a United States Army decoration.

Praises New Jersey Boys.

First Lieutenant Edward A. Anderson, of No. 708 North Eighth street, Camden, N. J., of the Third Battalion of the 113th Infantry, spoke of the heroic work accomplished by the New Jersey boys. The 113th Infantry was composed of National Guard regiments, including the Fourth, of Hudson, and the First regiment, of Essex.

President Melendez Ill.

WASHINGTON, D. C., Monday.—President Melendez, of Salvador, is seriously ill, the State Department was advised today, and Vice President Quinonez is in charge of the government.

TWENTY LOCAL HEROES RETURN ON TRANSPORT MAUI

Jersey City, Bayonne, Hoboken, Union Hill and North Bergen Boys Among 2,200 Men On Board—Salvation Army Doughnuts First Thing That Doughboy Geier Wanted.

NORTH BERGEN FIGHTER SAYS PRUSSIAN GUARDSMEN PLEADED FOR MERCY

With twenty Hudson County soldiers, all wounded, aboard, the U. S. Transport Maui docked at Pier 5, Hoboken, late yesterday afternoon. Seven days overdue, the Maui received an ovation as she steamed up the river. On the army piers an army band welcome her royally. The Hoboken Chapter of the Red Cross waited at the pier head, and as the women began to wave American flags the 2,265 wounded boys on the ship broke out in a thunder of cheering.

The ship's records gave the names of the following Hudson County men aboard:

Jersey City: Corporal James J. Mahan, 569 Newark Avenue; Corporal Frank J. Marco, 52 Fleet Street; Private Joseph Geier, 87 Mercer Street; Private David Ganoff, 312 Second Street; Corporal Raymond C. Ensley, 24 Clinton Avenue; Corporal T. R. Lewis, 134 Kensington Avenue; Private Frank Cioseia, 108 Pavonia Avenue; Private John J. Smith, 33 Hudson Street; Corporal John J. O'Donnell, 405 Kitme Street (no such street); Private Frank Edmondson, Floyd Street, and Fred R. Orsini, no street address given.

Bayonne—Private Patrick Carr, 29 East Twenty-first Street; Private Michael Kaval, 37 East Twenty-fourth Street; Private William Ingram, 46 West Eighth Street.

Hoboken—Corporal Thomas Fitzpatrick, 927 Park Avenue; Private Harry A. Cordes, 119 Park Avenue; Private Edward T. Benson, 803 Washington Street.

Union Hill—Private Joseph Nau-dauer, 424 Fulton Street.

North Bergen—Private Floyd Johnson, 13 Doremus Place; Private John J. Webb, 615 Hamilton Street.

The men brought back tales of heroism and devotion to duty. Dr. Alfred M. Bergstein, a lieutenant in the Medical Corps attached to the Eighteenth Regulars, of Pottsville, Pa., wore a war decoration on his breast. Men aboard the ship said that he was the only doctor to go right into action with the men. He attended them as they fell. He carried seventeen shrapnel wounds.

The first man to leave the ship was Joseph Geier, of 87 Mercer Street, this city. He was a member of the old 69th New York, and was wounded while fighting with a trench motor battalion. As he reached the dock he spied three Salvation Army girls and a basket of doughnuts.

"Gee," he said, "it's the first time since I was in the trenches that we've gotten any of 'Sal's doughnuts.' They were the best things we ever got. Why, when we were on the firing line they came down and baked them fresh for us and we ate them hot. That wasn't all, either, they made griddle cakes and they were everywhere that we were, you've got to hand it to them."

An idea of the fighting qualities of the Prussian Guard was contributed by John Webb of 615 Hamilton Avenue, North Bergen, who fought against them at St. Mihiel with a machine gun company of the old 69th.

"It seemed that every time we ran into them they'd come running up to us yelling, 'Don't kill me, I've got a mother, father, wife and three children,' but our commanding officer

would always say, 'Give 'em hell' and we always did."

Webb, who is better known as "Lefty" Webb, was maimed by machine-gun bullets and was gassed.

Corporal Thomas Fitzpatrick of 927 Park Avenue, Hoboken, of Company B, 185th Infantry, was wounded by shrapnel, gas and shell in the Chateau-Thierry sector. He had fought from February to July 27 without being wounded.

Private Joseph Caldronney of North Hackensack, of Company C, 114th Infantry, was hurt in the Argonne forest on Oct. 14 when he got three bullet wounds in the left arm.

LEVIATHAN'S 11,224 GET THE GREATEST WELCOME SO FAR

**Huge Transport's Returned
Fighters Include Many of 27th
Division, Some of 77th and
Couple of 165th Regiment.**

**1,500 OF THEM SUFFERED
GASSING OR SHELL SHOCK.**

**"Real Cigars! This Is America!"
Yells One Joyous Scrapper—
Many Insist Yanks Broke the
Hindenburg Line at Ypres.**

Across the blurred horizon, where the celestial-pointing lady that Bartholdi gave to the land stood in dim bulk in the dismal mist, there stirred early yesterday morning a dark, vast mass. For a moment folk strained their sight in vain to pierce the shadows that almost blocked off the moving hulk.

But as the ponderous mass surged steadily toward Bedloe's Island, throbbing forth dense billows of smoke that pursued one another in a rearward race, those who edged the Battery wall craned their extended necks still further and with a whoop of happy recognition gave forth the cry that "she" had come.

Greatest of Transports Back.

For it was the mammoth ship Leviathan, which during the war had breasted the seas in ten peril-fraught trips and had mothered in safety across the waves 100,000 or more of the pick of the land, who made possible this peace-time return past the Lady of Bedloe. Often she had crept forth in the dark and taken queer courses to escape threatening danger. Now she came back, bow rearing defiantly, colors waving bravely and her decks lined with men.

New York had tugged loose her heartstrings and made her shores a home of welcome for the troops that came back on the Mauretania and the Lapland and the Orca and the Minnekahda and the Comfort and the Mercy.

Lungs had chorused happy greetings, sirens had strained to the bursting point, bells had clanged discord for these ships.

But yesterday when the famous transport Leviathan, symbol of "the bridge across the seas," cut a wide-awake course up the river, washing aside the myriad tugs that scurried around her, New York outdid tenfold its former acclaim to heroes.

Heroes by Hundreds Aboard.

And when the high reaching bulk warped smoothly, tamely into her berth at Pier 4, Hoboken, at 9 o'clock the men and women aboard her had passed through an hour of happy, ecstatic welcome that they knew would stir their hearts with pride at every recollection.

Heroes by the hundred were among the 11,000 persons she brought to our port. And there were men who might have been heroes had not an enemy's sudden collapse cheated them of the chance. There were many, too, who made no pretence of being warriors and came back in their proper civilian clothes.

Every State of the Union was represented among the wounded. New York had a plentiful delegation of the 27th Division, with a few of the 77th and two or three of the 165th Regiment.

Medals proclaimed the fortitude of some. Happy grins attested the satisfaction of many with the lot that this era had brought them. And the crutches and taut-bound slings of not a few gave evidence of the havoc the war has wrought.

Many Kinds of Uniforms.

Gathering her proteges from Liverpool and Brest, the Leviathan steamed into port with 11,224 passengers. Of these 8,870 were in uniform of some sort, among them 1,500 wounded, gassed or shell shocked soldiers; 4,747 enlisted men of the navy, 77 army officers, 15 women nurses, 1 British officer, 3 Red Cross workers, 252 merchant sailors and 2 Y. M. C. A. men. Including the 1,500 wounded there were 3,634 enlisted men of the army. The civilians numbered 170. The crew and officers are 2,200.

Five men died on the round trip since the Leviathan left here Oct. 27. Fifteen bodies of soldiers were brought on the ship, besides. Lieut.

James Chadwick of the army died of pneumonia on the way to Liverpool. William A. Jenkins, a soldier, died of the same disease yesterday morning at Quarantine. Another soldier died on the way here of a wound in the spine. Two sailors of the crew died.

So crowded was the Leviathan that ten minutes after the gangplanks were run out, soldiers and sailors were poured out upon the pier and hustled off, so there might be elbow room. Two trains hurried to Camp Merritt, under charge of Major Hews. 2,200 men of Casual Companies 301 to 312, inclusive. The steamer Newburgh took 2,500 sailors to Pelham Bay.

Nearly Crushed the Patrol.

Nosing in too closely, the police boat Patrol was almost crushed against the pier. Two of her passengers sprang to the pier, a short leap. She bumped her way out.

Five hands on the pier blared and boomed in jealous rivalry to gain the attention of the fickle soldiers and sailors, who swayed with the notes of one band, then suddenly swerved off to the more catchy tune of another.

Three hundred Red Cross women flung candy and cigarettes upon the decks and when their stock gave out were not too fatigued to wave flags. Just outside the pier, facing River Street, the soldiers lined up at the yard tracks to board the Camp Merritt trains. Three thousand men, women and children, who came to grasp in embrace a brother or father or son or pal, though they knew full well they would not be permitted to approach, scoffed the efforts of soldiery to press them back and pressed against the iron grating of the gates to shout their hysterical happiness.

Two Worked Havoc in the Air.

Then there came the interviews. In every man was a story that would have thrilled. Some did not know they were heroes and their stories were lost. Others knew, but withdrew when approached. But here are some of the many that a busy day among the thousands of men brought forth.

Two there were, pals in training, in action and in returning, who wore the ribbon of the French Legion of Honor, pinned on by Gen. Petain, because each, as an observer, had aided in bringing thirteen German planes to the earth. They were C. Valling of Dunkirk, N. Y., and L. T. Tabor of Indianapolis.

A Distinguished Service Cross and three citations were given to Sergt. Claude V. Hart of the 168th Iowa Infantry, of the Rainbow Division. At Chateau-Thierry on July 28 he was shot in the thigh. He went back and through a hail of machine gun bullets poured by Germans chained to their weapons he led a platoon that captured Hill No. 212, with eighteen prisoners and three machine guns. Of the platoon of thirty only nine reached the crest.

Real Smokes; Real Girls.

"It sure must be America I'm back in," sighed Hart in content. "Real cigars and real American women around me. Oh, boy!"

Because in defiance of a deluge of enemy fire he had persisted in aiding wounded until bullets penetrated both legs and his right arm. Private James J. Lynskey of Sanitary Unit No. 506, a Philadelphian, wears the Croix de Guerre with a palm and the French Military Medal.

For bravery in a severe barrage at St. Quentin Sept. 29, when he was struck by shrapnel in the neck, Private George P. Healy of No. 599 Monroe Street, Brooklyn, of the Medical

Corps of the 106th Infantry, was recommended for a medal. He is a nephew of Police Inspector McDonald.

Not all of the heroes were of the army. Some on the Leviathan were of the navy. Ensign T. N. Dickey of Jacksonville, Fla., said that in five months the flotilla of which he was a member sank five U-boats. "They didn't show much fight," he complained.

He Loves the Depth Bombs.

William T. Ward of No. 48 Putnam Avenue, Brooklyn, formerly a motorcycle policeman, said the sub chaser 110, on which he was detailed, sank three submarines.

"Depth bombs are the babies," he said. "You drop them and pf-f-t!—a little oil, some wreckage and some more dead Jerries."

Among wounded members of the 27th Division on board was Joseph Gottlieb of No. 167 Fifth Avenue, Brooklyn. Near Ypres on Aug. 31 a bullet entered the right side of his mouth and came out back of his left ear.

"I was one of thirty-two men in a sacrifice patrol," said he; "that is, we were sent out to feel out the Jerries. When we encountered resistance observers could tell where the Jerries were and drop shells on them. Well, we got action all right. Some of us were taken prisoners. Two of us, a chap named Burton of Brooklyn and I, were so badly wounded the Germans thought we couldn't live and left us behind when a big offensive was launched by our men. We were rescued then."

Good Word for Saxons.

"By the way, those Jerries that captured us were Saxons, and they treated the prisoners in great shape. They treated our wounds, and were kind and decent in every way. I'm strong for the Saxons."

"Here too," chorused voices of other wounded lads.

In the group with Gottlieb were William C. Morton, No. 603 Madison Street, Brooklyn, 102d Field Signal Battalion, Charles D. Vossler, No. 109 East 112th Street, James McLucas, Company M, 105th Infantry, and John G. Nelson of Champion, Mich. all of the 27th.

Morton was pointed out as the most battered. They all grinned when they told how Morton had been so riddled by shrapnel a mile or so from Ypres on Aug. 16 that various interior portions of his anatomy had to be tacked to various other portions.

Vossler was wounded in both legs by a hand grenade going over the top at St. Quentin, Sept. 29. He was a member of the old 7th Regiment.

Vossler, Gottlieb and the rest, with Gottlieb acting as spokesman for the most part, said:

Say They Broke That Line.

"What makes us tired is this talk that the British broke the Hindenburg line near Ypres, 'with the help of the Americans.' We led the way, and there's no doubt about that. Why, we overran our objective so far and got so far ahead of the British that we were surrounded by Germans and cut off for three days. Believe us, it was the 27th and 30th Divisions that busted the Hindenburg line, and nobody else."

"Ask the Y. M. C. A. where it gets off with all the publicity stuff it has printed in the newspapers on this side," called a soldier, to the accompaniment of groans. "It charges enough for stuff, it ought to declare dividends soon."

"Put in a line about the English Y. M. C. A." More groans.

"Give the Red Cross a boost," some one interjected. Words of approval sounded.

"We didn't see the Salvation Army or the K. of C. where we were," some one said. "But we here they are all right, and don't make a profit on a chap in hospital or anywhere else, because they give away their stuff."

Broke Line at Great Cost.

Private Edward R. Dawson, No. 614 East 168th Street, the Bronx, was hit in the right foot by a machine gun bullet at St. Quentin, Sept. 29. He is a member of Company G, 107th Infantry, the old 7th. He said: "We broke the Hindenburg line all right, but we suffered about 95 per cent. casualties. Only fourteen unwounded men were left in my company."

Harold H. Howe, No. 410 East 26th Street, Flatbush, 106th Infantry, formerly the 14th, was gassed at St. Quentin, Sept. 29.

Francis Burns of Rossiter, Pa., Company C, 319th Infantry, suffered thirteen wounds at the Arras front July 11. He was hurt in the legs, shoulders and face.

Corpl. James Lang, 106th Infantry, 27th Division, was sprayed with machine gun bullets at Cambrai Sept. 29. (Most of the wounds on this ship were received on that day.) Six bullets tore his left arm from wrist to shoulder. He was quite pleased because he had just begun to wiggle his fingers.

Other wounded men aboard were:

Corpl. Lindberg, Company F, 106th Infantry, wounded at St. Quentin by machine gun Sept. 29.

Edward Hecker of Brooklyn, severely wounded in the hands and abdomen Sept. 29 at Cambrai.

Ralph Respull, No. 26 Box Street, West New Brighton, S. I., Company G, 108th Infantry; wounded in both legs by shrapnel at Cambrai.

Corpl. John Okman, Brooklyn, Company F, 103d Infantry; wounded by shrapnel in the abdomen at Mount Kemmel.

Daniel Prignon, Flatbush; wounded in the left arm by shrapnel at Mount Kemmel.

James McKeever, Flatbush; wounded in the leg at St. Quentin.

Charles Uhlinger, wounded in the right arm.

Edgar Upham, 106th Infantry, formerly the 23d Regiment; wounded by shrapnel in a tank at St. Quentin.

Edward Hogan, No. 452 Washington Avenue, Brooklyn, 106th Infantry; left leg broken by shrapnel at Mt. Kemmel.

Luke Dalton, Brooklyn, same regiment, who lost his right leg at Cambrai. Sergt. Tom Callan, No. 373 Greene Avenue, Brooklyn, Company I, 306th Infantry, wounded in the side by a shell fragment in the Argonne.

Private Allen P. Dexter, No. 601 West 112th Street, Company B, 310th Machine Gun Battalion, hit in the left arm by a machine gun bullet in the Argonne.

Private Harry Levine, No. 591 East 140th Street, Bronx, same company, gassed in the Argonne.

Corpl. E. H. Murphy, No. 104 West 102d Street, Company D, 107th Infantry, paralyzed in right arm by a bullet wound in the head.

Private Chris Leimbach, No. 505 Sanford Avenue, Flushing, 106th Machine Gun Corps, wounded in right arm by shrapnel at Cambrai.

Many "Got Theirs" in Argonne.

Peter Hanson, No. 352 14th Street,

Brooklyn, Company H, 307th Infantry, 77th Division, hit in the Argonne.

Private Leon Feinberg, No. 171 Adelphi Street, Brooklyn, Company I, 11th Infantry, wounded at Chateau-Thierry and at the Argonne.

Private Vincent Peck, No. 39 Cambridge Place, Brooklyn, Headquarters Company, 107th Infantry, wounded in the Argonne.

Private Broner Gervitch of Bayonne, Company K, 148th Regiment, wounded in the right arm in Flanders.

Private Moses Furman, No. 1122 45th Street, Brooklyn, a sailmaker, fell from airplane in collision. Has had four operations on his eardrums.

Private Martin Rotchford, No. 605 West 54th Street, Company B, 105th, hit in left eye and right arm by shrapnel at Cambrai.

Private William Clark of Kingston, Company M, 107th, gassed at Cambrai.

Private Jesse G. Hall, Binghamton, Company M, 308th, shell shocked at Fismes and then gassed.

Arthur H. Baldwin, No. 189 West 101st Street, Company M, 123d Infantry, 31st Division, shot in mouth and laid out by gas going over the top.

Albert Altman, No. 1580 President Street, Brooklyn, Company D, 106th, wounded and gassed at St. Quentin.

Private William A. Fitzpatrick of No. 107 West 129th Street, Company H, 105th Infantry, "out in no man's land just taking a peek around for souvenirs," when he was wounded in the thigh.

Private George G. Lynch, No. 2181 Bathgate Avenue, Bronx, Company K, 105th Infantry, was "sitting at headquarters when a shell burst and I was hit in the leg."

Private Joseph Cuccia, No. 64 East 106th Street, wounded in leg at St. Quentin.

Splinter Broke Right Leg.

Private Edward J. Ward, No. 522 West 143d Street, Company F, 102d Engineers, 27th Division, also hit in the leg at St. Quentin.

Private Harold O'Sullivan, right leg fractured by a shell splinter. He lives at No. 360 Union Street, Brooklyn, and was with Company C of the 106th Infantry, 27th Division.

Private Howard Farley, No. 207 West 33d Street, 104th Machine Gun Battalion, 27th Division, struck in leg at Cambrai.

Private Frederick G. Neuffer, No. 429 West 123d Street, Company B, 105th Machine Gun Battalion, left arm broken at Mount Kemmel.

Private George McCarroll, No. 170 South Oxford Street, Brooklyn, Headquarters Company of the 27th Division, foot fractured near Kemmel.

Lieut. Lincoln D. White, No. 518 West 145th Street, 120th Infantry, shot in the right lung at Bellecourt.

Private J. I. White of Company C, 107th Infantry, Lincoln White's brother, shot in hip.

Private Michael Morris, wounded by shrapnel at St. Suplet. He lives at No. 609 West 135th Street and was with Company C, 108th.

Private James Howlett, No. 1352 Lexington Avenue, one of twenty-five men left of the 250 originally in Company F, 105th Infantry, after the St. Quentin scrap.

Observer
Dec 17/18

N.Y. American
Dec 16/18

teen wounds. Yesterday he was walking around the deck, waiting to get off to go to his home in Pottsville, Pa. Also on board was former Congressman Royal A. Johnson, of Albert, South Dakota, who, at the outbreak of the war, enlisted in the army as a buck private and rose to the rank of first lieutenant.

These are but samples of the stories told on board the Maui. It would require many columns merely to enumerate the deeds of the men on board, deeds that have made history for the American nation and which aided materially in the winning of the war by the boys of the U. S. A.

Following are the names of the local boys on board the Maui:

Private Floyd Johnson, 19 Doremus Place, North Bergen.

Corporal James J. Mahan, 580 Newark avenue, Jersey City.

Corporal Frank J. Marco, 52 Fleet street, Jersey City.

Private Joseph Geier, 87 Mercer street, Jersey City.

Private David Granoff, 312 Second street, Jersey City.

Corporal T. R. Lewis, 184 Kensington avenue, Jersey City.

Private Frank Gloscla, 108 Pavonia avenue, Jersey City.

Private John Partusch, Division and Thirteenth streets, Carlstadt.

Private John J. Smith, 83 Hudson street, Jersey City.

Corporal John J. O'Donnell, 405 Ritrer (?) street, Jersey City.

Private Fred Orsini, Jersey City.

Private Edward T. Benson, 809 Washington street, Hoboken.

Private Frank Edmondson, Floyd street, Jersey City Heights.

Private Patrick Carr, 29 West 21st street, Bayonne.

Private Joseph Naubauer, 424 Fulton street, Union Hill.

Private Joseph Cardrone, North Hackensack.

Corporal Thomas Fitzpatrick, 927 Park avenue, Hoboken.

Private Henry A. Cordes, 119 Park avenue, Hoboken.

Private Michael Koval, 37 East 24th street, Bayonne.

Corporal Raymond C. Ensley, 24 Clinton avenue, Jersey City.

Private John J. Webb, 615 Hamilton avenue, North Bergen.

Private William Ingram, 46 West Eighth street, Bayonne.

ANOTHER TROOP SHIP IS DUE AT HOBOKEN TODAY

She is the H. R. Mallory—
Dochra, Behind Sched-
ule, May Also Arrive.

SEVENTY-ONE JERSEY BOYS ARE ON THE MAUI

Several of Latter Are Hudson County
Soldiers—Former Congressman
Johnson Back, with a Commission
—Hero of Fifth Marines a Pas-
senger.

Another troop ship, the H. R. Mallory, is due to dock at Hoboken some time today. It is also possible that the Dochra, which is several days behind her schedule, may dock, but up to noon nothing definite regarding the time of her arrival had been made known. The Siamese Prince, carrying troops, may dock in Hoboken before the end of the week.

Men from every part of the battlefields of France; men from every part of the United States; men who had been in the hottest of the fighting and bore their wounds as proof of their heroism, came into Hoboken last evening on board the U. S. Army Transport Maui.

The Maui left Bordeaux on December 2 with 2,189 troops, the majority of them being medical and surgical cases. While not experiencing the same terrible weather that has delayed other returning transports, she had a tough time of it and was forced to go out of her course in order to avoid the bad weather.

There were seventy-one New Jersey boys on board the vessel, fifteen of them from Hudson County, while many other parts of the State were well represented. There were boys from Hoboken, Jersey City, North Hudson and Bayonne, and there was not one of them who was not glad to be back again in his own home town.

One of the best stories that has yet been related regarding the war was told by the comrades of Lieutenant J. R. Hardin, of 40 Mount Prospect Place, Newark, of the Fifth Marines, who was in every engagement in which the famous corps was fighting, with the exception of Soissons, during which battle he was in the hospital.

Like all of his brother officers on board the Maui, he positively refused to talk about himself. He said that all of the American boys fought gallantly and that all he did was the little share that devolved upon him.

Just what his share was may best be judged by the fact that he went over the top nine times, was wounded twice and was decorated by the French army for his gallantry in action. He positively refused to state what decorations he had received.

Another man who saw a great deal of service was Lieutenant L. R. Ledbetter, of Anderson, S. C., who belongs to the 54th Regular Infantry and who saw service in the Alsace sector and in the Argonne. Like all of the others, he would not discuss his experiences, but was forced to admit that the statements made by his comrades were true.

He was several times under fire from machine guns mounted on German airplanes and said that the experience was not a pleasant one.

"The only thing to do," he said, "is to get under cover. The German planes came down within a hundred feet of the ground, which they sprinkled with bullets. It was not the kind of thing that appeals to the imagination. Sort of gets you worried, you know."

On another occasion a bomb dropped from a German plane exploded within a hundred feet of him.

"Was that close?" he was asked.

"A whole lot too close," he replied.

Lieutenant John Gleeson, commander of a tank, took many a joy ride over the German machine gun nests. Once he had to get out of the tank to make repairs, and while doing this was attacked by the Germans, whom he managed to fight off, thus saving his tank.

Lieutenant Alexander M. Bergstein of the Medical Corps, 18th Infantry, had the distinction of being the only medical man to lead his platoon into action. He got in front of an exploding shrapnel shell, receiving seven-

LEVIATHAN KEPT FROM PORT BY FOG

Huge Transport, Carrying 9,000
Returned Soldiers, Expected
to Dock at Hoboken To-day

Mayor's Welcoming Committee,
in Official Boat Patrol, Shouts
Greetings to Homebound Men

Heavy fog and adverse tides held the transport Leviathan outside the port yesterday. With weather conditions favorable, the vessel bearing 9,000 troops and civilian passengers will dock at Hoboken before noon to-day.

The Mayor's Welcoming Committee greeted the soldiers last night, three miles outside Sandy Hook Lightship, where the transport was anchored. The official boat, Patrol, steamed from the Battery early in the morning and ploughed through the fog three hours in futile quest of the huge liner, then came back.

In the afternoon, as the fog lifted somewhat, the committee set out again and encountered the troopship at dusk. Grover Whalen, Mayor Hylan's secretary, with Deputy Police Commissioners Leach, Wanamaker and Wallis, bade the soldiers welcome. The Police Glee Club and the Band of the Street Cleaning Department serenaded them.

Naval patrol boats circled about the transport all day and all vessels were halted before permission was given to approach the huge ship. The troops lined the rails as the Mayor's Committee steamed out and sent cheers echoing across the water.

The committee invited the captain to send out a small boat for newspapers, chocolate and tobacco, but the roughness of the sea made acceptance inadvisable. The Patrol's searchlight played on the transport steadily for half an hour, and thousands of soldiers shouted messages that were lost in the general confusion of sound. Among the few queries that were audible were:

"Is the Great White Way all lit up yet?"

"When do we go from here?"

A member of the committee asked:

"Where have you put the Kaiser?"

The response was immediate, concise and crisp.

So turbulent was the sea that seven of the Police Glee Club and four young women of the Patrol's two hundred passengers became seasick. As the committee departed a United States cruiser steamed past, flashed its searchlights in signals, dipped colors and proceeded to sea with its band blaring "Hail, Hail, the Gang's All Here."

The Leviathan formerly the Vaterland and the largest ship afloat, is painted battle gray and bears no name. Large signs in black and white, reading "U. S. Navy Transport," give the vessel's official status.

The Patrol passed the French liner, Lorraine, outside Sandy Hook, and sounded its siren in greeting. The Norwegian steamer Nils, outward bound, was sighted just as she suddenly stopped a few feet from a British collier, which sunk in the channel several months ago, and the masts of which still protruded above water. The Nils evidently mistook the wreck in the fog for a vessel in motion.

A prayer for American soldiers who have died in the war was said on the Patrol by the Rev. William G. Ivie, Police Chaplain. The Glee Club sang "Nearer My God to Thee" and "Tantum Ergo." Among the guests of the committee were Mrs. Oliver H. Harriman, Mrs. Lydia Hoyt, Mrs. Thomas V. Underhill and Mrs. Burnee Munn, daughter of Mr. Wanamaker. The committee on the Patrol will escort the Leviathan to the Hoboken pier to-day.

N.Y. Sun Dec 17/18

8,870 HEROES OF WAR HERE ON LEVIATHAN; MANY WEAR MEDALS

Tumult of Welcome Given to Giant Ship as She Passes Up River.

BATTLE AT THE PIER

Brooklyn Boy, Face Half Shot Away, Praises Ty Cobb's Humor.

WOUNDED FULL OF JOY

Jimmie Lynskey Tries to Tell How He Got Cross de Guerre With Palm.

Then, O Lord, art in the midst of us, and
thine holy name is called upon by us; leave
us not, O Lord, our God.
Remember, O most gracious Virgin Mother,
Star of the Sea, that never was it known
that any one who fled to thy protection, im-
plored thy aid and sought thy intercession,
was left unprotected, O Mother of the Word
Incarnate, despise not our petition, but in
thy clemency hear and answer us.
O Lord, save us waking, watch us sleeping,
that we may wake with Christ and rest in
peace.
Visit, we beseech Thee, O Lord, our distant
homes and families; thine angels guard them
with Thy peace and benediction. Bless this
ship, we beseech Thee, and drive far from
her all the snares of the enemy; guide her
upon a tranquil course unto the wished-for
haven.
May the Lord Almighty grant us a quiet
night and a perfect end. *Jesu mercy. Amen.*
From the "Sunset Prayer at Sea" aboard
the U. S. S. Leviathan.

Every evening since the giantess
mother of all ships, the United States
naval transport Leviathan, began a
year ago to rush American troops to
the European fighting fronts the blue-
jacket buglers just a moment before
the sun sank into the sea blew "At-
tention!" A cityful aboard the great
ship, jammed on deck or below, in-
stantly stood silent and rigid. Out
upon the navigation bridge of the
ship there came the naval chaplain
of the Leviathan and said aloud the
"Sunset Prayer at Sea."

The undersea Hun harpies, hugging
the greatest ship as close as they
dared, perhaps were stretching lacy
strips on the surface of summer or
winter seas just fore, or aft of the
speeding transport as their torpedoes
slid harmlessly by and beyond their
own masterpiece of shipbuilding.
Nevertheless the bareheaded chap-
lain said the prayer each evening
amid a silence broken only by the
swish of the wind and sea and, far
below, the throb of the giant engines.

Agnostic, Protestant, Jew, Catholic
and atheist all stood rigid until the
end of the prayer, even though they
were so many decks below the navi-
gation bridge that they could lend a
part to the prayer merely to the ex-
tent of facing toward the spot where
they knew the bridge must be.

Final Phases of Service.

At the end of the prayer they said
the "Act of Contrition" individually in
the brief way the chaplain had taught
them to say it. Then, just before the
chaplain pronounced the "General Ab-
solution" they joined in his prayer,
"Into Thy hands, O Lord, we com-
mend ourselves. Vouchsafe, O Lord,
this night to keep us without harm."
And as the sun sank below the sea
line the thousands of soldier and sailor
lads, whether standing in groups or
alone, said aloud the Lord's Prayer—
"deliver us from evil."

Wherefore the Leviathan, with 11-
224 fighting souls aboard and after a
year of service that was a year in the
constant presence of death, swam
peacefully through the Narrows and
up the bay to her dock yesterday amid

an early morning bang and blast and
far spreading croon of welcome. She
had in her great year dumped more
than 100,000 fighting men on the
shores of France, with all the Central
Powers all the time trying to stop
her, but with never so much as a
dent plate yesterday over which the
gun might chortle.

Sometimes the Boche shells had
shrieked through the meshes of her
spider web rigging, and on one day
before the armistice was signed she
seemed certainly doomed to a death
blow as a U-boat surged upward with
a suddenness that sent tons of water
pluicing off the fishback of the sub-
marine within 200 yards of the Levi-
athan's port quarter.

"And did the chaplain, crew and
troops say general prayers when that
happened?" the ship's officer, who told
of the happenings of that close call,
was asked after the Leviathan had
docked at Pier 4 in Hoboken yester-
day.

No Time Then for Prayers.

"Prayers?" he blurted. "Hell, no!
When the U-boats were in sight we
were always too busy firing at 'em to
have time for our prayers. Not that
anybody was too excited to pray when
we were attacked, and maybe a lot of
these boys were praying while they
fired. I don't know. But when a
scrap was on, which was often, it was
more like a heavy hitting ball game at
the Polo Grounds [the officer racon-
teur hales from Harlem] than any-
thing else."

"Why like a ball game?"
"Because all the army was hanging
over the side of the ship nearest the
U-boat cheering the navy gunners.
Even the women aboard cheered. With
more than—"

"Women? What women?"
"The army nurses. I've been over
on every trip the ship has made and
I've watched the big scraps we had
last Christmas, on Lincoln's birthday,
last Decoration Day—the U-boats al-
ways tried to slam us, for some rea-
son, on one of our holidays—and every
other time we had pistol practice
on a German submarine. And it was
always, to my mind, just like a fast
ball game."

Girl Nurses Enjoyed It.

"Maybe the girl nurses aboard
didn't realize the awful danger we
were in; maybe they did and wouldn't
show they were scared. But whether
they were scared or not, they were
always out on deck at the first pop
of the guns and yelling like hell and
laughing as if they were enjoying it."
"Atta boy, Bill!" the nurses would
holler with the soldiers crowding the
decks and rails. "Bill" being the gen-
eric name of all our navy gunners and
gun crews. When one of our shots
would splash beside the U-boat a cheer
would go up with the suddenness of
the yells you hear at a ball game or
when the navy goes over the army's
line in football. It was just that kind
of a happy young cheer—young
voices, all of them.

"Give 'em the other one, Bill!"
they'd yell, girls and all. "Sock 'im
in the slats, Bill!" And when we'd hit
one of them—we sank two U-boats
that I have personal knowledge of—
son, all I can say about the yell that
went up when we hit one of them is—
cocooh—my—Gawd!"

Padlocks ON Lips.

Before going further the worried
reader, who may fear that some army
or navy man aboard the Leviathan
runs the risk of being officially
stepped on for talking too freely,
should remember that the Leviathan
glided into "an American port," the
same being Hoboken, U. S. A., yester-
day with the calm realization that
the Hon. George Creel is in foreign
parts, that the whole hodderned war
virtually is over, that therefore a
man could say his say and that, fi-
nally, anybody who didn't like it could
chase himself up an alley.

Reporters—not individually as re-
porters, but as representatives of the
great metropolitan dailies and news
service bureaus that tell the people of
the republic what they have a right to
know—were told at first hand the tale
of the Leviathan, which summarizes

the tale of all the transport service
from the day the first half trained
troopers were taken to Europe. In-
stead of shooing the news gleaners
away from the dock, as had been done
during war times, navy and army men
opened the doors which led even to the
sick bay of the tremendous ship.

Gossipers out on the hilarious pier
and adjacent enclosures had said that
aboard the ship were many frightful
cases of shell shock, too appalling to
look upon. An army First Lieutenant
from Baltimore, wearing on his left
shoulder the blue and gray citation of
the Twenty-ninth Division shock
troops, had told the reporter from THE
SUN that there had been thirty-four
natural deaths and three suicides
among the "hundred shell shock pa-
tients" on the Leviathan during the
trip from Brest to Hoboken. He added
that 100 dead bodies of soldiers had
been taken aboard the ship at Brest
just before she sailed.

Record of Ship's Papers.

Once the reporter was aboard the
Leviathan, however, with easy access
to any part of the ship, it was learned,
on the authority of the ship's papers
and her officers, that the vessel had
brought fifteen bodies from France to
America, that there had been no suc-
cides, that there were only two slight
cases of shell shock aboard, and that
in a round trip from Hoboken to Eng-
land and France and back again to
Hoboken yesterday there had been two
deaths on the eastbound trip, two
deaths on the way back and one death
while the ship was at Quarantine yester-
day morning.

The Leviathan left here October 27
last. An army officer, Lieut. James
Chadwick, died of pneumonia just
after the ship touched at Liverpool.
Then the ship went to Brest where,
shortly after she reached the French
port, a sailor of the crew died of
nephritis. On the way from Brest to
Hoboken a soldier who had been shot
through the spine in France died, a
member of the crew succumbed to
heart disease and just as the Levi-
athan was steaming into the upper bay
yesterday morning another sailor of
the crew of the Leviathan died of
pneumonia.

In other words, a "city" of many
thousand had had, in the course of al-
most a month and three weeks, only
five deaths. All this in a "city" which
included thousands of battlers who had
gone through many months of war.
If the reporters had not been permitted
to board the Leviathan they might
have been pardoned for accepting the
word of the army officer from Balti-
more, who had come from France on
the Leviathan, that the suicides and
shell shock cases aboard were many—
thus giving proof again to the fact
well known to newspaper men that
when a reputable newspaper is
"wrong" it is because the writer has
been misinformed.

Found Only Great Happiness.

But once the newspaper men were
permitted to board the ship they found
no horrors; only a great happiness.
Somehow one felt that there was a
homecoming joy on the face even of a
young doughboy from Brooklyn whose
face could not be seen because of the
bandages which swathed his features.

He sat on the edge of his cot in the
sick bay, trying to whisper through a
slight opening in the bandages where
his mouth once had been. It isn't too
much to say that his face had been
shot away. His right eye somehow
remained unimpaired, with the red
and blue wreckage of his features
crowding so close to all that remained
of his face intact that only a trace of
healthy skin was left about the eye—
so surgeons said, who knew what was
beneath the bandages which merci-
fully covered all but the remaining
eye.

Even the Brooklyn boy with his
face shot away welled with the joy of
the homecoming.

"I'm gonna take Ty Cobb up," he
said—doubtless with a mental grin;
he had no grinning muscles left. "We
had a swell party on this boat last
Saturday night," the boy went on, "and
Ty Cobb made a speech. Ty is a
Captain in the chemical part of the
service now, I guess you know, and
he came back with us aboard the ship."

"I didn't know a ball player could
make a funny speech, but Ty was
sure there with the speech making.
He told us a lot of josh stuff and when
he told us some more about baseball
he says, 'If I get back in the game
and I'm playing at the Polo Grounds
I want you fellows all to remember

I made this trip on the Lee-ty—that's
what we call this ship—with you."

Ty Cobb's Promise.

"If I'm stealing second," says Ty,
"and it flashes on any one of you who
I am just as I'm sliding to the base
I want you to stand right up in the
bleachers and yell out, 'Hey, Ty, I'm
a guy that was on the Lee-ty!' And
I'll run right off the baseline and over
to wherever you are in the bleachers
and shake hands and sit down and
have a talk about this trip. Tell with
whether we win or lose," Ty says."

As the boy with no face left was tell-
ing of Capt. Ty Cobb, U. S. A., as a
speechmaker the other injured sol-
diers on the close crowded double deck
bunks of the sick bay began to swing
themselves down from their pallets,
those that could do so, and to crowd
around attentively.

One of them was a tall, blond haired
youth. His right arm was crippled
(but soon will be straight again be-
cause of expert army surgical treat-
ment). He wore a thick gray woollen
glove on his right hand to keep the
chill off, and his right foot was en-
cased only in a heavy woollen sock.
On the breast of his unbuttoned olive
drab woollen shirt dangled the glorious
Croix de Guerre of France, with a
bronze palm across the ribbon to show
that his heroism had been extraordi-
nary.

"James J. Lynskey," he answered in
a startled way when suddenly he real-
ized that all the visitors had forgotten
even Ty Cobb and were asking him his
name while riveting their combined
gaze upon the War Cross of France
with, *nam*. He had been a stretcher
bearer, he confessed in shamefaced
manner, when pressed further. On
July 16 he had been shot through both
legs and through the right arm during
the fighting in the Champagne.

Chaplain McDonald Appears.

A gentleman came along the sick
bay then who is known to the Catholic
hierarchy of America as the Rev.
Father Eugene E. McDonald, the chap-
lain who daily had said the "Sunset
Prayer at Sea." After seventeen years
continuous service as a chaplain in the
navy he is officially rated in the Navy
Department records as Capt. Eugene
Edward McDonald, U. S. N.

As the uniformed priest came along
through the narrow aisle between the
crowded cots the pitifully wounded
sitting on the edge of their cots stood
up—not because, so the stranger felt,
of the four gold stripes on Father Mc-
Donald's coat cuffs or even because of
the gold cross on his collar and the
gold "lace" on his cap visor. Doubt-
less the wounded men arose because
he was, as a wounded soldier put it
after Chaplain McDonald had gone,
"the same to the navy like the chap-
lain of the Old Sixty-ninth is to the
army—he's the Father Duffy of the
navy. Get me?"

Chaplain McDonald put his hands
gently on the two olive drab shoulders
nearest him and pressed the owners of
the shoulders downward to a sitting
position again. The rest of the
wounded men saw that the priest
wished them all to be at ease and also
sat on the edges of their cots.

"Jimmie," said the priest to the
decorated Lynskey—the chaplain, so
far as could be seen, knew everybody
aboard by his first name—"you're
talking about yourself, eh? I'm
ashamed of you—you, who had to be
drafted into the service after you tried
to claim exemption on the ground
that—"

"That ain't so, Chaplain. On the
first day of war I enlisted and—"

Jimmie's Goat Lassoed.

A roar of laughter from the sadly
wounded drowned Jimmie Lynskey's
heated protests, the chaplain's laugh
ringing loudest. And Jimmie, blush-
ing furiously to the roots of his blond
hair as he realized that his particular
goat had been lassoed, joined in
shamefaced way in the laughter.

"Let me add a word about Jimmie,"
said the priest, looking thoughtful and
rubbing his hands together nervously
and turning to the visitors as he
spoke. "Jimmie not only won the
Croix de Guerre of France—and palm
—but it also was announced, just be-
fore we left, that he is to receive the
Medaille Militaire."

"What did you do, Lynskey, to win
all these decorations?" some one
asked.

"I don't—I didn't—I don't remem-
ber, except that as stretcher bearer
I helped some boys in. The Red Cross
has the details. When I get home—I
live at 4107 North Ninth street, Phil-
adelphia—I guess the Red Cross pa-
pers will be there and then I can tell

you more about it."

"But just tell in a general way what you did."

Helped Some of the Boys In.

"Well," said Jimmie, as he arose and began to hobble back toward his cot, still blushing as he realized that the kindly eyes of Chaplain McDonald, the combined gaze of his wounded buddies and the expectant look of all the visitors were upon him, "I don't remember much except that while I was a stretcher bearer I went out and helped some of the boys in."

"In where?"

"In back to where they ought to be—in with us. I went out a lot of times and helped the boys in. The Red Cross has the papers about it. I don't remember much of the details. I—glad to meet you. Thanks."

And Jimmie retired to the gloom of a dim corner of the sick bay.

If it were not for Capt. Casey Morgan, U. S. N., of the Port of Embarkation, and Capt. William W. Phelps, U. S. N., skipper of the Leviathan, perhaps the reading public would not know this morning that Jimmie and the rest of the boys had got into port except in the most general way. With the exception seemingly of Capt. Morgan and Phelps of the navy and Majors H. P. Hewes and H. H. Brady of the army, the officers of the port, especially Second Lieutenants, were quite determined that the arrival of the Leviathan should be kept absolutely private so far as admitting the working newspaper men aboard the ship was concerned.

Grouped with the regular folks like Capt. Morgan and Phelps and Majors Hewes and Brady should be Col. Joseph A. Marmon and the naval officers aboard the Leviathan, all of whom were graciousness itself when it came to helping the public, through the newspapers, to learn the details of the arrival of the Leviathan. But a newspaper Croix de Guerre and the thanks of the reading public should be awarded especially to Capt. Phelps and Capt. Morgan for their valiant work in subduing the army Lieutenants.

Last Great Battle.

In fact the last great battle of the greatest war was put up first by Capt. Phelps and secondly by Capt. Morgan all over the pier before the little Second Lieutenants and things and stuff admitted defeat. If it were not for the last and greatest and most amusing fight no one not aboard the ship would know this morning such items as the fact that Jimmie Lynskey got the Croix de Guerre, that the Germans, who built the Leviathan and called her the Vaterland, could only get twenty-one knots an hour out of her; that the American navy could and did and does and will get twenty-three knots out of her, that she was shot at and missed many times, that a Catholic chaplain not only said the "sunset prayer" but also conducted a service for Protestants every Sunday and a Jewish service on the "feast days" of the oldest religion in the world—and did all these things acceptably.

The battle of the Hoboken pier began when reporters, representing not only all the papers of the metropolitan district but also the newspapers of Boston, Philadelphia, Baltimore, Washington, Pittsburg, Chicago and other cities, came on the pier at daybreak, all armed with passes signed by Brig-Gen. McManus and Capt. Casey Morgan.

When, amid all the uproarious screech of welcome, the Leviathan had finally been crocheted with mighty cables to her dock somebody armed with McManus-Morgan passes started up the recently lowered gangplank. The brave one sank beneath an onslaught of officials, consisting of a Second Lieutenant, a petty officer of the port and a private.

There was a discussion. A band of news gatherers set out to find good old Casey Morgan to ask him why petty officers ignored his passes to working newspaper men. Sauntering along the pier came a gentleman wearing the four stripes of a Captain of the navy. Two pass bearing and heated newspaper men approached him.

"Captain," cried the foremost of the two excited persons, "why does the doggone, cheap skate captain of the Leviathan refuse to allow visitors with credentials aboard his ship?"

Offers His Assistance.

"Boys," said the naval Captain gently, "come along with me and I'll get you aboard."

He passed the complainants up the gangplank and altogether was so gracious and kindly that as he was leaving them, once they were aboard, the spokesman of the two kickers—who had spoken to the navy Captain about the "doggone cheap skate captain of the Leviathan"—asked the Captain who he was.

"Why," he said, with a little kindly grin, "I'm a gentleman who happened to step on the pier and so ran into you when you were in trouble. I'm the doggone cheap skate Capt. Phelps of the Leviathan."

And he deftly disappeared amid silence.

Upon the pier simultaneously came young Cap'n Casey Morgan, blood in his eye and trailed by 1,467,762,009 distracted newspaper men—more or less. Capt. Morgan had dropped the papers on his desk, kicked over a chair and then had come to the pier when it had been made plain to him that the passes which he had signed for working newspaper men were being more than ignored.

In their wildest dreams of imagination the distracted folk in his wake couldn't have conceived a happening more beautiful than the happening which instantly happened. Believe it or not, as Capt. Morgan started wrathfully up the gangplank leading to the deck of the Leviathan to find out why his working passes were no good a sentry shoved a rifle across Capt. Morgan's gold laced uniform and asked him why he was headed toward some place he couldn't go.

The San Francisco earthquake. Mount Pelee. The Monitor and Merrimac. The South Amboy explosion. A Democratic convention.

And when the dust had cleared the sentry and two Second Lieutenants were sitting reclining on a bale of something and a large First Lieutenant named Elmer was fanning them slowly and trying to lift their eyelids. Young Cap'n Casey Morgan was back at his desk signing papers and all the landmen were roaming in carefree fashion the length and breadth of the Leviathan.

If the Battle of the Pier hadn't been fought and won so smartly the best that could be said this morning would be that the Leviathan, wearing a new winter coat of black which did not altogether conceal her recent summer suit of camouflage blue, white and black, passed the Battery at 7:30 A. M. to the accompaniment of all the whistles capable of crooning at so early an hour.

By 9 o'clock A. M. she was knitted to her dock at pier 4, Hoboken. Five brass bands of excellence—if there can be such thing as a brass band of excellence—were braying on the pier, said banks being the artists of the good ship Wilhelmina, which was tied up at an adjacent pier, the Seventy-first Regiment band, the Red Cross band, a band from Camp Upton and the Camp Merritt prize brass band. Also four bluejackets had got hold of four brass instruments and were umpahing, to the delight of every one afloat and ashore who could hear them above the magnificent noise, in true little Cheraman band fashion.

The sailor band, snuggling together and leaning against one another lovingly on the barber shop chords, were playing "How Dry I Am." Soldiers and sailors draped along the Leviathan a few feet away grew emotional over that tune and wept.

La Lorraine's Veil.

Up the river while the noise was at it durndest swept La Lorraine, the river whistles again crying and cheering and crooning, with a fireboat keeping abreast of the French girl's quarter and throwing great misty jets from many nozzles into the air. A stiff breeze came down the river and trailed the water spray of the fireboat aft from La Lorraine in a way that made one think the French liner was trailing a lovely veil of old French lace.

One standing on the end of the Hoboken pier and watching La Lorraine could not long be lost in admiration, for all about the Leviathan's pier were raucous motor trucks, Red Cross girls chattering happily, the clatter of tin cups and plates as the heavily weighted soldiers came off the Leviathan and lined up, packs on back, to eat the goodies and drink the coffee which the Red Cross folk, always on the job, were dishing out.

With the possible exception of the day the Oregonian arrived in Brooklyn with many civilians and one lone soldier, Sergeant Leland Kaufman, aboard never were troops taken ashore so quickly as were the thousands of sol-

diers and sailors of the Leviathan yesterday morning.

In came Capt. Phelps of the Leviathan with the soldiers. Standing at the foot of the gangplank was Major H. P. Hewes of the army to receive them and take all but the decrepit to Camp Merritt. Into the asphalted yards of the pier section of Hoboken trains were backed so that Major Hewes could take the men, almost at one step, from the ship to comfortable seats in the waiting cars.

The Ship's Company.

Simultaneously small craft of the navy in coveys, flocks, droves and schools were championing at their tethers at the river end of the long pier to take aboard the 4,747 sailors which the Leviathan had brought back from foreign waters, numbering slightly more than half of the 8,870 enlisted men aboard. The officers and crew of the Leviathan, plus 170 civilians aboard, completed the 11,224 on the ship, perhaps the greatest number of human beings that ever honored any ship or any port in the world with their wonderful presence.

Army guards in River street, Hoboken, who are bulging with automatic "guns," which are supposed in normal war times of hysteria to keep civilians on the west or far side of the street, absolutely forgot to keep the crowd back. The armed guards, like the cits in mufti—men, women and little ones—strode outside and looked in by the simple process of shoving wide faces between narrowly arranged bars.

Trains backed up and snorted. The bands still brayed. Everybody in the offices of the third floor of the long line of pier buildings of the port of embarkation forgot their swivel chairs and crowded windows. Somebody of an honest frame of mind said later that even Brig-Gen. McManus, the army boss of the port, and Joe Marmon of the University of Notre Dame, the Philippines, Mexico and all campaigns North, East, South and West for twenty years—Col. Joe now being the acting chief of staff of the port of embarkation—forgot their desk chairs in the excitement and pressed their noses flat against the glass window panes also.

Limit of the States.

When the dark eyed, tall and lithe Majah Hewes—a "handsome devil," the girls who work in the port offices say—had bundled the last of his 2,200 casualties aboard two special trains in the pier yards to start them toward Camp Merritt he had the honor of taking with him to the camp wounded men from forty-eight States of the Union. And the only reason there were no wounded men from a few more States was that forty-eight is the highest number of States the little old Union can boast of.

The 2,200 casualties taken to Camp Merritt by Major Hewes made somewhat of a hole in the ship's cargo; still, after the trains had tooted and cheered and hoorayed themselves out of the pier yard—every maroon car draped with hilarious wounded gentlemen in khaki—there were still on the pier and aboard the Leviathan hundreds of human proofs that Kaiser Bill the unnecessary and the chinless Great Clown Quince had had the stuffing kicked out of them—especially aboard the ship.

There was Jimmie McDaniel, for instance, Jimmie's address being box 145 (the reporter took the post office address down because Jimmie insisted that a paper be mailed to him), Bessemer, Ala. What did Jimmie McDaniel do but come down the gangplank toting a German rifle over his shoulder and wearing a shiny black patent leather German helmet all decorated with fancy metal.

Jimmie, who was limping gladly, admitted that two and one-half months ago he had walked up to a Heine officer in the Argonne, had lifted the helmet carefully while the officer's back was turned, had soaked the officer on the bean with the butt end of an automatic and was about to replace the helmet over the instantaneous bump when the officer sank down and away from the helmet. So Jimmie, being too busy to stoop and replace the helmet on the officer, kept the helmet and therefore wore it down the gangplank when stepping onto the United States of America yesterday morning.

Shot Through the Thigh.

With his right hand resting on Jimmie stood a lanky lad named Claude V. Hart of the 168th Infantry, Rainbow Division. Claude is the lad who was shot through the thigh at Chateau Thierry on July 23 last, re-

covered, went back into the fuss and then led his little platoon toward Hill 212 because it had occurred to some one in command that somebody should take Hill 212. And, like going out for groceries or a pall of beer, Claude started off at 9 o'clock one morning to take the hill.

Only Claude and eight of his men remained alive when he reached the hill top. They took the hill, the nine did, for keeps, and with it the nine took eighteen German prisoners and three machine guns.

Claude Hart, who lives at Cherokee, Ia., was a travelling salesman until he went to war recently. Yesterday he was the only travelling salesman in the world, perhaps the only human being in the world, who wore the Croix de Guerre, the Distinguished Service Cross and also could boast, if he were the boasting kind, of three citations for bravery.

"It's hard to believe it," Claude said, as he gazed toward the dingy buildings across the way white standing at the end of the pier, a long Red Cross cigar with a red and gold band more elaborate than his decorations bandaging the cigar, in his mouth.

"It's hard to believe what, Sarge?" "That I'm back in America," said Sergeant Hart. "But I know it must be America, because I'm smoking an American cigar and I've looked on American girls."

Through masses of leftovers who had not yet departed from the pier one pressed through great throngs of soldiers, some with the blue and gray divisional citation of the Twenty-ninth Division, some with the red keystone citation of the Twenty-eighth Division of Pennsylvania troops—in other words through the remnants and tags

and tatters of shock troops so heroic that every mother's son in the division had something on his shoulder to show that the division had been 100 per cent. he men.

Coursing through the crowds also were the sailors just returned. Perhaps they did not receive the same great acclaim accorded to the boys in the olive drab, and none of the sailor boys was armless or legless. But each of the bluejackets, during the long winter and summer days and nights of dangerous work—work which has made possible the presence of the American soldiers at the front—had constantly steamed straight toward the teeth of death, each a blue clad gentleman unafraid.

A last look into the Leviathan after most of the crowd had been cleared away in record time by Major Hewes and the navy men, revealed the fact that there were two bluejacket heroes—young Jim Quinn of Indianapolis and Tommy McQuire of Salamanca, N. Y.—who, as pharmacist's mates aboard the Leviathan, had taken care of all the gassed and tuberculous cases aboard since the great ship began to bring the human wreckage of the war home again.

Nursed Almost 2,000 Cases.

And not long ago, so an officer aboard the ship said, Jim and Tommy had "nursed" almost 2,000 cases of influenza among the troopers in one eastbound trip for three days and nights without a wink of sleep. Jim and Tommy and the skipper and the chaplain, Dan Brosnan of the "Old Sixty-ninth" (who said, "Oh, forget it about me, but give Father Duffy a good boost, guy"), and Lieut. Kelly, who while serving with the British won the Victoria Cross in Flanders; Observers C. Valling of Dunkirk, N. Y., and Leslie Tabor of Indianapolis, who were decorated by Gen. Petain because each had been in an airplane that "dropped" thirteen German planes—these and countless more came along so fast that it was impossible to keep track of all the immortals.

FIVE SHIPS IN WITH SOLDIERS

Manchuria, H. R. Mallory, Megantic, Martha Washington, and Mercury Make Port.

ABOUT 10,000 ON BOARD.

Large Percentage Sick or Wounded—Bible Saved Life of One Battered Lad.

Five more ships, four transports and a White Star liner, bearing over 10,000 American officers and men back to the "good old U. S. A.," a large proportion of them sick or wounded, reached Atlantic ports to-day. Out of the ghostly fog which hung over the New York harbor this morning three vessels nosed their way: the big arm transport Henry R. Mallory, the transport Manchuria, and the White Star liner Megantic with over 6,000 aboard altogether, the solemn clanging of fog bells and the wierd tooting of fog warnings rather "bawling up" the welcoming din.

Down at Newport News two other transports, the Martha Washington and Mercury, came in bringing home from France 3,720 officers and men, including over 600 wounded.

The Henry R. Mallory brought home 1,461, of whom 901 were sick or wounded. The Manchuria brought in 4,161 officers and men. The Megantic had only a few officers aboard, war workers, and general passengers, 310 in all.

The big transport Manchuria, homebound from Brest, France, with 158 officers and 4,003 men aboard, has ideas of her own about the truth of Mr. Kipling's theory that the east and west shall not meet. For she reported off Ambrose Light this morning and the biggest city of the western world, after catching its breath yesterday between arrivals, got ready to whoop joyously, bolsterously to welcome the former Pacific Mail steamer with the Asiatic name when she reached within whooping distance of shore, on her way to Pier 2, Hoboken.

Long before she reached a point where the vocal salutations from shore could be understood, sirens along the harbor front and tooting river and harbor craft and factory whistles and all the other noise-making devices of welcome the big city is growing steadily more proficient in using were called into play. Sound and more sound echoed down the bay to let the returning lads know that they had a place in the heart as well as in the mixed fog and sun of New York, and that the city, from Tammany Hall to the Metropolitan Museum, was glad to see them back.

The Manchuria brings chiefly artillery contingents and sick and wounded, with an ammunition train and a cavalry group for good measure. These include thirteen officers and fifty-two men of the Fifty-sixth Field Artillery Brigade; sixty-four officers and 881 men of the 116th Field Artillery; fifty-one officers and 1,452 men of the 117th Field Artillery; ten officers and ninety-eight men of the Thirty-first Division, Cavalry; ten officers and 556 men of the 106th ammunition train; eighteen men of the headquarters company, Sixty-second Infantry Brigade; ten casual officers, and a sick and wounded list numbering 966.

Units on Mallory.

The nits aboard the H. R. Mallory were headquarters, sanitary, and ordnance detachments, Headquarters Company, Supply Company, band, and detachments of Batteries A and B of the 143d Regiment Field Artillery, comprising 10 officers and 499 men; and headquarters of the Sixty-sixth Field Artillery Brigade, comprising 3 officers and 56 men. The sick and wounded comprised 39 officers and 889 men, of whom 30 are bedridden, 6 tubercular, 1 central case, and 884 requiring no special attention.

Brigadier-General Richard W. Young, commander of the Sixty-fifth Brigade, which included the California unit, also returned on the troopship. General Young, who is a grandson of Brigham Young, is a native of Salt Lake City. He saw no active service, he said. He was accompanied by his aid, George B. Keyser.

One of the most spectacular wounded cases of all the shiploads of wounded American soldiers returned home is that of Private Earl House, twenty-nine, a member of the 359th Infantry, Ninetieth Division, son of Mr. and Mrs. H. E. House of Caldwell, Mont., whose life was saved by a Bible, which he carried in his shirt pocket going over the top with his regiment on Nov. 2. He returned this morning on the troopship H. R. Mallory, which docked at Hoboken.

Little French Waif Made His Way Here

Mother and Baby Sister Killed by the Huns, Fourteen-year-old Ferdinand Dornier Stowed Himself Away on the Leviathan—Lands in Jersey City.

Jersey City discovered, in its midst last night, a little French waif, one of those unfortunate victims of the world war. Ferdinand Dornier is the name of the lad. He is 14 years old. A soldier whom he had met in Staten Island and who had answered the lad's pleadings to be taken to New Jersey, turned him over to Patrolman O'Connor. Captain Cody questioned Dornier at the City Hall station, but the lad spoke very little English. He was taken to a priest at St. Peter's College who speaks French and there told his tale.

His father was killed in battle and his mother, said little Ferdinand, was shot and killed by the Huns, as was his baby sister, three years old. He himself was wounded in the right arm, but he hid from the Germans and made his escape, finally falling in with American soldiers who took him to Brest.

There the little waif boarded the

Leviathan and hid himself away, but was discovered and dressed in khaki. When the Leviathan docked here on her last trip before that of yesterday, Ferdinand walked down the gangplank and managed to elude the guards.

He has been wondering around New York since then, being cared for by the War Camp Community Service and other organizations, he said. The lad was taken this morning to the S. P. C. A. Home, on Jersey avenue, and is being held there while the police make an investigation of his tale and endeavor to find a home for him.

Little Ferdinand is an intelligent youngster. His only living relative, as far as he knows, he declared in answer to questions, is an uncle in Montevideo, Uruguay. His uncle's name is Casimir Sahue. The Jersey City authorities will get in touch with the French Consul to-day for further action in the case.

Two More Vessels Here From France

One the Manchuria and Other the H. R. Mallory, Both Carrying Returning Troops—Ships Given Great Reception on Their Arrival.

Two steamships, bearing returning troops from France, docked to-day in Hoboken.

The Manchuria docked on the south side of Pier 3 at one o'clock this afternoon. She carried 150 officers and 4,003 men, with 47 civilians.

The H. R. Mallory, which is listed as overdue, was in the lower bay last night and came up to her pier, south of No. 2, Hoboken, this morning. She carried 45 officers and 1,436 men.

Both the vessels received big ovations as they came up the river and pulled into the army piers. The New York police boat accompanied each one on the final stage of the trip, while the fireboats shot sprays of water ahead all the way up the river.

Several other vessels were due to dock in New York during the day.

It is not expected that any vessels will come into Hoboken to-morrow.

Brigadier-General Richard W. Young, commander of the 65th Field Artillery Brigade, composed mainly of Californians, was on board the Mallory, with 552 men of the 143rd Field Artillery of the 65th Brigade. These men were not in action. They finished their training just a week before the armistice was signed.

Sebastiano Bevilacqua, of the 104th Infantry 26th Division, of Massachusetts, was severely wounded four hours before the armistice was signed, on November 11. He came in on the Mallory.

Of the 1,436 men on the vessel, 869 were wounded. The majority of them were California soldiers.

The Mallory docked at 11 o'clock. The Manchuria followed her in less than an hour.

Globe Dec 29/18

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Long before she reached a point where the vocal salutations from shore could be understood, sirens along the harbor front and tooting river and harbor craft and factory whistles and all the other noise-making devices of welcome the big city is growing steadily more proficient in using were called into play. Sound and more sound echoed down the bay to let the returning lads know that they had a place in the heart as well as in the mixed fog and sun of New York, and that the city, from Tammany Hall to the Metropolitan Museum, was glad to see them back.

The Manchuria brings chiefly artillery contingents and sick and wounded, with an ammunition train and a cavalry group for good measure. These include thirteen officers and fifty-two men of the Fifty-sixth Field Artillery Brigade; sixty-four officers and 861 men of the 116th Field Artillery; fifty-one officers and 1,452 men of the 17th Field Artillery; ten officers and ninety-eight men of the Thirty-first Division, Cavalry; ten officers and 556 men of the 106th ammunition train; eighteen men of the headquarters company, Sixty-second Infantry Brigade; ten casual officers, and a sick and wounded list numbering 966.

Units on Mallory.

The nits aboard the H. R. Mallory were headquarters, sanitary, and ordnance detachments, Headquarters Company, Supply Company, band, and detachments of Batteries A and B of the 143d Regiment Field Artillery, comprising 10 officers and 499 men; and headquarters of the Sixty-sixth Field Artillery Brigade, comprising 3 officers and 56 men. The sick and wounded comprised 33 officers and 889 men, of whom 30 are bedridden, 6 tubercular, 1 central case, and 884 requiring no special attention.

Brigadier-General Richard W. Young, commander of the Sixty-fifth Brigade, which included the California unit, also returned on the troopship. General Young, who is a grandson of Brigham Young, is a native of Salt Lake City. He saw no active service, he said. He was accompanied by his aid, George B. Keyser.

One of the most spectacular wounded cases of all the shiploads of wounded American soldiers returned home is that of Private Earl House, twenty-nine, a member of the 359th Infantry, Ninetieth Division, son of Mr. and Mrs. H. E. House of Caldwell, Mont., whose life was saved by a Bible, which he carried in his shirt pocket going over the top with his regiment on Nov. 2. He returned this morning on the troopship H. R. Mallory, which docked at Hoboken.

Q. brass Dec 19/18

Little French Waif Made His Way Here

Mother and Baby Sister Killed by the Huns, Fourteen-year-old Ferdinand Dornier Stowed Himself Away on the Leviathan—Lands in Jersey City.

Jersey City discovered, in its midst last night, a little French waif, one of those unfortunate victims of the world war. Ferdinand Dornier is the name of the lad. He is 14 years old. A soldier whom he had met in Staten Island and who had answered the lad's pleadings to be taken to New Jersey, turned him over to Patrolman O'Connor. Captain Cody questioned Dornier at the City Hall station, but the lad spoke very little English. He was taken to a priest at St. Peter's College who speaks French and there told his tale.

His father was killed in battle and his mother, said little Ferdinand, was shot and killed by the Huns, as was his baby sister, three years old. He himself was wounded in the right arm, but he hid from the Germans and made his escape, finally falling in with American soldiers who took him to Brest.

There the little waif boarded the

Leviathan and hid himself away, but was discovered and dressed in khaki. When the Leviathan docked here on her last trip before that of yesterday, Ferdinand walked down the gangplank and managed to elude the guards.

He has been wondering around New York since then, being cared for by the War Camp Community Service and other organizations, he said. The lad was taken this morning to the S. P. C. A. Home, on Jersey avenue, and is being held there while the police make an investigation of his tale and endeavor to find a home for him.

Little Ferdinand is an intelligent youngster. His only living relative, as far as he knows, he declared in answer to questions, is an uncle in Montevideo, Uruguay. His uncle's name is Casimir Sahue. The Jersey City authorities will get in touch with the French Consul to-day for further action in the case.

Q. brass Dec 20/18

Two More Vessels Here From France

One the Manchuria and Other the H. R. Mallory, Both Carrying Returning Troops—Ships Given Great Reception on Their Arrival.

Two steamships, bearing returning troops from France, docked to-day in Hoboken.

The Manchuria docked on the south side of Pier 3 at one o'clock this afternoon. She carried 150 officers and 4,003 men with 47 civilians.

The H. R. Mallory, which is listed as overdue, was in the lower bay last night and came up to her pier, south of No. 2, Hoboken, this morning. She carried 45 officers and 1,436 men.

Both the vessels received big ovations as they came up the river and pulled into the army piers. The New York police boat accompanied each one on the final stage of the trip, while the fireboats shot sprays of water ahead all the way up the river.

Several other vessels were due to dock in New York during the day.

It is not expected that any vessels will come into Hoboken to-morrow.

Brigadier-General Richard W. Young, commander of the 65th Field Artillery Brigade, composed mainly of Californians, was on board the Mallory, with 552 men of the 143rd Field Artillery of the 65th Brigade. These men were not in action. They finished their training just a week before the armistice was signed.

Sebastiano Bevilacqua, of the 104th Infantry 26th Division, of Massachusetts, was severely wounded four hours before the armistice was signed, on November 11. He came in on the Mallory.

Of the 1,436 men on the vessel, 869 were wounded. The majority of them were California soldiers.

The Mallory docked at 11 o'clock. The Manchuria followed her in less than an hour.

Dispatch Dec 21/18

TIDE OF TROOPS TURNS TOWARD THE WEST AFTER MONTHS WHEN ALL WERE GOING TO EASTWARD

gather with their bayonettes, in each other's body. Only 32 of our company came out of Champagne fight alive."

Absent Without Leave.

The four most elusive men aboard the Manchuria were aviators who had been with General Pershing since the start of the fighting for the American forces. They were listed as A. W. O. L., denoting that they were absent from their commands without leave.

As a matter of fact they were stow-aways, and had been in many thrilling air battles. They got aboard the vessel at Brest and were in the nature of stow-aways. When the vessel had cleared they made their identity known to the captain of the ship, but the latter did not give their names out for publication, and they were not listed as passengers.

The fact that they had violated the regulations to the extent of being absent without leave men did not seem to bother them much; what was bothering them before they got aboard the Manchuria was the fact that they might not be able to get home by Christmas.

The following Jersey boys unwounded, returned on the Manchuria:

Colonel F. D. Ely, 70 Rockview, Plainfield, N. J.

Private C. Craig, 470 Avenue E, Bayonne.

Saddler David Lenine, 187 Passaic st., Passaic.

Private B. Bvin, 201 South Third, st., Harrison.

Private George Weise, 238 Gregory ave., Passaic.

Private F. Barber, 419 Federal st., Camden.

Private M. A. O'Brien, 62 Hackensack ave., Weehawken.

Private J. J. Foley, 368 Grove st., Jersey City.

Wounded boys from New Jersey on board the Mallory were:

Private C. Pappanathanson, 733 Montgomery st., Jersey City.

Private F. Rosebault, 42 State st., East Orange.

Private R. Bessette, 92 Highland ave., Newark.

Private H. Kleinghardt, 109 Spruce st., Bloomfield.

Private J. A. Sossolini, 411 Ogden ave., Jersey City.

Private G. A. Renie, 169 Redwood ave., Paterson.

Private J. A. Fay, 26 Van Hansard ave., Jersey City.

Private A. G. Denks, 15 Cedar st., Newark.

Corporal Richard Boelter, Newark.

Private E. Hendrickson, 575 Broadway, Bayonne.

Private John J. Haines, Loosville ave., Rahway.

Private John J. Adams, Newark.

First Unwounded Units Pass Along First Street Toward Railroad, Reversing the Flow That Had Gone Eastward for a Year 'Or More—Many Wounded Men Also Arrive on Steamships at Army Piers—Stories of Heroism Told of Each Other by the Men.

MANY OF THE MEN ARE FROM NEW JERSEY

BUT MOST ARE FROM THE FARTHEST WEST

Month after month, day after day, during all of the twenty-four hours, whether it was light or dark, raining or clear, cold or warm, troops flowed along First street, Hoboken, from the railroad tracks to the Army Piers of the Port of Embarkation. Even up to the day the armistice went into effect the flood went always eastward.

Yesterday the residents and hundreds of others witnessed the turning of the tide. The pack-bearing, khaki-clad columns that used to go toward the river went toward the railroad. The flood that drowned the Hun in his own blood was coming home.

Decorations were barred when the troops were going away. They were supposed to go in secret and they did, partly. There is no such restriction on their homecoming and First street will be a bower of red, white and blue to speed the men who come back as they press their feet upon the first American soil and scatter to the four corners of the continent, and even to far off Alaska and the Pacific Islands that are our dependencies.

this Commissioner Schmulling secured a band to play the boys on their way. Dave Hamilton led the band.

Feverish efforts had been made to decorate First street, but before another day passes there will be plenty of decorations along that thoroughfare. The first two contingents of troops which passed along at 2 and 3 o'clock respectively, were headed by the local civilian band, and the Port of Embarkation band headed the 1,000 men which marched along First street at 4 o'clock, the last of the soldiers for the day.

Hoboken for Him.

There were not many local men aboard the Manchuria, but among them was Thomas T. Gavin, of 431 Jersey avenue, Jersey City. He was with the 309th Infantry in the 78th Division. He went overseas on April 4 and was in the St. Mihiel and Argonne forest fighting.

A high explosive bullet blew a hole in the back of his right hand at the Argonne forest, and he had to go two miles for a dressing station.

"I can't realize I am home," he said to a Dispatch reporter. "It certainly is fine to know we accomplished what we set out to do, 'Hell, heaven or Hoboken by Christmas.' I am lucky that it is Hoboken. I thought it was to be heaven. And I want to say a word for the Salvation Army. They were waiting for us at 3 a. m. with hot coffee when we went into the trenches and there again at 3 a. m. the next day to give us hot chocolate when we came out of the trenches."

West Hoboken Man.

And there was Private Otto Kunz of 1 Germania avenue, Jersey City, one of the 114th Infantry. He was operated upon for rheumatism and was not wounded.

Arthur J. Kelly of 392 Eleventh street, West New York, who enlisted in the Ninth Infantry June, 1917, said he had seen action on nearly every front in

was with the regiment in Belleau Wood, Champagne, St. Mihiel and in the Argonne forest.

"There was nothing unusual about it," said Sergeant Anderson. "The fighting was the same all the time. If we were in trenches then we would do our fighting in no man's land or in the German trenches, and if in the open we would be fighting the Germans there. We were always fighting, and after you have been at it a while you think it is just fighting, and it is all that. I was wounded in the right leg by a high-explosive on November 5.

"It was at the Belleau Woods that we experienced the hardest hand-to-hand fighting. I passed one American by who had a hard tussle with a big German twice his size. Both were lying to-

Hoboken greeted unwounded returning heroes from France yesterday for the first time since the armistice was signed.

Almost 4,000 soldiers marched through First street from the army piers to the Erie Railroad tracks, where they boarded trains for demobilization camps.

The order to send the men through the streets of Hoboken came upon the City Commissioners too suddenly for any organized effort to give them a royal welcome through the streets, but when Major H. V. Craig, Colonel Neely and Lieutenant Clayton informed Mayor Griffin and the City Commissioners that nearly 4,000 men would pass down First street during the day immediate arrangements were made to have the street decorated.

A few minutes after 11 o'clock the first of the troops to make the trip along this historic road, along which the boys had first marched on their way to take ship for France at the beginning of the war, the officers and men of the 143d Field Artillery were on their way singing in spite of the heavy backs which they carried on their backs. Nearly everyone of them carried a trench hat, but they were not captured German headgear, but the equipment supplied to them in France.

None of the artillery of this unit saw service, as they had just finished their training when the armistice was signed. They arrived in Hoboken aboard the H. R. Mallory yesterday morning, which altogether had 1,400 soldiers aboard.

The Manchuria.

Over 5,000 troops came into Hoboken yesterday, the Manchuria docking two hours after the Mallory with over 4,000 officers and men aboard. There were a number of complete units, and 900 wounded men, all walking cases, but half of them require dressing for their wounds yet.

The unwounded men marched in three different groups from the army piers, up First street to the railroad tracks on the western boundary of the city. There was a royal welcome awaiting the men on First street, but curiously enough the watching crowds were not showing any great outward demonstration.

Flags waived at every step, and women from their homes waived the Star Spangled Banner and gave the men their blessings. Mayor Griffin, Commissioners McFeely, Londrigan, Schmulling and Bach stood on Washington street bareheaded and gave the boys a cheer as they passed on their way.

Secured a Band.

The first 500 men to pass along First street went on their way without the accompaniment of a band. To remedy

MEN OFF MALLORY MARCH IN HOBOKEN

Crowds Silent as First Fighting Troops Parade—Many New York Wounded on Ship.

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The crowds that lined the streets were silent, except for an occasional outburst of cheering, as the men hiked past. Mayor Griffin and the City Commissioners stood bareheaded as they marched by.

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Major Richard S. McConnell of Chicago, commander of the 8th Machine-Gun Battalion, came back with wounds in the right leg and right arm received in the Argonne. He went over the top eight times.

Lieut. Col. Harry Donkersley of Yuma, Ariz., was the most severely wounded man on the ship. He was the first removed from the Mallory.

HOBOKEN WELCOMES BOYS, JUST BACK FROM FRANCE, AS THEY MARCH THROUGH CITY

feel the greatness of the occasion.

Then came another contingent, smiling and happy like those before, and this time, away down at River street, as they emerged from the gates of the piers, there was some handclapping. Then silence again. Then someone shouted, "We're glad you're back boys," and a dozen husky lads gave the answer:

"You bet, we're glad, too!"

This eased off the tension to some extent, for remarks and greetings were rapidly bandied back and forth between the people and the soldiers. "Now we know why the Germans quit!" cried one woman who was waving a handkerchief in greeting, and the aptness of the remark was obvious to all.

"What do you think of Hoboken?" cried someone else.

"Hoboken's all right. It's the best place we've seen yet," answered several of the marching men.

The last of the four contingents that passed through the city on their way to the train for Camp Merritt, came along with their own band at their head. They got a big reception. Not once, but again and again, the crowd cheered the boys and every time the smiling faces answered from the ranks of the marching doughboys.

There were some humorous interludes, also. "French"—or what was supposed to be that language of the classics, was handed out all along the line of march. Some of the boys were apparently anxious to let the home folks see that they had learned something during their trip abroad, and many times a French phrase was hurled at the bystanders.

But the Hobokenites "got hunk." To everything the doughboys said the crowd answered "Oui, oui," and then there would be a burst of good natured laughter from both sides. Whether the joke was on Hoboken or not mattered not at all.

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A band was hired and Collector of Personal Taxes Dave Hamilton marched at its head, met the soldier boys and played "Home, Sweet Home." During the playing of this the soldiers halted at the junction of First and Washington streets. Then the band, with Dave in the lead, marched down First street ahead of the soldiers. Dave was back in time for the next contingent and led that down also.

Despite Short Notice Big Crowds Gather and First Street Is Decorated—The Mayor and Commissioners Review Contingents at the City Hall—Band Secured to Lead Marchers—Soldiers Use Their French and Spectators Answer Oui, Oui."

CHEERS ARE LACKING; OCCASION IS SOLEMN

Hoboken, that little mile square strip along the New Jersey waterfront, is the most historic city in the United States of America. To this and future generations of Americans it will be forever associated with the tramp of marching men, of hosts of bright, brave and gallant young Americans who marched through its streets to do battle for liberty and who marched back again as victors.

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There were flags by the hundreds, little and big, new and old, but all of the same type, all the Stars and Stripes. But there was a striking absence of cheering. When the first detachment marched along the people stood silently watching them, looking into their faces, smiling and now and then waving a flag or a handkerchief to them. But the impressiveness of the occasion enjoined a solemnity upon all. The event was one of the most historic that has ever taken place in Hoboken or in any other city in America, and those who took part in it as spectators and those who participated as actors seem to

GEORGE WASHINGTON IS DUE HERE CHRISTMAS

New York, Dec. 21.—The United States transport George Washington, which took President Wilson to France, is due to arrive in port on Christmas day, it was reported at the embarkation headquarters today. She will bring the complete 139th Field Artillery, consisting of 63 officers and 1,484 men. Headquarters Company of the 137th Field Artillery, and Batteries A, B, D and E, consisting of 33 officers and 824 men also are aboard.

Others on board are 49 officers and 82 men of advanced school detachments of the 111th Division; 2 officers and 103 men of Casual Detachment No. 1 of the Chemical Warfare Service; 35 officers and 149 casual officers of the 138th Field Artillery, and 938 sick and wounded. The total on board will be 3,443.

Five Thousand Men On Two Transports

They Arrive on the H. R. Mallory and the Manchuria—Given Rousing Welcome at Hoboken Piers—Jersey Boys Are Among Them.

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Private Frank C. Anderson, of the Sixth Marines, whose home is in Indiana, was on hand. He was at Chateau Thierry, Belleau Wood, in the Champagne, at St. Mihiel and was in some of the hottest of the fighting in the Argonne Forest.

"The fighting in the Argonne Forest," he said, "was very difficult—while it lasted. The forest is the largest in France, and the trees are interspersed with bare rock and hard ground. It was through this that we had to chase the Germans, and while they were retreating they certainly fought hard and made it hot for us. But we kept on going and kept them on the run in spite of all they could do to stop us."

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N. Y. Telegram Feb 27/18

Telephone Girls with Iron Nerves and Stout Hearts to Aid Pershing Men "Go Over Top" Against Germans

King George has conferred the Most Excellent Order of the British Empire upon the brave telephone girls who stayed at their boards in the London air raids. In this photo is Miss M. E. Clarke, one of the girls who received the decoration.



150 Young Women in Carefully Selected Unit That Will Take an Actual Part in the Expected "Flare-Up" This Spring on French Battlefields—Their Sex Has Already Demonstrated Fine Courage Under Fire.

When the long awaited spring drive takes place on the western European battle front, not the least important of those who will assist General Pershing in the offensive which ultimately will lead to the overthrow of Germany will be a unit of 150 young women telephone operators from the United States, who not only are experts in their line but speak, read and write both English and French.

Each of the young women who will constitute this unit was selected with the greatest care, for all are to be in close touch with the real fighting, and many of them will occupy posts of danger directly in the rear of the first line trenches. These experts have been selected from all parts of the country, even from far away California, and include women from all walks of life. There are French born girls who have learned English while in employment here as maids; teachers who have studied in France, and gentlewomen, many born in France, who have laid aside their home duties, mastered the routine of the switchboard, for the purpose of filling in at posts on the war front where they can be of more service than men.

Men Lose Temper.

Not that the men who have been doing this work have lacked either courage or skill, but because, under the excitement of battle they have at times failed to stick to the strict business conversation necessary and have given vent to their feelings in language more picturesque than diplomatic.

A telephone official, in speaking of men as operators, said that experiments had proved that they would not do as well as women.

"There was a time," he stated, "when we tried big boys as operators, but they were a failure. Instead of keeping their tempers, as the girls do, they got right back at angry persons on the other end of the line by telling them to 'keep their shirts on' or to 'go elsewhere.' Women may have more 'nerves' than men, but in a pinch they stick closer to the business at hand. This has been demonstrated many times in the Belgian and French cities where the girl switchboard operators stuck to their posts while the aircraft of the enemy were overhead and the pilots were hurling bombs in all directions."

Some time ago a request was received from General Pershing for a number of young women willing to become a genuine part of the Expeditionary Force in France and do their bit to win the war by giving necessary support to the boys in khaki who were training to "go over the top." Uncle Sam at once sent out a call for the requested assistance through the Signal Corps, and the drive for competent "switchboard soldiers" was on.

"Many Called, Few Are Chosen."

Of course the first young women selected were those already familiar with an operator's duties who spoke both English and French, but there were comparatively few of these. Then the work of picking from the volunteers was begun, and out the best were selected from the thousands who answered the call and said they were willing to go. These were placed in the hands of expert operators and taught the mysteries of the switchboard and made acquainted with certain other important duties, for their services on the other side once they begin their work will include talking with both American and French military officers and French officials. Additional units are to be formed to follow the first, so any young woman who believes that she is qualified for the tasks demanded may apply at the nearest telephone company headquarters.

Every member of this telephone organization will be required, at all times, to wear a standard uniform approved by the War College, and, like the remainder of General Pershing's soldiers, they will lay aside all of their civilian habiliments once they enlist for service "over there." The different ranks are distinguished by different insignia on the white brassard worn on the left arm, operators wearing a black transmitter, supervisors a gilt laurel wreath beneath the transmitter and chief operators the two symbols mentioned surmounted by the gilt lightning belts used as insignia by the Signal Corps. The pay is \$60 a month for operators, \$72 for supervisors and \$125 for chief operators, in addition to which allowances will be made for rations and quarters when these things are not provided by the army.

Not a Pleasure Trip.

It was impressed upon all of the young women selected before they actually were sworn into the service that the force was not destined for either a pleasure trip or

a "joy ride," and that social opportunities were not to be included in the programme. It was to be a war task of a nature and size which would appeal only to the brave and patriotic, the Signal Corps wanting only level headed women who were resourceful, able to exercise good judgment in emergencies and even endure hardships if necessary.

While the government as yet has refused to go into intimate details concerning the work which the young women sent abroad as operators will be called upon to perform, the following facts from official reports concerning the war telephone service maintained by our European Allies may give some indication of what may be expected.

When England entered the war she began training special sections of the Royal Engineers for telephone work. These sections were first to establish communication between London and the army field headquarters in France; second, to connect field headquarters with divisions at the front and, third, to provide temporary telephone and telegraph lines in the combat zones.

Stations Quickly Shifted.

The British field telephone stations, where orders to the various battalion officers at the front are received and despatched, can be moved quickly to any desired point. The switchboard is carried on a wagon and can be operated without being unloaded. The cable is unwound as a wire section goes forward, and behind the cable drum is a mounted soldier carrying a lance-like pole, with a hook at the end, who deftly catches the cable as it is unreeled and thrusts it out of the way of following traffic. If the system is to be more or less permanent the engineering section which follows stretches the wires on light poles. When the section is moving rapidly in dangerous country it lays out a heavily insulated ground cable and hides it beside the road—in a ditch, for example.

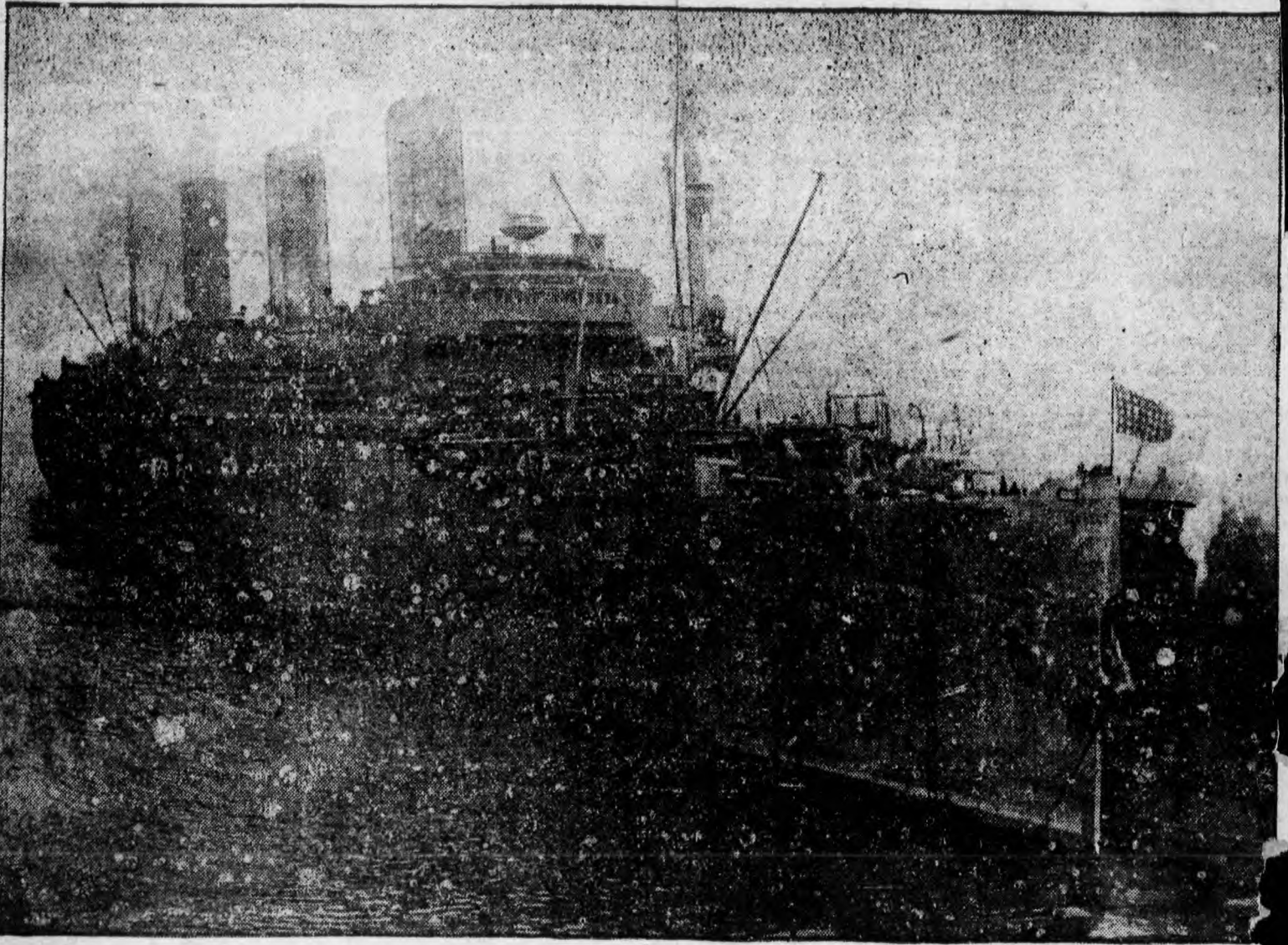
Even in the early days of the war the British military telephone service system was so comprehensive that it enabled Sir John French to direct the field operations of the British army in Flanders by telephone for three days from his home at Hyde Park, London.

Important Army Unit.

The French system of telephone communication has been successfully used by the French generals, particularly General Joffre, to regulate all troop movements over a 200 mile battle front. At headquarters wax-headed pins on a huge map indicate the location of troops, ammunition, automobiles, &c. This map shows the physical geography of the country and avenues of transportation. The Chief Staff keeps the map up to the minute, changing the pins according to information received by telephone. Then, it is advised that a certain division is being attacked by the Germans in superior numbers, he knows by referring to the positions of disengaged telephone lines an order, and in a few minutes troops are moving forward to their comrades under fire. It is in telephone operations, after that the young women operators will be called upon to help assist in receiving and transmitting information which will direct the

Evening World Dec 16/18

LEVIATHAN COMING TO HER PIER WITH 8,500 TROOPS



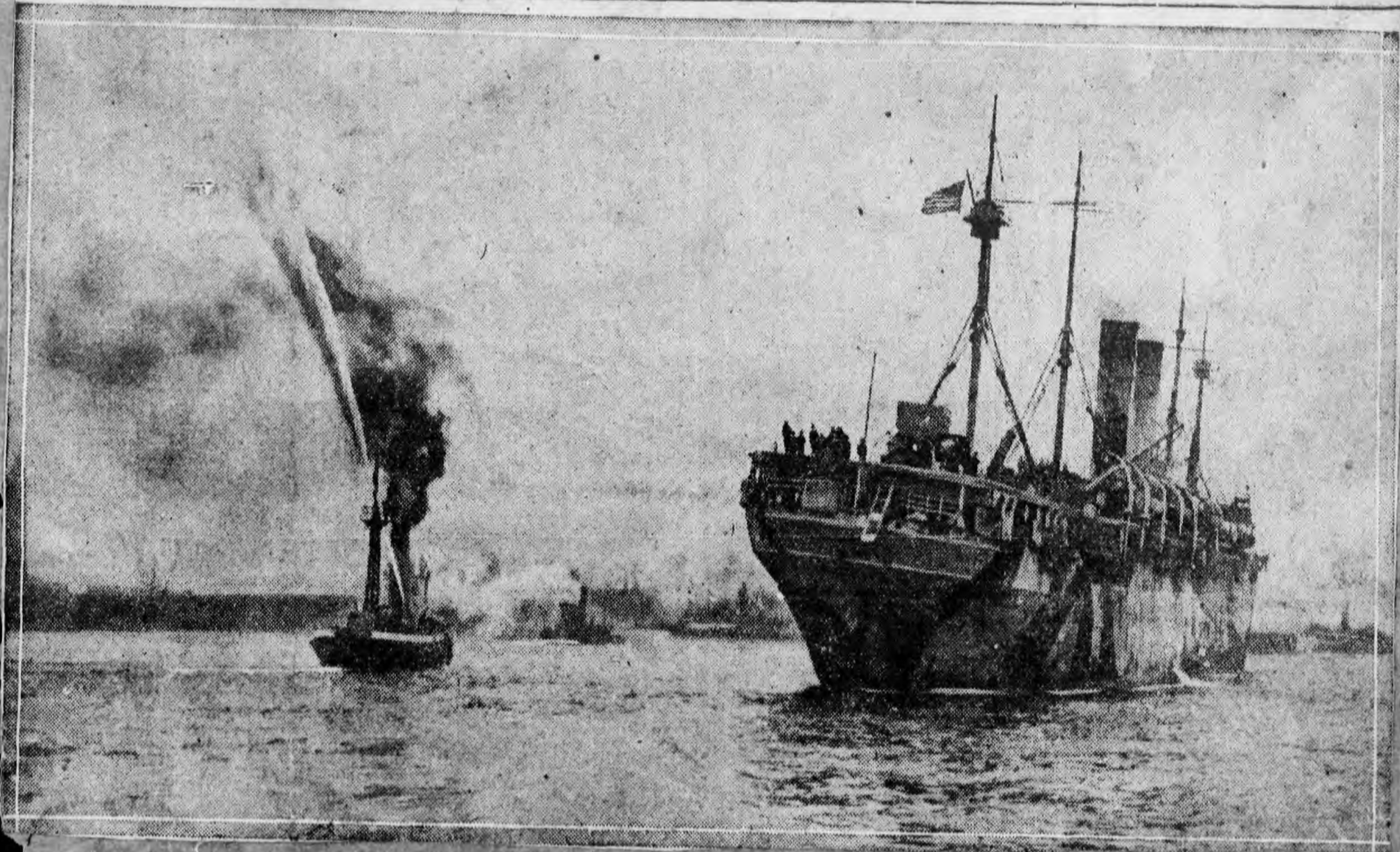
World Dec 10/18

HAPPY WOUNDED SOLDIERS LANDING ON HOBOKEN PIER

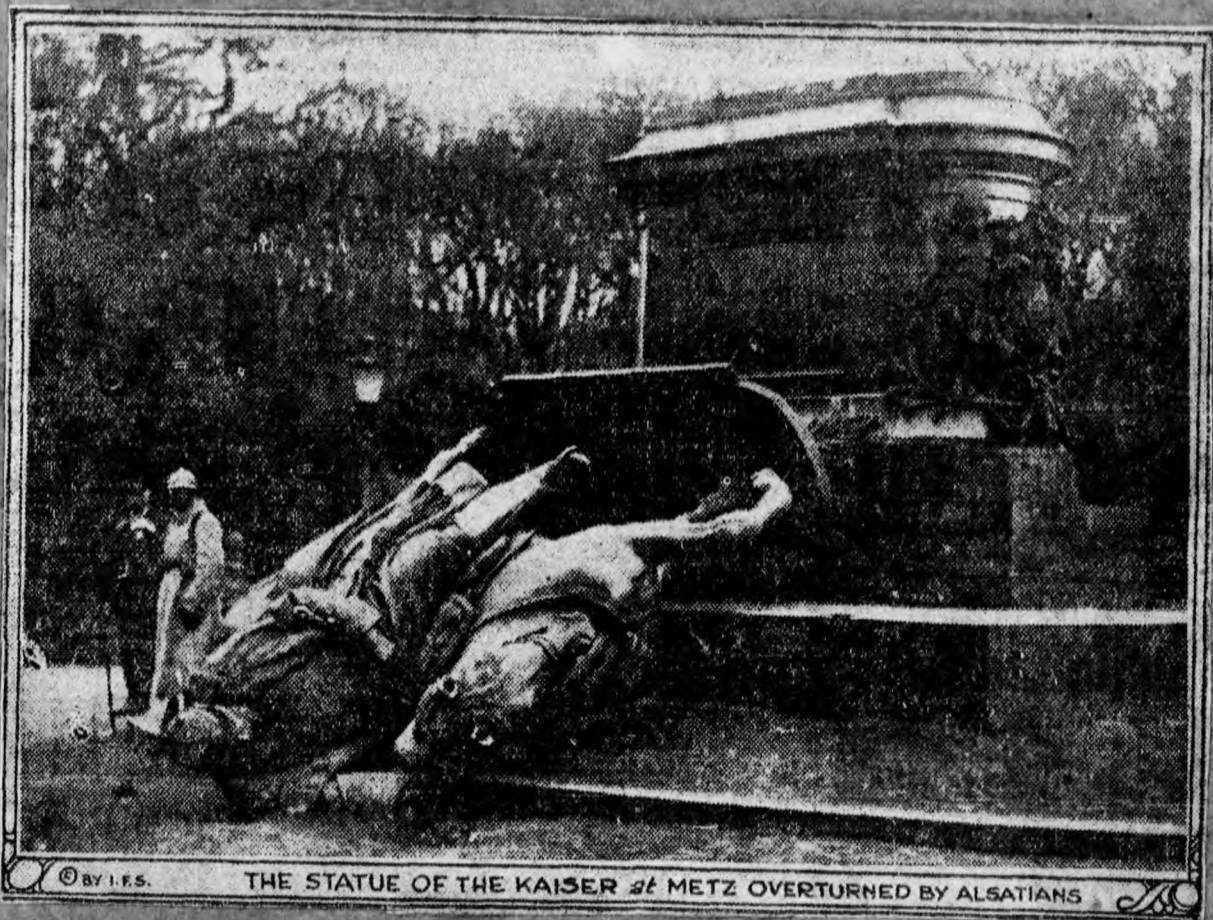


N.Y. American Dec 12/18

ARRIVAL of the transport Kroonland with soldiers, nurses, civilians, sick and wounded, showing a fire boat throwing a water barrage in honor of the passengers.



N.Y. Herald Dec 12/18



© BY I.F.S.

THE STATUE OF THE KAISER AT METZ OVERTURNED BY ALSATIANS

N.Y. World Dec 17/18

FIGHTING MEN WHO WON GLORY IN FRANCE, SOME AT COST OF LIMBS, AND A DARING Y. W. C. A. WORKER



Priv. WM JACOBSON, CO. D
23rd Reg. 2nd Div. Who Was in
4 Big Battles. Wounded 3 Times
Captured 8 Germans and Received
The D.S.C. Medal.

Priv JACK CAMERON,
Wounded Twice, Gassed
Once and Received
6 Citations

WOUNDED but SMILING



Col. OLIN F. HARVEY
109th Field Artillery.



Comm. ROBERT DENIG, U.S.N.
and Maj R.L. DENIG
U.S. Marines.



Capt. E. W. GLAZEBROOK,
12th Field Artillery,
2nd Division.



Yeoman JOHN E. ERCANBRACK.

Miss A. FARRAR,
Y.W.C.A.
Worker.

(PHOTOS BY WORLD STAFF PHOTOGRAPHER YESTERDAY)

N. Y. Herald Dec 17/18

7,800 AMERICAN SOLDIERS, HOME FROM THE WAR REACH NEW YORK ON BOARD SIX STEAMSHIPS



Left to Right - F.A. MOORE, M.M. RUNNER, H.N. DEVLNE and W.O. WEALEY

MISS AMARITA FARRAR



CAPTAIN O.W. GLAZEBROOK WHO RECEIVED CROIX DE GUERRE



COLONEL OLIN F. HARVEY

WILLIAM JACOBSEY of CHICAGO, WHO WON DISTINGUISHED SERVICE CROSS - HE CAPTURED EIGHT GERMANS SINGLE HANDED

MAJOR ROBERT L. DENIG, JR. U.S. MARINE and HIS FATHER COMMODORE ROBERT L. DENIG, U.S.N. RETIRED

PHOTOS BY J.J. SULLIVAN, N.Y.C.

N. Y. Herald Dec 13/18



RED CROSS WORKERS DISTRIBUTING "SMOKES" to the WOUNDED of the MERCY

© BY WESTERN NEWSPAPER UNION

N. Y. Herald Dec 13/18

BACK FROM BATTLE SMOKE, THESE BOYS FIND SOLACE IN MUCH Milder SMOKE

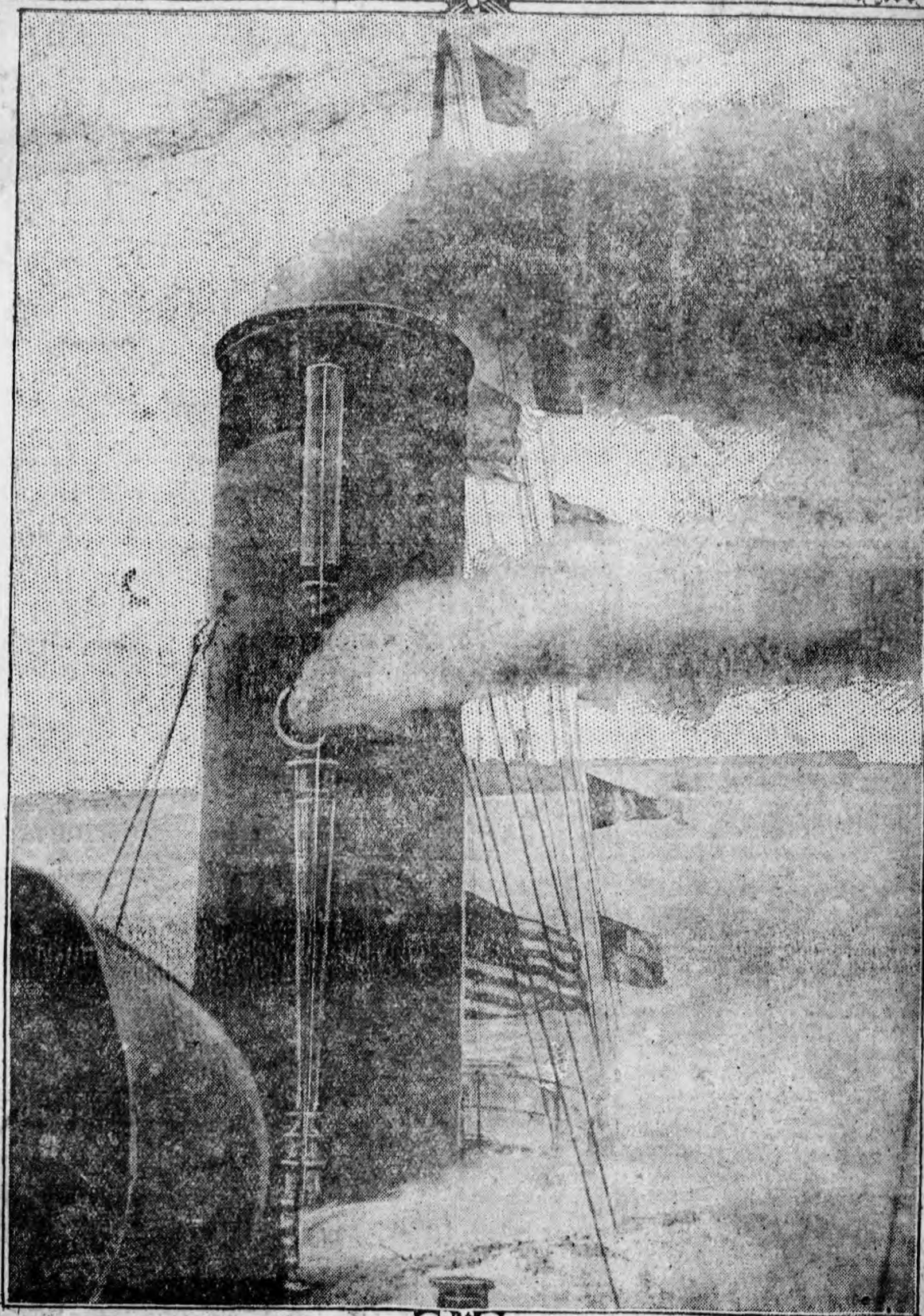


RED CROSS WORKERS HANDING CIGARETTES to WOUNDED SOLDIERS as
THEY WERE TRANSFERRED from the MERCY to the SHINNECOCK

© BY WORLD STAFF PHOTOGRAPHIC ASSOCIATION

World Dec 15/18

HOW BIG SHIPS IN PORT VOICE A WELCOME TO "OUR BOYS" ARRIVING HOME FROM THE WAR



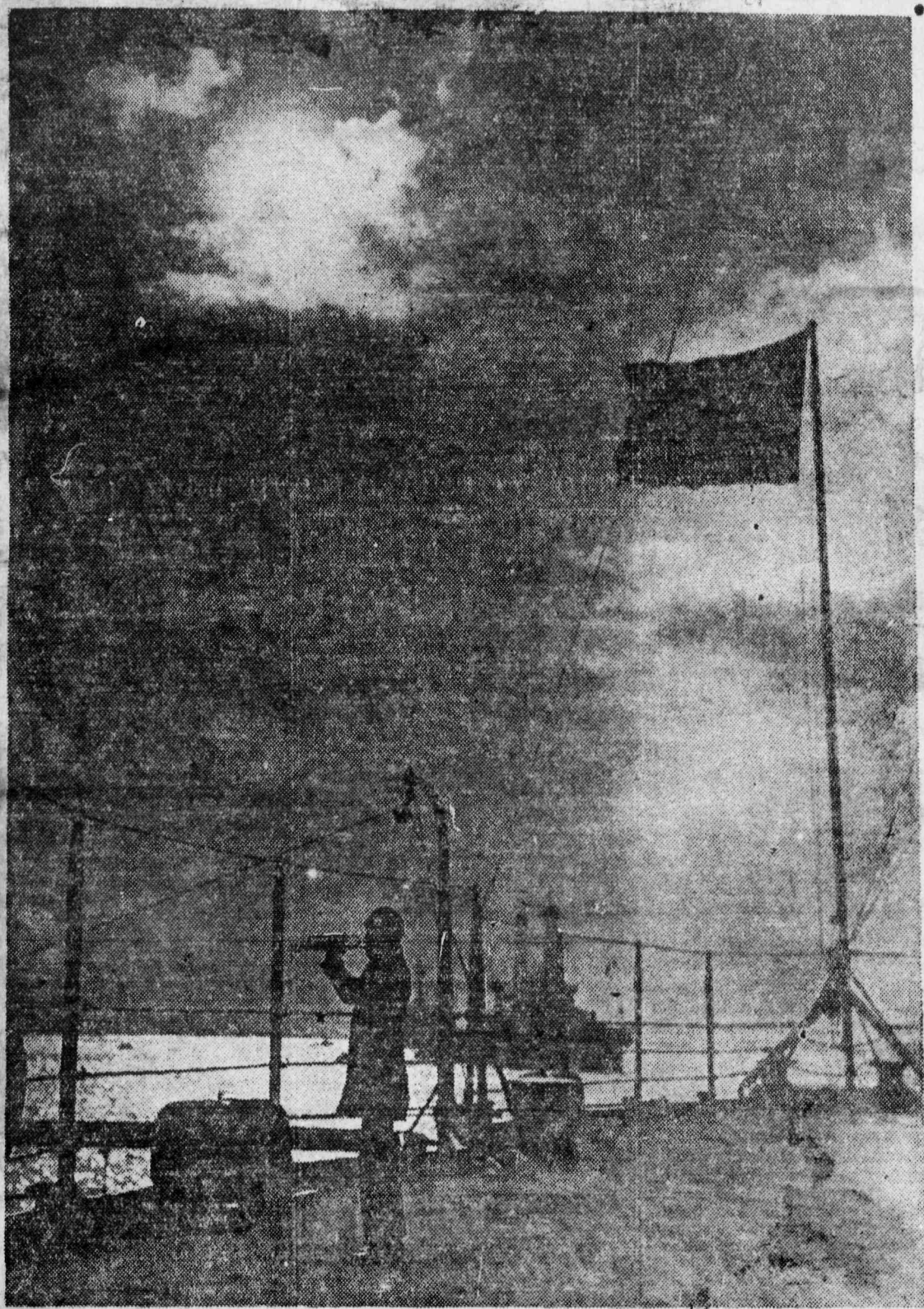
STEAMSHIP SIREN SCREECHING A WELCOME TO HOMECOMING HEROES
© INTERNATIONAL FILM SERVICE

"KAMERAD" cried these soldiers as they left the great U. S. Transport Leviathan which docked at Hoboken yesterday. They were Americans who had just returned from overseas duty disguised in captured German helmets. Below are two notables who returned on the French liner Lorraine.



N.Y. Herald Dec 29/18

THOUSANDS INSPECT BATTLE SHIPS; URGE BIG WELCOME FOR DESTROYER.



THE SUNSET CALL ABOARD THE FLEET

© BY UNDERWOOD & UNDERWOOD

Swarming like ants over every permissible part above and below decks on board the great battle ships at anchor in the Hudson, thousands of residents of the city and sojourners from out of town gave their indorsement yesterday to the Atlantic fleet.

Additional thousands indisposed or too late to go aboard the grim, gray fighting craft expressed their admiration from the heights of Riverside Drive. That splendid vantage point was more crowded than usual with pleasure vehicles and motor buses. Occupants of them craned their necks for a good look at the dreadnoughts amid almost as many recited versions of which ship was which as there were passengers.

But the throngs which viewed or inspected the victorious vessels yesterday, half holiday though it was, is expected to be greatly exceeded by the numbers who go aboard to-day. Estimate of fifteen thousand as the number of Sunday visitors has been made, while four times that number are expected to swarm along the Drive if the weather is clear.

Official Landing Places.

For the benefit of intending visitors is reprinted this list of the official landing places for the naval crews in the vicinity of which are public floats where launches may be boarded for the battle ships:—

Fifty-ninth street, for the Florida, the Wyoming and the Arkansas.

Seventy-ninth street, for the Texas, the New York and the Pennsylvania, battle ships; the Bridge, supply ship; the Prairie, repair ship, and the Solace, hospital ship.

Ninety-sixth street, for the Utah, the Nevada, the Oklahoma and the Arizona, battle ships; the Mayflower, the President's yacht; the Gamble, the Breeze, the Dent, the Radford, the Lamberton, the Reid and the Mahan, destroyers.

One Hundred and twenty-ninth street, for the New Mexico, the Mississippi, the Missouri, the Maine and the Wisconsin, battle ships.

One Hundred and Fifty-eighth street, for the Kearsarge, the Illinois, the Alabama, the Iowa and the Indiana, battle ships, and the supply ship Vestal.

The usual visiting hours will be maintained to-day, from one o'clock to half-past four in the afternoon, but no visitors will be allowed to leave the landings for the battle ships after half-past three.

Launch owners are reaping hundreds of dollars a day from the callers. None has been reported to have exceeded the maximum charge of twenty-five cents each way, fixed by the Captain of the Port and the naval authorities, neither have any cut rate boatmen been reported who offered to ferry the visitors for less.

Competition for the quarters has grown so keen that each launch operator has several men out scouring the shorefront for passengers. As most of the landing piers have floats moored both north and south of them, intending passengers as they walk downhill to the water are implored to "keep to the left" for the finest boats and fastest passages, while a few feet further on another character beseeches them to "turn to the right." Other runners proclaim the advantages of a trip around the whole fleet for the price of a visit to one craft.

Would Welcome Destroyers.

The feeling that the brave little destroyers now upon the Atlantic should also be given a suitable welcome upon their return to home waters grew in intensity yesterday, but has not so far culminated in any official steps. More than fifty of the submarine hunters have left European ports, but only six have been designated to arrive at New York, it was learned. Anchorage sites have been laid out for all

of them, however.

The crafts destined for New York, coming by a southern route, are not yet in wireless communication with the fleet already here, an officer of Admiral Mayo's staff said yesterday, so there remain several days in which some sort of celebration can be arranged, advocates of one contend. It is probable that the desires of New York folk will be presented to Mr. Daniels, Secretary of the Navy, for approbation, and he may order other vessels to join the six.

The formidable battle craft now in the river are lacking more than half their complements of officers and men, due to the numbers of shore leaves and furloughs granted, but the few who remain are outdoing themselves in hospitality to the visitors. Of course there are a few spots where visitors are not allowed—the sacred precincts of the quarter deck, the intricacies of the engine rooms and funnels, where an inquisitor's turn of a knob might mean disaster, and the rickety perches of the fighting tops. But elsewhere the citizens may roam at will, with or without the guidance of a cheerful "gob" or marine. Painstakingly and without patronizing, they delight in displaying the fine points of their pride and joy.

They find fun in their task, too, especially when asked such questions as "Where do you put those big masts when you clear for action?" The "gob" aboard the New Mexico who was asked that question by two landlubberly youths smiled as he glanced at the lattice work structures so designed that even a shell will not bring them down, then, with a perfectly straight face replied:—"We tow them along behind us."

The men of the crews who came ashore yesterday found confronting them a new problem, which they declared to be more difficult than locating a "sub" in the

North Sea. It was how to get to where they wanted to get in the new subways. A host of them haunted the labyrinth under Forty-second street, bewildered by the maze of passages at Times Square and Grand Central stations. The sight on an underground news stand of a booklet entitled "Map and Diagram of the New Subways; price five cents," led one seaman to exclaim:—

"That's adding insult to injury. They charge you a nickle to come in and get

lost, and now they want a nickle to get you out."

Eventually, however, hundreds reached their objective, the big railroad stations, where a line many men long stretched all lay before the ticket windows where the one cent a mile furlough slips are honored.

For the men unable to get ashore on New Year's Eve the Famous Players-Jesse Lasky Film Company has offered enough reels of recent releases to provide a two hour show on board each of the naval vessels. The offer was accepted by Lieutenant Horace D. Clark, of the flagship Pennsylvania, who is in charge of fleet entertainment.

The demands from so many of the vessels for phonograph records for the many talking machines on board has led the National Phonograph Records Recruiting Corps, of No. 21 East Fortieth street, to ask all possessors of "slacker" records to turn them over for distribution among the battle ships. Representatives from the battle ships are also asked to call at the headquarters, to receive bundles of records already on hand. These are in packages from fifty to two hundred and fifty each.

Mayor John F. Hylan yesterday received a letter of thanks from Admiral Henry T. Mayo, commander in chief of the Atlantic fleet, for the welcome given to the men and ships on Thursday.

N. Y. Herald Dec 14/18

N. Y. World Dec 30/18

HEROES OF NAVY HOME AFTER LONG VIGIL IN WAR ZONE

667 Seamen with Army Veterans Aboard the Transport De Kalb.

SPORT IN SEARCHING FOR SUBMARINES

Soldiers Tell of the Fierce Fighting
Against Heavy Odds at
Chateau-Thierry.

Sidelights on the big part played by the navy in crushing the German submarine power and bringing the swift ending of the war, were given yesterday when the United States transport De Kalb arrived at the army piers in Hoboken, bringing 667 men of the sea service, with two officers of the navy, and two of the Marine Corps.

For a year and a half these men had served in the United States naval forces, patrolling the long-infested waters. Tributes to their achievements have been paid by naval authorities of all the Allies, but the intimate revelations of personal exploits will be interesting reading for many months.

Among the returning seamen was Glen Rankin, of Monmouth, Ill. For the last thirteen months he was attached to the destroyer Cassin, before that he was a seaman signalman at the Charleston Barracks.

Dropping the "Ash Cans."

"I am glad to be back," he said, "but it will seem quiet ashore after the last year of 'sub' chasing. We were mostly engaged in convoy work and were never at sea more than seven days at a time. Our bases were at Queenstown and Brest. We got pretty adept at dropping the 'ash cans,' and on one occasion a 'sub' popped up to say 'good day' five miles off our port bow. She let go a torpedo and we plainly saw it scudding along three hundred yards astern of us. There sure is something doing when a periscope pops up. There is some speed made by all hands to get to general quarters. It doesn't take long for the men to man the guns, torpedo tubes and depth bomb devices. Once off the Scilly Islands we sighted a 'sub' and dropped the usual old can and immediately afterwards the sea was covered with oil. I guess we got her."

Asked how he liked the destroyers, Rankin said: "They are good homes to live on, but we don't object to the frequency of the shore leave. We often visited the Lusitania graves at Queenstown and every time it made me think I'm glad to be off the sea again to get some of the dirty dogs that were responsible for those American lives."

Louis Fischhoff, a seaman, of No. 522 West 185th street, said he reached European waters on July 23 with the "suicide flotilla." He served on board the Carola, a converted yacht, which was mostly engaged in convoy work and which in August, 1917, ran into a terrific storm.

"A U-boat came to the surface nine hundred yards away," Fischhoff said. "She came to see what we were and the weather was so bad we couldn't work our guns. When she made us out she tried to fire, but, like ourselves, she couldn't. When we were in the crest of a big sea she would be in the trough, and so for an hour we kept bobbing up and down, with only occasionally catching a glimpse of each other. On and off we kept this game up for four hours without either one being able to fire a shot. Once I watched the destroyer Tucker drop an ash can on a 'sub' which immediately came to the surface and turned turtle like a drunken old whale, leaving a big black, ever-increasing mark on the surface of the sea."

"After that submarine encounter the Carola went out of commission and I joined the flagship Prometheus, which was the mother ship for the destroyers," Fischhoff added.

Thirty-Four Army Officers.

The army was represented aboard the DeKalb by thirty-four officers and 412 casuals. Most of these were veterans on some of the hardest fighting of the war. Lieutenant A. M. Ransoy, of Columbus, Ohio, 104th infantry, Twenty-second division, was one of the returning officers. He fought at Chateau-Thierry and Soissons and was gassed. He is a veteran of the Spanish-American war and had served fourteen years in the army previous to 1912.

Lieutenant H. J. Hichman, of No. 8 Madison avenue, Albany, N. Y., formerly secretary to Lewis Elliker, State Architect, attached to the Thirty-third engineers, was engaged in cantonment construction work in France. He was a passenger.

Lieutenant John H. Higgs, of Raleigh, N. C., a balloon observer in the Signal Corps, had three thrilling experiences while flying over the German lines in the Argonne.

"Three different times my balloon was shot up and I had to make landings with a parachute," he said "however, thrilling though the falls were, I never received a scratch."

Private Fred Wilhelm, of Price Hill, Ohio, Sixty-fourth infantry, Sixth Division, was in the fighting at Chateau-Thierry, Soissons and Verdun and at the latter place suffered a gun shot wound that put him out of the fighting. This was on September 12.

Private Marks' Story.

Some idea of the fierceness of the attack the Americans made at Soissons was given by Private John H. Marks, of Thornton, Ark., attached to the Ninety-fifth company of marines, Sixth division, who was one of the wounded on board.

"Fierce, well I should say it was," he said. "There were 6,800 of us of the Fifth and Sixth divisions sent in to dislodge the Germans and when the fighting was over and the men came back there was only 1,500 of them left."

"As for myself, the company that I went into the attack with, was reduced from 250 to five. I was one of the five."

"On July 10 the Fifth division went into action. Early the next morning the Sixth division, of which I was a member, went in to reinforce the Fifth. Our objective was a hamlet beyond a stream, and to reach it we had to parallel the German lines."

"To reach our objective we had to cross a wheat field, with nothing to cover us. In broad daylight we started. The Germans plastered us with heavy artillery fire and machine gun fire. Nest after nest of machine guns sprang up along our path. Down went the men, but we kept on, hour after hour, our ranks thinning, but our fight increasing."

"We had started just after daybreak, yet it was dusk when we reached the stream, where we were to have stopped. But the Germans had a line on that point, and the fire they poured into the section where we were was terrible. My company, the Ninety-fifth, was told to hold this point. Under cover of the darkness we dug ourselves in as best we could, firing only when we saw spurts of German fire spit from the German machine guns."

"As the hours went on the German fire became worse. Everywhere men were dropping. And through it all I prayed to God and wondered why I was being spared. First there would be a lull in the German fire, and then would come a terrific burst of shots, airplanes would fly overhead and drop bombs and machine guns would rip at our shallow fortification. You could hardly turn without falling over a dead or wounded 'devil dog.'"

"God, how they fought. With terrific odds against us we kept throwing in our fire, fighting back at every chance, repulsing every attempted surprise attack to dislodge us. At midnight, almost dead from lack of food and water, and half crazy because of the constant noise of firing and the nervous strain I looked around, and my God, what I saw. There were but fourteen of us left."

Worst Firing by Germans.

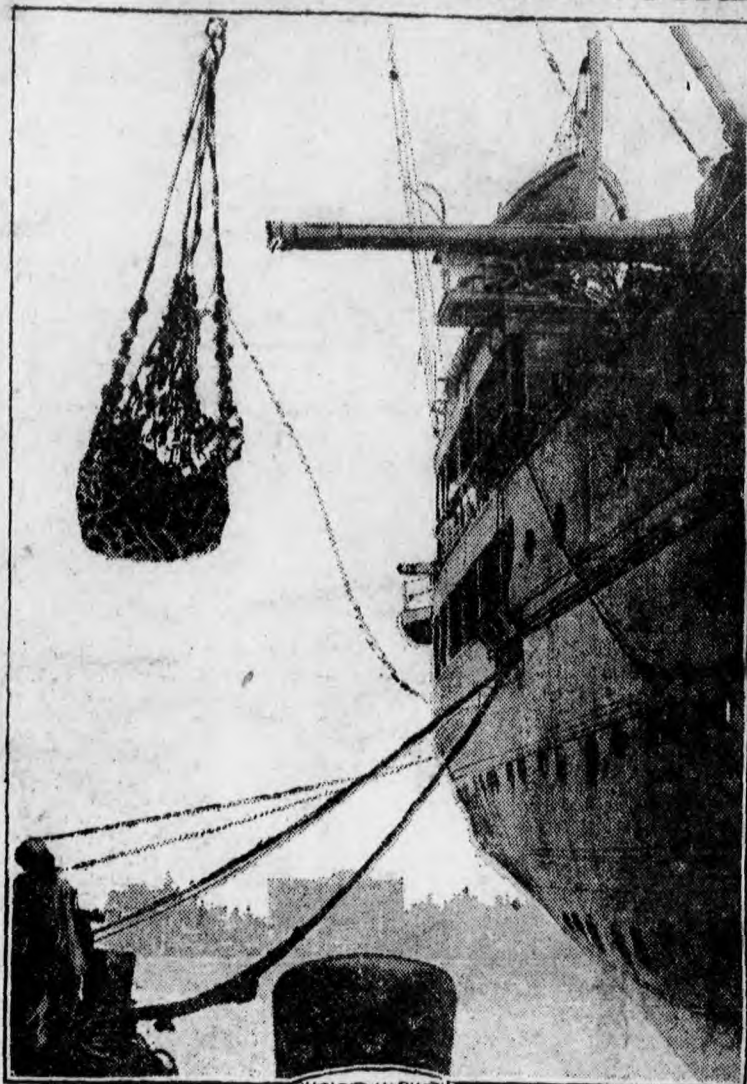
"Then came the worst firing of all by the Germans. It was then that they smashed at us with artillery. Big shells came dropping near us, exploding and casting bits of shrapnell all around us. One by one the brave fellows beside me dropped out, all of them either killed or terribly wounded. There was no chance to give them aid. We had to fight for our lives and fight constantly."

"Finally, there were only five of us left. It was useless for us to keep on fighting against such odds unless we could secure machine guns to fight back with."

"Two of us crawled on into No Man's Land between our position and the Germans, scouting for machine guns, and luck favored us. We came back with three of them, cast aside in the fighting during the day, by the Germans. With these we renewed the fight. Somehow I let my gas mask fall aside and then for the first time I realized the Germans were gassing us. I went under. One of the boys threw my gas mask back into position and then went on fighting. In a little while I recovered, terrible sick, but able to give some aid. I crawled about, handing my companions guns taken from the dead hands of our fallen comrades, and picking up ammunition and giving it to them. Day broke, and when we could hardly stand another ten minutes of it a detachment of French troops came to our rescue."

"The French drove the Germans back and we were able to make our way half a mile to another company of marines, and with them we fought until noon, when the Germans were at last backed up and driven in rout from their position. It was when we got back to the American lines, at almost two o'clock in the afternoon, and roll was called that we found what our casualties had been. Fifteen hundred of us came back and most of us wounded. The rest were dead on the battlefield."

\$2,000,000 IN COIN FOR "BOYS" ABROAD.



S.S. LEVIATHAN TAKING ON BOARD TWO MILLION DOLLARS IN COIN...

Photo by World Staff Photographer Yesterday.

Carted Under Guard to the Leviathan and Hoisted Aboard in Bags.

In the quiet of Sunday morning seven large army motor trucks drew up outside the Sub-Treasury at Broad and Wall Streets. Only a few were passing by, but as the trucks halted twenty-one armed soldiers under command of Major Donnelly, an army

paymaster, stood guard in a lane from the steps to the street.

An hour later the trucks moved away, laden with bags containing quarters, dimes, nickels and pennies to the amount of \$2,000,000. The money was ferried to Hoboken and carried through an increased lane of soldier and sailor guards to the transport Leviathan at Pier No. 4, where it was hoisted on board in large bags.

The \$2,000,000 in coin will be used in paying soldiers in France. The transport sails to-morrow for Brest, where she will take aboard more than 8,000 troops designated for return to America.

Wounded at St. Mihiel.

Private Hugh H. Toner, of No. 38 Bedford avenue, Brooklyn, is a member of F Company, Twenty-third Infantry, Second Division, and was wounded in the St. Mihiel sector September 12. His regiment was making a counter attack on the Huns, when he suffered shrapnel wounds in the right leg, hip and arm.

"We had just reached our objective," he said, "when several shots came in my direction and I felt a burning sensation and knew then that I had been bumped by a boche—but, believe me, those Huns got just what was coming to them a little later by our outfit."

"Now, listen, for the love of Pete be sure you say that I am not dead. For, while I was lying in a base hospital after the good doctors had fixed me up, I happened to get hold of two Brooklyn papers and the first thing that saluted me was the fact that the Huns had wiped me off the earth."

Victor Kennedy, of No. 5,016 Seventh avenue, Brooklyn, is a member of I company, 313th infantry, of the Seventy-ninth division. He was wounded in the arm and in the leg by shrapnel while on the Verdun front October 1. His company had been in action for several days, he said, and he had escaped without a scratch and just as they were being relieved he received his wounds.

Edward F. Mechlong, of No. 342 East 146th street, the Bronx, is a member of K company, Forty-seventh infantry, Fourth division. He was wounded at Chateau-Thierry on July 28, when he was hit by high explosives in the right leg and left foot.

"It was about ten o'clock in the morning," he said, "after we had been out for three hours chasing the Huns that I was nipped. The Boches acted as though under the impression that we were playing tag with them. But they soon found out that the tag we were playing wasn't a very playful kind."

N. Y. Herald
Dec 14/18

Herald
June 11/18



SERGEANT JOE, GENERAL BUNDY'S HORSE, BACK FROM FRANCE; VETERAN OF MUCH FIGHTING

Sergeant Joe, one of the first of his branch of the service to return to America, walked sedately ashore from the United States Army transport Oregonian when the steamship arrived in this port yesterday and made a cursory survey of all he could see of the United States, entirely ignoring the fact that he was the chief attraction in the unusually interesting company. With him was Sergeant Leland A. Kaufman, also of the cavalry and Kokomo, Ind., and as fit a fighter as ever strode a horse. The partners in many a fight seemed most interested in one another and appeared surprised that they should be the object of so much obvious admiration.

"Nothing to say about what part I had in the big doin's over there," said Sergeant Kaufman, "but too much cannot be said about Joe. You know he's General Omar Bundy's mount, and he's a genuine Bundy soldier. Maybe you've heard over here about how the General led an attack that turned back the Jerrys, and the General armed only with a riding crop. That's his style, and this Joe is just like him—just naturally picks out the hard thing to do and does it in the simplest way. Joe saw some hard fighting at the Somme, at Toulon and at Verdun, and he had a lot to do at Château-Thierry. Take it from me, he was one of the busiest of the fellows there, running from place to place and doing as much as any two men to keep the boys going ahead in the right way. A lot of people are going to tell you won this war. Some will say this branch of the service and some will say that, but I say the horses had a lot to do with it, and of all the horses please put Joe down for some honorable mention. He deserves

all the good things you can say of him." While Sergeant Kaufman would not talk of his own exploits, something concerning them was learned from Sergeant Joe. "Kaufman was one of the first to get into any of the fighting," said Joe, "and had pretty good luck, until at Vaux he was wounded and gassed. We captured that place and took a lot of prisoners. When Kaufman lay there wounded along came one of our men with three Jerrys. He made them pick up the sergeant and carry him back to our lines. When he got better he came around to me and we have been pals ever since. He's as good a pal as he is soldier. If you want an expert opinion I can tell you that when a trooper is one of the two he's also the other."

There was forty-six construction workers, civilians, on board the Oregonian. They helped in building the great system of railways and depots for the transportation of American troops and stores in France.

Lieutenant William Peck, the only other military man on the transport besides Sergeant Kaufman, is generally credited with having evolved the method of taking the "hee-haw" out of the army mule's vocabulary. It was found that the Kansas product was dangerous at times during the fighting, as the enemy was liable to get information through a sudden burst of enthusiasm on the part of a mule. The Lieutenant discovered that by a very simple and harmless operation he could prevent a mule from suddenly opening up with a bray occasioned by no particular reason except ennui or pure cussedness.

Lieutenant Peck has been in charge of mule transportation. His last big shipment of mules left New York on October 26.

Twenty-six hundred sacks of mail, principally letters from the soldiers to their families at home, also came by the Oregonian, which is at the Bush Terminal piers, South Brooklyn.

LEVIATHAN HOME AFTER FIGHTING OFF 18 U-BOATS

Big Transport Reports Battle in Which Five Submarines Went Down.

Marked with submarine battles that lasted in all more than two days and nights, the last trip made by the transport Leviathan, formerly the Vaterland of the Hamburg-American Line, was the most eventful to be reported from any of the ships that have been carrying America's troops to the battle front.

In spite of the fact that her progress was continually hampered by U-boat attacks, in which the mighty vessel and her convoy of "chasers" fought off in all eighteen submarines, sinking five of them, the trip was made in record time. The Leviathan accomplished the round trip in seventeen days, two of which were spent in a French port, making at times a speed of 26 knots per hour.

The big troopship left port with her crew prepared to meet the submarines, having been warned that Von Tirpitz's "tin fish" fleet was out to get them. When she was nearing the French coast on the eastern trip four U-boats attacked her in the early evening. After dodging a school of torpedoes the big boat and her convoy opened a terrific fire on the undersea boats and caused them to submerge. After successfully beating off the attackers the Leviathan landed her complement of 17,000 troops at a French port.

Although the danger of large loss of life was not so great on the return trip the U-boat commanders, seemingly rankled by their failure to sink her on the way over made increased efforts to send the Leviathan to the bottom. The Germans are apparently straining every effort to sink their former prize passenger ship. Right outside of the French port the boat was attacked by a fleet of nine submarines. Torpedoes went past both bow and stern of the boat and shell fire from the undersea craft fell all around her.

It was on this occasion that the gunners on the transport and convoying vessels showed their worth. One of the Germans had no more than come to the surface and opened fire than the stern gun of the Leviathan roared and a high explosive pierced the plates of the U-boat and it sunk. It is thought that five of the submarines that were in the engagement were sent to the bottom.

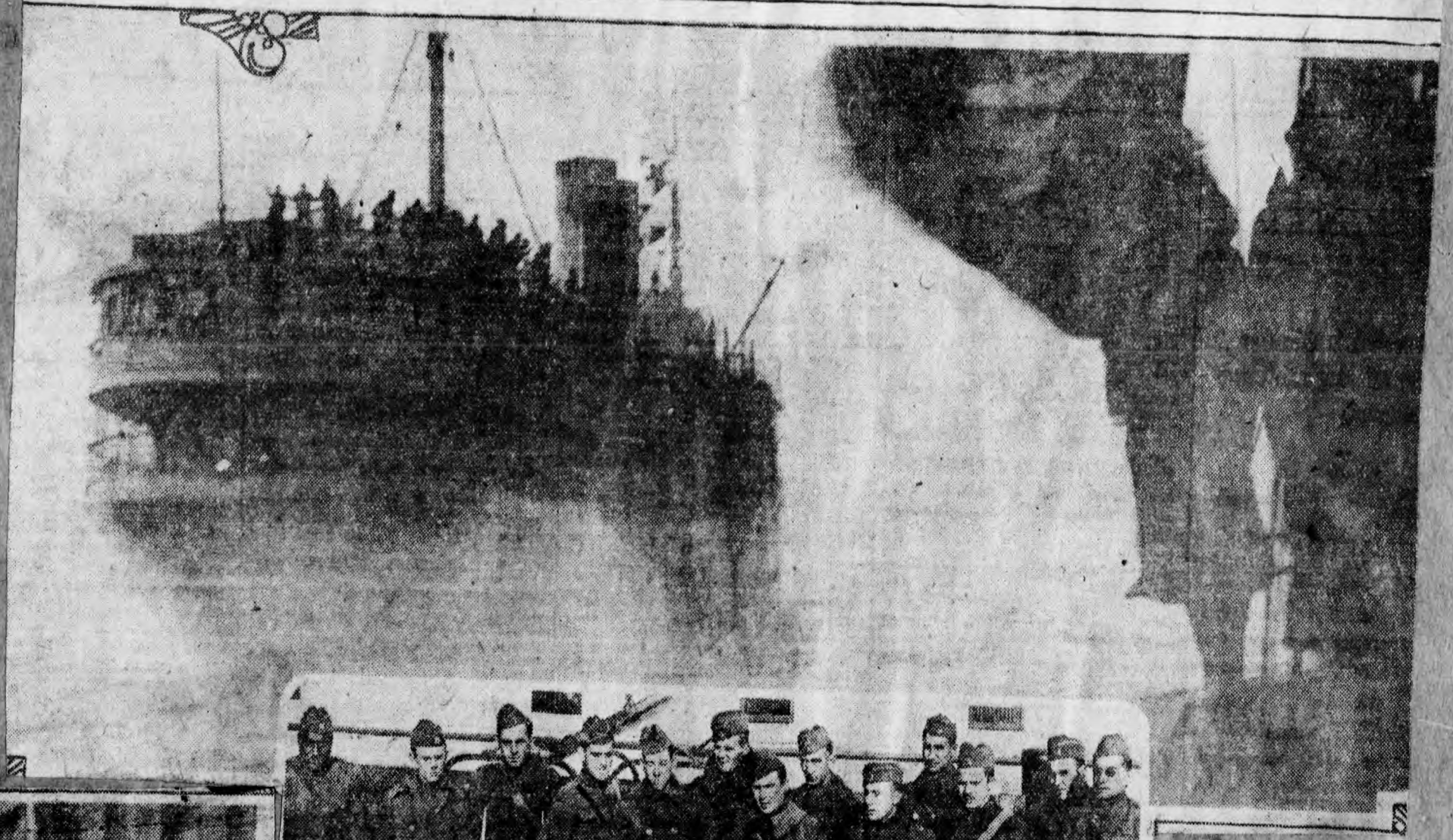
The morale of Uncle Sam's sea-fighters was indicated by the behavior of the crew in the action. While the gunners were throwing shell after shell into the fleet of U-boats, the entire crew disregarding the danger came on deck and cheer after cheer went up as the gunners registered a hit. Officers, telling the story of the trip, say that the men acted as if they were cheering at a college boat race and not witnessing one of the heaviest engagements an American troop vessel has entered.

As soon as the transport got clear of the "subs" she set out at "full speed ahead" without being able to stop to pick up several members of the crews of the submarines who were seen struggling in the water after their boats had done down. The French waters were so full of submarines that it was necessary for the Leviathan to carry her French pilot to the American port to avoid the danger that would follow any stop.

As far as could be learned no casualties resulted to Americans from the battles and the mighty ship is safe in her home port.

N. Y. Herald
Dec 14/18

WOUNDED WARRIORS GET MIGHTY WELCOME HERE



SOME OF THE WOUNDED HEROES WHO ARRIVED YESTERDAY

New York Police Times - WENT DOWN THE BAY TO DISTRIBUTE
CIGARETTES AMONG THE WOUNDED ABOARD THE COMFORT.
-- Left to right -- LIEUTENANT JESSIE PRATT, LIEUTENANT EMME MARK,
PRIVATE HELEN WINTERS, MAJOR HERLE NICHOLSON, ROYAL AIR FORCE;
CAPTAIN GLADYS BYRON, COMMANDER; PRIVATE ELYRA ROSANDER
PRIVATE PEGGY LEONARD

TROOPSHIPS LAND MORE SOLDIERS AND NURSES

**Secretary Baker "Drops In On"
One Ship and Her Quota Just
to See How Things Were Go-
ing—Stories of Men Who
Were Wounded—One Medical
Man Has Four Citation to His
Credit.**

SOME MEN FROM DIX AMONG THOSE BACK

Four troopships with 320 officers and 5,237 enlisted men arrived in Hoboken yesterday. It was a busy day at the port and the people of the city saw some 3,000 of the men march through the streets on their way to board trains which were to take them to the demobilization camps.

The complete units which arrived had not seen action in France, but there were a big number of wounded cases on the four ships, many of them having been through the series of battles that the American armies participated in.

Secretary of War Newton K. Baker was a visitor at the debarkation piers in Hoboken yesterday, and boarded the U. S. Navy transport Agamemnon where he had a short conversation with the commander of the vessel and inspected the troopship.

The War Secretary stated that his visit to the transport had no significance. He was on his way from Buffalo and looked in to see the boys come home. He found out if they had a good job across. Further than that Mr. Baker stated that his visit had no special significance.

He stayed on board the transport for over an hour and had a chat with Samuel Blythe, the war correspondent who was one of the passengers from France. Mr. Blythe declared that it was necessary to see what the American army had done in France both behind and in front of the lines to realize the huge job which had been carried through and carried through to a successful conclusion.

The troopships docking in Hoboken yesterday were the Santa Teresa with a passenger list of 1682 officers and men. They included the 145th Field Artillery of the Sunset Division of 49 officers and 1,400 men; 24 casual officers and 172 men, and 7 medical men and nurses. There were 30 wounded all bedridden.

The S. S. Henderson which docked shortly after the Santa Teresa, had a total of 844 troops aboard of whom 814 were wounded men, including Marines, infantry and artillery from many different regiments while there were 25 casual officers aboard.

The S. S. Heredia which sailed from St. Nazaire on Dec. 16, had 74 casual officers as passengers and no enlisted men.

The Agamemnon's Big Load.
On the Agamemnon which docked at 1 o'clock were 175 officers, 2,711 enlisted men and 31 civilians. There was one complete unit aboard, the majority of which were New York, New Jersey and Delaware drafted men trained at Camp Dix. This was the 345th Infantry with 40 officers and 2,205 men. They were with the 87th Division. There was also the 31st machine mortar battery of 5 officers and 181 men, 118 casual officers, 21 civilians and 11 officers and 319 wounded men.

A big reception was given to the troops aboard this former German liner which came into her slip as the port of Embarkation band played a grand welcome to the men who crowded the decks notwithstanding the intense cold weather. The sides of the vessel were covered with icicles and all the men on deck were wearing as heavy covering as they could get.

Nothing seemed so good to them they said as the hot coffee which was distributed by the Canteen Service of the Red Cross Society, the members of which went on board with chocolate for the boys, and later served them with hot coffee when they were lined up on the pier preparatory to the march down First street to the railroad tracks at Jackson street, where they boarded trains for the camp.

The Mayor's Reception committee on board the Patrol also gave the troops on the Agamemnon a fine send-off. The Patrol slipped into the docks and came alongside the transport and the band withstood the cold long enough to play several lively tunes, which got enthusiastic cheers from the soldiers lining the rail's of the ship.

Colonel John Shea of Pike, Arkansas, commander of the 345th Infantry said they were of the Eighty-seventh Division, which when first started was composed of troops from Alabama, Minnesota, Arkansas and Texas, and was afterwards composed of men from the middle west cities. The troops of the 345th regiment he said were not mostly New Jersey, New York and Delaware troops trained at Camp Dix.

Nurses On Board.
Ten navy nurses who were with the Second Division at Chateau Thierry were returning passengers on the Agamemnon. Among them was Miss F. V. Delaney of 129 Berkeley place, Brooklyn. Her detachment she said was from the navy but they took care of the Marines and also the army. They were stationed for a time at Brest and were detailed with the Second Division at Chateau Thierry, at Evacuation station No. 7.

While they were not in the front line trenches the navy nurses, said Miss Delaney, they were near enough to the front to see the horrible results of war. "Our boys are simply wonderful," she said. "Even with their bodies badly mangled they managed to smile or smoke a cigarette and, oh it was just wonderful, but oh, so sad."

Yeowoman Arrives.
Perhaps the only Yeowoman to go to France was Miss Winifred Gibbons of 272 Sackett street, Brooklyn. She was with the contingent of navy nurses landing at Hoboken yesterday. She was detailed with the Sixth Marines at Naval Base Hospital No. 1.

The other navy nurses aboard the Agamemnon were the Misses Rouseille, Grubb, Martin, Weise, Karr, Rose, McCarthy and McClellan.

Lying in the sickbay of the transport was Captain A. W. Goodwin of Oak Park, Chicago, of Company F of the 129th Infantry, who was shot through the shoulder several hours after the armistice was signed on Nov. 11.

"We were at Arras on Nov. 11 and did not know that the armistice had been signed. It was 11 o'clock and our advance on the enemy was ordered as no news had been received of the signing of the armistice. In the advance I was shot through the shoulder and taken prisoner by the Germans."

"I was taken to the German Hospital where I remained a prisoner for ten days, when I was turned over with French prisoners of war to the French. We were treated very well in fact got the same treatment as the German wounded. In fact I got a little better treatment than most as there was a young doctor there, a Lieutenant in the German army, who at one time lived at St. Paul, Minn. He spoke English not very well, but he went out of his way to attend to my wants."

"I cannot say that I heard of any prisoners who were ill-treated, but I only heard of the hospital cases, and was never off my back."

A Medical Hero.
One of the heroes of the war returned to the person of Lieutenant David R. Morgan of the Eighteenth Infantry, who was with the First Division. Lieutenant Morgan was a practicing surgeon at Edwardsville, Pa., and at the outbreak of war enlisted in the Medical Department as a private, and he went to France as a private.

He is now a lieutenant, wears the Croix de Guerre, with the palm leaf and three stars, covering four citations which he received for heroism and bravery on the field.

It was at the Second battle of the Marne that he was awarded the Croix de Guerre when between July 18 to 22, when he remained on duty on the field of action dressing the wounded, although he himself was severely wounded. A testimony to his supreme courage and bravery is held in the citation orders of Major General Sumrall, while he was later cited in orders by Major General Bullard for courageous devotion to duty.

in face of extreme danger.

When a private on February 2 in a sector where the enemy was placing a fusillade of machine gun bullets on the trenches and they had to be evacuated, Dr. Morgan carried a wounded man along the parapet at the risk of his life to a place of safety. For gallantry and bravery he was awarded stars at Montdidier and Soissons.

Lieutenant Morgan would not talk of his experiences, but said that the bravery of the Eighteenth Infantry was wonderful. Too high praise could not be showered upon that regiment he said.

He is a graduate of the Jefferson Medical College.

Has the Cross.
Lieutenant H. B. Taylor of Rochester, N. Y., who is in the aviation service was awarded the distinguished service cross for gallantry in action. He was a passenger on the Agamemnon.

Three enemy planes had Private G. Robinson of the Bombing Squadron to his credit, while he also had seventeen wounds. He was in a naval flying squadron of the Marines and stated that he had been in flight over Ostend and Zeebrugge, where he had secured several direct hits.

He was three times shot down, he said, but always managed to land outside the enemy lines. While he wore no decorations Private Robinson, whose home is in Wayne, Mich., stated that he understood he had been recommended for the D. S. G.

He said that the 28th Infantry were the first to enter Luxembourg and the Sixth Engineers second with the Third Division. He was at Metz when he was sent back with a wounded soldier to Nancy.

"The Germans were still in charge of the railroads and the conductor was very surly and was not going to let me and the wounded man aboard the train. I just cocked my revolver at him and went aboard. Individually the Germans were very sour about our going into their country."

Private Shaw's home is at 214 Riverside drive, New York.

Testament Saved Life.
Private Hugh Foulke of the Sixth Marines of Sioux City, Iowa, attributes the fact that he has two sound legs to his new treatment. "It was in my pocket," said Foulke, "when a magazine gun bullet ripped through it into my leg, where it did not do much damage, but had it not been for the testament it might have proved a nasty wound, necessitating amputation. That happened in the Champagne fighting."

Herman Whittaker, a war correspondent, who has been in France for eighteen months claims to have seen more action than any of the other correspondents. He was sick aboard the Henderson, but stated that he had seen both the Navy and the Army end of the fighting and witnessed the entry of the French into Metz, to which he was specially invited and took a 100 mile auto trip to witness.

He had been on a seven-day trip in a submarine, was cruising with the destroyers, and had two air flights over the German lines. He went over the top with the 314th Infantry at Welville and escaped unscathed. While at Metz he was told by a German officer that the Germans were looking to the United States this winter for food.

Was With The Big Guns.
There were 450 men of the U. S. Navy Railway Batteries, the only big guns of the Americans that go within striking distance of the enemy. Lee Young of Ohio, one of the members of one of the batteries from Ohio said that they sure were big guns, and they did a lot of damage.

The S. S. Henderson, which docked at Pier No. 3 had on board mostly wounded men, having 844 passengers all told, including 25 casual officers and 803 wounded enlisted men. Among them were the first Marine that got to Chateau Thierry and the first American back in America from captured German territory.

They were New York boys both, the one being Private Dayton B. Skadden of the Sixth Marines, who intends to live in New York and has an uncle at Westwood, N. J., who was the first Marine to get up to Chateau Thierry when the Germans were on their way to Paris; and Private Kingsley C. Shaw of the Sixth Engineers attached to the Medical corps, who was through Luxembourg, Didenhoffer and Metz with the Army of Occupation and the first of the Third Army to arrive in America.

Got There a Day Ahead.

Private Skadden who was wounded at Chateau Thierry on June 12 and gassed and wounded in the Argonne forest on October 6, saw a lot of fighting in France. How he believed he was the first American at Chateau Thierry when the Germans were advancing he explained in this manner.

"We were on the long hike to Chateau Thierry and I dropped out from fatigue. I did not want to be left behind so got aboard a French truck, and arrived at the lines as the French were retreating. I knew the Marines were to come up and stop the German waves we had heard such a lot about."

"I got there a day ahead of the Marines and lived like a duke in an abandoned chateau until my regiment arrived. It was at St. Mihiel that we captured 60 German Red Cross nurses, but after feeding them we sent them back to the German lines. No sir, we did not take them prisoners. The fighting in the Champagne was bitter and I know when I left the regiment there were just 40 left out of the 250."

Had Been In Germany.

Private Shaw who was Skadden's "buddy" on board the Henderson, came back from the occupied German territory on December 3.

At Slossons they fired on Laon and discharged 158 rounds, the shells of which weighed 1,400 pounds. From a German we learned that one of our shells fell on a movie theatre killing forty German soldiers and wounding sixty.

Captain W. R. Saylas, who was commander of the Henderson, was naval attache at Paris for four years during the war before taking command of the Henderson.

Dispatch Jan 4/18

7,000 LAND IN HOBOKEN FROM TWO BIG SHIPS

**And Thousands Line First Street
As 2,500 of the Returning Veterans March to Trains—Capt. Kyne, Writer of "Cappy Ricks," Returns; Also Man Who Created "Buck Parvin" for Van Loan.**

15-YEAR-OLD FRENCH BOY COMES A STOWAWAY

Nearly 7,000 troops were landed in Hoboken yesterday. Over 3,000 came on the U. S. transport Matsonia, and 3,200 on the U. S. transport Siboney, while four destroyers landed some 600 survivors from the stranded transport Northern Pacific, which is still fast aground at Fire Island.

Over 2,500 men marched through First street, from the piers to the railroad tracks on the western boundary of the city. They comprised the 144th Field and the 143rd Field artillery, being of the Sunset Division, and mostly from California. One of the officers in the 144th was Captain Peter E. Kyne, writer of "Cappy Ricks" and other stories of the Saturday Evening Post.

Street Gaily Decorated.

The weather has cleared when the troops started on their march through Hoboken, having been taken ashore as quickly as possible. First street has been decorated by the city with American flags and a number of banners. They included "Welcome Home," "We kept the Home Fires Burning," "Hell, Heaven or Hoboken! This is Hoboken!"

When the troops started through the city there was only a small crowd lining the streets, but the word quickly spread and thousands flocked to First street. The youngsters had a great time of it, marching with the soldiers and helping them to carry their packs. One boy was walking proudly down the street with a German helmet on his head, while another proudly sported a French helmet of the American variety.

The soldiers were heavily loaded, carrying full packs, but they whistled and smiled, and waved to the cheering crowds. These troops never got into action, the armistice being signed as they were moving to the front.

Dodging from shell hole to shell hole, in broad daylight, with a message to Regimental headquarters at Cantigny, with the Boche peppering him with machine gun bullets and high explosive shells falling to the right and left of him, was the experience of Lieutenant Leon Harlow, who went to France with the Seventh Field Artillery as a private and returned with the 143rd Field Artillery as an officer, and the wearer of the Distinguished Service Cross.

Lieutenant Harlow returned aboard the Matsonia yesterday as a member of Battery D of the 143rd Field Artillery, and in reciting his experience at Cantigny for which he was awarded the D. S. C. and sent to the officers training school, from which he graduated as a lieutenant, said that he was glad to be back again in the United States, but would have been sorry to have missed the big fight in France.

His home is in Waco, Texas, and he has been in the army twenty months, having enlisted in the regulars shortly after the outbreak of war.

Keeping Lines of Communication.

"I was doing liaison work, having been training with others for the express purpose of keeping the lines of communication intact. It was during May, at Cantigny, that with five others I was detailed to go along with the advance and keep the telephone wires in order.

"It was on May 20 that the boys went over the top when I was attached to an infantry regiment. I went over the second wave, and we got the telephone

wires in order, but time after time they were shot to bits by the Boche. Five times during that day we had succeeded in renewing the communication with regimental headquarters, but at last it was impossible to get the wires repaired.

"For five nights we had been waiting for this detail and during the last night in the trenches the gas was stayed close to the ground had got to me. The regiment was relying on our work, however, I was determined to go through with it.

"Two of our men had been sent back through the lines with a message to regimental headquarters. One of them was killed and the other did not get through. It was about 2 o'clock in the afternoon and I volunteered to make the attempt.

Bullet Through Pants.

"It was a case of dodging from shell hole to shell hole and the Boches saw me and peppered the shellholes with machine gun bullets. There was a full kilometer to cover and it was hard work, but I got through with only a machine gun bullet through my pants that scraped my leg. The gas was bothering me a lot, and I made the return journey.

"At the end of May I was sent to the training school for artillery officers and graduated with a commission, and some time in July it was that General Young presented me with the D. S. C."

The 143rd Field Artillery was not in action, but the boys and the officers were proud of their hero officer who rose from the ranks.

"Buck Parvin" Back.

The 144th Field Artillery was at Accord, of Los Angeles, better known through the writings of Charles E. Van Loan in his movie picture stories as "Buck Parvin", the leading man in the cowboy shows.

"Buck Parvin" is a plain buck private, but he saw action in France which few of his comrades in the Regiment saw.

"Working in the movies is tame compared to fighting the Boche," said "Buck" to a representative of the Dispatch. "Bronco busting has not nothing on bucking the Huns and the only letters after my name are A. W. O. L. And if it had not been for those same letters I would never have seen any of the fighting."

"It was looking mighty blue to me and I did not figure that the 144th would get into the fighting quick enough, so I decided to take a leave of absence and got into the fighting at Chateau-Thierry with the Thirty-ninth Infantry, on September twenty-eighth. I had seven weeks of it and was tickled to death that I saw the real thing and was a part of it."

French Boy a Stowaway.

His father, a lieutenant in a French infantry regiment, killed in action last year, and his mother and sister dying at their home in Nancy prior to their father's death, put fifteen-year-old Marcel Dupuis into an orphan asylum, and indirectly started him on his way to America to become an American citizen under the guardianship of Captain Peter B. Kyne, of the 144th Artillery.

The same Peter B. Kyne, writer, author, newspaperman and lumber worker, was responsible for the "Cappy Ricks" stories. But how Marcel got aboard the transport Matsonia is still a mystery. He was sent down to Ellis Island from Hoboken yesterday and Captain Kyne intends to go there today to get him legally admitted into the country.

Marcel, according to officers on the Matsonia, was a youngster with grit. The orphan asylum was bombed by German planes and the youngsters, mostly orphaned as a result of the war, were scattered and many of them made their way to the front.

After a while Marcel found his way back to the artillery training camp at Desouge where the French artillery school for the 75's is located. There he was adopted by Battery B, of the 143rd Artillery, until that battery returned to the United States a month ago.

Will Make Him an American.

Captain Kyne took an active interest in the boy, and when asked by a representative of the Dispatch as his battery was lined up on the deck of Pier No. five yesterday in Hoboken, if it was true that the stowaway was going to be adopted by him, Captain Kyne said:

"Well, I don't know that I can adopt him. He is fifteen years old and I have no children, but I am going to take him to California and make an American citizen out of him. He has had a wonderful experience for a boy so young, but he is a fine youngster with lots of grit."

"His father was a French officer and was killed in 1917. His mother and sister had previously died. He came to our camp after he had been up at the front line trenches and Battery B took him under its wing."

Boy Dressed by Americans.

"He was a great favorite with the boys. They cut down an old uniform for him, and the company tailor made him a shirt, but when Battery B of the 143d left him behind he cried for two nights and two days, even though a collection was made for him which realized 780 francs."

"I don't know how he got aboard the Matsonia. The most feasible explanation is that he came aboard in a base drum cover or he may have slipped in, as he was decked from head to foot with a pack, trench helmet, clad in khaki. He has been a prisoner aboard since he was discovered as a stowaway, and I will go to Ellis Island tomorrow and try and get him with me."

Capt. Kyne's Characters.

Questioned as to his characters "Cappy Ricks" and "Mat Peasley" Captain Kyne said that "Mat Peasley" was a real sea captain. He was master of the schooner "Fred J. Wood" in the Australian lumber trade, and was from Jonesport, Me., while he got the "Cappy Ricks" character from a cross of two men in California.

"No," he said, "as far I know this is not a literary outfit. I am not a literary man. Just say I write for a living. The boys were disappointed that we did not get into action, and that includes me. We went over there to get a crack at the Huns, but the armistice spoiled our plans and we were through our training and ready to load up for the front on Nov. 11."

From writing movie picture plays and preparedness pictures to training in France with the artillery for the big fight was the transition of Corporal Jacques Jaccard of Los Angeles. He also was of the 144th Field Artillery.

"It was the one big disappointment of my life," said the Corporal. "I wrote the preparedness pictures 'Red Ace' and 'Miss Liberty' and directed 10,000 feet of 'Patria' with the fight scenes in Mexico, and then I got into the 144th. We were all ready to get into action when the armistice was signed, and we were sure disappointed."

Song Writer in 144th.

Another celebrity with the 144th was Lieutenant Frank Watersten, the song writer. He got in action, having been sent ahead of the regiment, but rejoined the regiment in France. While over there he contributed several catchy songs, including "Echoes from the Argonne" and "The Yankee Blues."

With the 143d was Captain L. G. Wardell, formerly auto editor of the Los Angeles Times, and editor of Motor. Captain Walter J. Petersen was also of the brigade, but was detained in France at the last moment at Bordeaux by order of General Pershing. He was Police Chief of Oakland, Cal., and has now got the job of taking charge of Bordeaux.

A Soldier of Fortune.

A regular soldier of fortune with battery E of the 143d was Sergeant C. C. Anderson. He was in the Philippine campaign, served with Pershing when he was a captain, with Major General Bullard when he was a major, with General Ely when he was a lieutenant, was captain of a California National Guard regiment, and then went to Mexico as a soldier of fortune and fought under Obregon. In 1917 he enlisted with the 143d.

Devereaux, Polo Player.

Lieutenant Colonel W. G. Devereaux, celebrated polo player, was also aboard with the 144th Field Artillery.

Among the casualties were Private John J. Meade, of the 312th Infantry. His home is in East Orange. He was wounded on Sept. 27 at the St. Mihiel battle, being struck in three places by shrapnel.

Private H. Abrams, of the 56th Infantry, with the First Division was wounded in the Champagne fighting. He was also gassed, but had recovered. Private William Duffus of the 326th Infantry of Inward, L. I., was also one of the wounded aboard, having been injured in the Argonne forest fighting towards the end of October, his arm and hip being badly shot up with shrapnel.

Naval Aviators.

There were also nine naval aviators aboard the Matsonia. They included Lieutenant E. G. Van Houten of Seattle, Ensign H. Stribbling of South Carolina, Ensign T. T. Barr and Ensign W. M. Barr of New York City, Ensigns E. H. Brewer and C. H. Greenough of Boston. They were stationed at the Naval Air Station at St. Trojan. Van Houten, Brewer and Greenough were on aeroplane observation work escorting transports to the ports of France.

The Story of a Dog.

One unlisted passenger aboard was "Cognac" and to judge by the blanket which was wound around his body he was a prisoner of war, and a highly prized prisoner. "Cognac, P. W. (prisoner of war) Chateau Thierry" was printed on his blanket.

Chief Petty Officer Cyrus E. Averill is responsible for "Cognac," a water spaniel, who had a thrilling experience as a German regimental mascot, but deserted his regiment to go over to the Americans.

The water spaniel did the stunt in the thick of the battle at Chateau Thierry and was brought in from a shell hole on a stretcher with Private Williams of the 155th Infantry.

Private Williams was not aboard, but "Cognac" was. He was in the shell hole with the American soldier licking his wounds when the stretcher bearers came upon him and both Williams and "Cognac" were carried to the dressing station, although the spaniel needed more than dressings. He was taken to the Naval station at Montchic. According to some of the men of the crew of the Matsonia "Cognac" understands German and French but wants to become American. The dog was found on July 18.

Observer
Jan 30/18

THE LEVIATHAN IS SAFE AT FRENCH PORT

Paris, Jan. 30.—The great steamer Leviathan, formerly the Vaterland, has arrived at a European port carrying thousands of American soldiers. They had an uneventful voyage and did not sight a submarine.

It is permissible to announce to America to-day the transports Covington, Cincinnati, President Lincoln, President Grant, Powhattan, Madewaska, all of which are also former North German Lloyd steamships, seized by the United States at outbreak of the war, together with the George Washington, the Mt. Vernon, Agamemnon, the Aetolus, Mercury, Pocahontas, Huron, Antigonine have all arrived. All these vessels had safe passage.

They carried thousands of American troops and thousands of tons of supplies.

Everyone of these transports has arrived at a European port ten months earlier than their former German crews anticipated when they smashed the machinery aboard each liner. Announcement may also now be made that the steamships Baron von Steuben and Baron De Kalb are now actively engaged in service.

A half-million tons of shipping, formerly property of the enemy, is now capable of being utilized by the United States and the allies.

Observer Jan 4/18

DESTROYERS RACE TO PIERS HERE WITH TROOPS FROM NORTHERN PACIFIC

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Observer
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Beginning with the arrival of the U. S. A. T. Matsonia in the morning, which brought 3,000 homecoming troops, the day was a succession of events. At 3 o'clock the first of the naval destroyers arrived with 230 of the troops from the wrecked Northern Pacific. At 3:30 another destroyer raced up the Hudson with 200 more and then at 4 o'clock the U. S. A. T. Saboney brought 3,000 more troops from France. At frequent intervals until late at night the destroyers continued to arrive at the piers with the survivors of the Northern Pacific.

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The possibility that the vessel might, however, break in two on the sand bar, or otherwise go to pieces, undoubtedly had a great deal to do with the decision to bring them to Hoboken without further delay.

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Then there came a hail from the deck of the destroyer. It was from a soldier boy:

"Why don't you play Home, Sweet Home?"

There was a laugh at this, but it was one of sympathy for these boys who, after their hard fighting on a foreign soil, had come through more perils within sight of their own land. The band started the old familiar strains and there were some of those on the piers who tried to sing the words, but somehow they found their voices not in the best of order and gave it up as a bad job.

There was more real gaiety in the landing of the men at the pier. They were so obviously glad to be ashore on firm ground once more that laughter and cheers soon dispelled the dismal feelings that had prevailed. With soldierly orderliness these heroes of war and wreck lined up at the pier and marched on board the hospital tug Shinnicock, which took them to much needed arm beds, food and change of clothing.

"We did not know a thing about it," said one of them to the Hudson Observer reporter. "We were asleep at the time and were awakened by the shock of the vessel striking on the mud. I looked out and saw the light of the lighthouse right ahead, even though the fog was pretty thick at the time."

"There was no panic. Everybody took it quite calmly. We were, of course, disappointed at not getting ashore when we thought we had only to wait till the morning, but it was no good worrying about a little thing like that, so we just waited. There was nothing else to do."

The Dent, another destroyer which arrived at 3:30, brought in 200 more and from that time until after 10 o'clock the destroyers, seven in number, raced to and from the piers until all of the men, with the exception of 100 stretcher cases, had been brought to Hoboken and taken to hospitals.

In the meantime other scenes were witnessed when the Siboney docked at 4 o'clock with 3,000 men from Bordeaux. These were a tremendously cheerful bunch, longing to be back home again and to get ashore.

Many stirring stories were related by those who had been in the thick of the fighting, stories that would require many columns to relate even briefly. There were men of the air service, of the artillery and infantry, and all of them were men who had seen something and been through experiences that will forever remain in their memory.

Following are the local men who arrived on the Siboney:

Priv. oJs. F. Darling, 244 York street, Jersey City.
Priv. Geo. Edward Nolan, 553 Grove street, Jersey City.
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Observer Feb 9/18

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The services will start at 8 o'clock. While the congregation stands, the organist will play the funeral march from Mendelssohn's "Saul." A procession of a choir of sixty voices, headed by the flag, will follow, the choir singing the hymn, "The Strife is O'er, the Battle Done, the Victory of Life is Won."

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Observer
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About forty of the girls, who are clad in a navy blue costume with a white arm band and insignia on their sleeves, are being housed in Hoboken temporarily, through arrangements made by the Y. W. C. A. and the War Camp Community Service. They are awaiting orders to leave for France.

Dispatch
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"HELLO FRANCE!" GIRLS ARRIVE IN HOBOKEN

**More Than 300 Are Already on
Their Way Across the
Ocean.**

Some 300 or more American telephone girls have started on the perilous voyage "over there." From all parts of the United States they are arriving in the port of New York, whence they will be dispatched on a transport for France. Becomingly garbed in a navy blue costume they are easily identified by the white insignia on their arms. About forty of the girls are being housed in Hoboken until they are forwarded to the port of embarkation.

It was intended to put them up at the officers' house by the War Camp Communities organization, but the officers house is filled to capacity. Arrangements were made to give them meals in this hotel. Miss Tooker, who has charge of the reception rooms at the Y. M. C. A. on Hudson street, and who has opened a home on River street, made arrangements for the accommodation of the girls during their stay in the port.

Observer Jan 30/18

THE LEVIATHAN IS SAFE AT FRENCH PORT

Paris, Jan. 30.—The great steamer Leviathan, formerly the Vaterland, has arrived at a European port carrying thousands of American soldiers. They had an uneventful voyage and did not sight a submarine.

It is permissible to announce to America to-day the transports Covington, Cincinnati, President Lincoln, President Grant, Powhattan, Madewaska, all of which are also former North German Lloyd steamships, seized by the United States at outbreak of the war, together with the George Washington, the Mt. Vernon, Agamemnon, the Aetolus, Mercury, Pocahontas, Huron, Antogione have all arrived. All these vessels had safe passage.

They carried thousands of American troops and thousands of tons of supplies.

Everyone of these transports has arrived at a European port ten months earlier than their former German crews anticipated when they smashed the machinery aboard each liner. Announcement may also now be made that the steamships Baron von Steuben and Baron De Kalb are now actively engaged in service.

A half-million tons of shipping, formerly property of the enemy, is now capable of being utilized by the United States and the allies.

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Observer
Mar 18/18

HOBOKEN MAY BUY PROPERTY ALONG THE WATER FRONT

Mayor Griffin at Capital To-day, Urging the Proposition.

U. S. OWNERSHIP WILL RAISE CITY TAX RATE

In Latter Event \$150,000 Yearly in Taxes Would be Lost—City-owned Piers Might Add \$600,000 Per Year to Municipal Treasury—Situation Now Serious.

Hoboken is this morning making a fight for the regaining of its long lost rights in the street ends and piers extending from the north side of Newark street to the south side of Fourth street, which includes the property formerly owned by the North German Lloyd and Hamburg-American steamship subsidiary companies.

Mayor Griffin yesterday traveled to Washington to take up the matter and will remain there as long as is required to secure a definite answer to certain important propositions, all of which will materially affect the welfare and future prosperity of the city of Hoboken.

The entire proposition in brief is as follows:

If the Government takes the property it will cause a loss to the city of \$150,000 per year in taxes, owing to the fact that the property, being Government owned, will be exempt from taxation. With the loss of \$135,000 per year on liquor licenses owing to the barred zone, this will bring Hoboken's direct war loss to date to \$285,000 per year in actual revenue, which will have the effect of boosting the city rate from sixty to seventy points.

ALTERNATIVES.

If the Government will permit the purchase of the piers and property by some private concern this loss will be avoided and the situation will remain the same.

If, as will be urged by the Mayor, the city is permitted to purchase the piers and the property it will result in additional revenue to the city of \$600,000 per annum. The tax rate would be cut almost in half, bringing it from \$23.23 to about \$15. The city would regain its riparian rights along this important stretch of the water front and would add property valued at \$15,000,000 to the city ratables.

If the Government becomes the owner of the property it will put Hoboken out of business.

If the city takes over the piers it will put Hoboken on the map as one of the most important units in the greatest port in the world.

RIPARIAN RIGHTS.

For some years yast the question of the riparian rights of the city has been before the public, but it seems to be impossible to get any action on the matter. The question has been through the courts and proceedings have been in progress for three to have the matter reopened.

Now, however, owing to the situation which has suddenly developed, the question has become of paramount importance and no time is to be lost if Hoboken is going to be saved from the worst blow in its career.

Mayor Griffin left Hoboken yesterday and arrived in Washington this morning. It is anticipated that he will not return until the situation is thoroughly cleared up, and he is able to make definite announcement of the intention of the Government.

Dispatch
Mar 8/18

CITY TO BID ON PIERS WHEN PUT ON SALE

Mayor Griffin Deplores Fact That City Lost All Water Front Years Ago—Would Be Great Boon to City, He Says.

NOT READY TO TALK OF INTEREST IN STREET ENDS

According to Mayor Patrick R. Griffin, Hoboken will be a bidder for the North German Lloyd and Hamburg-American piers in Hoboken should the Government take over the properties and place them on sale.

"I think that the city of Hoboken should be a bidder for the piers," he said, "in the event that the Government takes them over and places the properties on sale. The city has suffered too long because of the lack of waterfront property and for the commerce and development of the city I believe the Board of Commissioners should make a bid for the property."

As to the alleged street end waterfront rights Mayor Griffin was not in a position to speak. Whether the City will take any action to press what rights they may have in street end waterfront property he could not say, but was emphatic in his declaration that the city should bid for the steamship properties.

Dispatch
Mar 19/18

MAYOR GRIFFIN WANTS CITY TO BUY PIERS

Now in Washington Looking Into Matters of Probable Sale of Hoboken Property.

Mayor Patrick R. Griffin expects to return from Washington in time for the Wednesday meeting of the City Commissioners. He arrived at the Capitol yesterday in order to get some light on the Government's proposition to sell the German steamship piers on River street, Hoboken.

As stated in the Hudson Dispatch two weeks ago, Mayor Griffin believes that the city of Hoboken should be a bidder for the piers. The purchase of the water front property by the city would result in Hoboken becoming one of the greatest seaports in the county. With advantage lacking in New York City, Hoboken, with its terminal, factory sections, its city bound freight railroad, and connections with all the great railroads of the country, stretching north, south and west, would undoubtedly become the centre of a big city on this side of the river.

Jersey Journal
Mar 11/18

UNCLE SAM MAY SELL HAMBURG- AMERICAN PIERS

Property in Hoboken May Soon Pass Into Hands of American Owners.

According to advices from Washington, the United States Government intends to sell the piers of steamships of the Hamburg-American Line at public auction. These piers, probably the largest in the United States, are situated at Hoboken. President Wilson is said to favor this plan. When it will be put into effect is a matter for conjecture. The sale may come before the end of the war or after. These piers are now being used by the Army, having been commandeered, and the Hamburg-American Line offices in New York have been taken over by the Navy.

If these piers are sold it will be a staggering blow to German commerce, as it would take years to build new piers. The money realized at the sale would be turned over to the German owners of the line, but the property itself would pass into American hands.

Observer
Mar 7/18

COMMITTEE FAVORS LOCAL PIERS' SALE

Washington, March 7.—The Senate Appropriations Committee to-day voted to grant President Wilson authority to buy the Hoboken piers of German steamship companies. The committee also provided authority for the alien property custodian to sell the piers if it is deemed advisable.

World
Mar 7/18

POSTPONE ACTION ON HOBOKEN PIERS

Senate Committee to Hear Palmer on Reason Why U. S. Would Acquire Them.

(Special to The World.)

WASHINGTON, March 6.—Considerable opposition to the plan of the President to take over the North German Lloyd and Hamburg-American piers at Hoboken is developing in the Senate.

Senator Martin, Chairman of the Appropriation Committee, and leaders of the Senate, hoped to get a favorable committee report on the amendment to the Urgent Deficiency Bill piers to-day, but postponed action until to-morrow so that A. Mitchell Palmer, Custodian of Alien Property, could give the reason for the President's purpose to secure the legal title to these important wharves and docks.

Senator Harding said to-day that the Government should not invest a lot of money in piers that it already controls.

After Mr. Palmer testifies before the Appropriations Committee to-morrow, Senator Martin will ask the committee to authorize the President either to purchase or condemn the piers.

Even Telegram
Mar 19/18

HOBOKEN HEAVY LOSERS IF U. S. BUYS HUN PIERS

Mayor in Washington to Urge That
City or Private Interests
Purchase Them.

WILL SEE PRESIDENT TO-DAY
AT WHITE HOUSE

The city of Hoboken, N. J., is opposed to the United States Government buying German piers in the Hudson river at that point, for it would mean a loss in revenue to the city of \$145,000 a year. Hoboken wants to buy the piers itself or it wants private corporations or concerns to buy them when they are taken over by the government.

Should the government itself buy the piers it would add ratable property of \$6,282,000 to the \$9,000,000 worth of property already exempt in the city, making the total value of exempt property more than \$15,000,000, or twenty per cent of the ratable value of the city.

Should the city of Hoboken be allowed to buy the property it would derive from the piers an annual revenue of \$600,000, which would reduce the present tax rate fifty per cent. Even the heavy bond issue that would be required for the purchase by the city would be counterbalanced by the revenue thus derived.

The piers in question are those of the Hamburg-American and North German Lloyd steamship lines, and they extend from the north side of Newark street to the south side of Fourth street.

Mayor Patrick R. Griffin, of Hoboken, is now in Washington and has an appointment to see the President at the White House to-day to discuss with him the situation in the interest of his city.

Herald
Mar 19/18

Will Ask Mr. Wilson to Let Hoboken Buy big German Piers

Mayor Griffin to Plead Government
Purchase Would Hurt
Tax Rate.

Mayor Patrick R. Griffin, of Hoboken, is in Washington to interview high officials of the government regarding the sale and future of the German piers in Hoboken. He has an appointment at the White House to-day.

Recently there has been some talk of the government taking over the piers by purchase. The piers are those of the North German Lloyd and the Hamburg-American steamship lines, and extend from the north side of Newark street to the south side of Fourth street. Mayor Griffin will take up these two propositions with the government officials:—

When the government takes over the pier property it will permit private corporations or concerns to purchase the property, in order that the revenue derived by the city from this property may still be collected by Hoboken.

That the city of Hoboken be permitted to purchase the piers. If the government becomes the owner of the piers they will be exempt from local taxation. This would mean a loss in revenue to Hoboken of \$145,000 per year, and a loss in ratable property of \$6,282,700. The city at the present time has exempt property at a ratable value of \$9,000,000. If the piers should be exempted from local taxation, it would mean that the total value of exempted property in the city would be more than \$15,000,000, or twenty per cent of the ratable value of the city.

If the city of Hoboken were permitted to take over this property it would mean an annual revenue of \$600,000, and a reduction of the present tax rate by nearly one-half. Of course, a heavy bond issue would be required to buy the property, but this would more than be counterbalanced by the revenue derived.

World
Mar 20/18

HOBOKEN'S HOPE FAINT ON THE PIER QUESTION

Government Will Assume Title, but
Willing to Consider City
Ownership Again.

Mayor Griffin of Hoboken, who has been in Washington to protest against the prospective loss of one-tenth of Hoboken's revenue by the Government's plan to assume ownership of the German piers on the Hoboken water front, returned to-day and brought with him a faint hope.

"I saw Swager Shirley, Chairman of the House Committee," the Mayor said, "and Mitchell Palmer, Custodian of Alien Property. They saw President Wilson for me.

"The President told them the Government would not in any circumstances forego its plan to assume title to the property. We then proposed that the City of Hoboken buy the piers and lease them for all time to the Federal Government, but the President said there could be no compromise. He did give us some hope, however, by saying that he realized the hardship that Hoboken would suffer, and that he would be willing to consider the case again after the Government has assumed title."

Evening Journal
Mar 20/18

GERMANY WILL NEVER GET PIERS IN HOBOKEN BACK

Mayor Patrick R. Griffin of Hoboken to-day returned from Washington, where he had gone to see if there was not some way in which Hoboken would not lose the taxes it collects each year on the German line piers as the result of the United States Government taking over the docks. The Mayor brought back a hope, but nothing more.

However, there was one piece of news he gave out that augurs well for the city. This was that the United States will never permit the piers to again get into German hands. This is taken to mean that Hoboken will become the centre of activities of the United States Shipping Board and that in the event of the creation of a United States merchant marine Hoboken will become the chief port of the United States. If it wasn't for that question of taxes, the Mile Square City would be all ready to throw up its hat and talk like a metropolis.

Mayor Griffin said that while he was at Washington the bill empowering the Government to take over the piers was passed by Congress and was signed by the President. Official Washington, he said, was unanimous in its statement that never again would the piers come under German control, nor would they be allowed to go under the control of interests that could even remotely be suspected of German leanings.

The Government, he stated, would try to work out some plan by which the city would not suffer on the tax question.

Sun Mar 19/18
World Mar 19/18

HOBOKEN MAY TAKE OVER GERMAN PIERS

City Anxious to Avoid Loss of
\$145,000 Yearly Taxes.

Mayor Patrick R. Griffin of Hoboken went to Washington yesterday to ask the Government to consider the interests of his city in the disposition of the German owned piers. The property involved is owned by the North German-Lloyd and Hamburg-American lines.

The Mayor asked the Washington officials to do one of two things:

1. Permit private corporations to take over the property by purchase, or
2. Permit the city of Hoboken to buy it.

The Mayor said that if the Government took over the piers the property would be exempt from local taxation and the city would lose \$145,000 a year in taxes.

On the other hand, the city would get an annual revenue of \$600,000 from the piers if permitted to take them, and this would reduce the local tax rate by nearly one-half.

"LET US BUY PIERS!" IS HOBOKEN'S PLEA

Death Blow to City if Uncle Sam
Takes Them, Says the
Mayor.

Mayor Griffin of Hoboken talked with officials in Washington yesterday about the disposition of the North German Lloyd and Hamburg-American piers at his city.

He proposed that the City of Hoboken be permitted to buy the piers. Should they become exempt from local taxation through Federal Government ownership Hoboken would lose \$145,000 in taxes yearly, suffering a loss in ratable property of \$6,282,700. The city now has exempt property rated at \$9,000,000. If the piers are exempted, 20 per cent. of the city's ratable values will contribute nothing to the local Government.

Mayor Griffin said before he started for Washington:

"If the Government takes over the piers it will be a death blow to the city. But if we are enabled to purchase the piers it will put Hoboken on the map."

Should the City of Hoboken take over the property it would mean an annual revenue of \$600,000, cutting the present tax rate nearly in half. A heavy bond issue would be required to buy the piers.

GRIFFIN PLEA TO PRESIDENT TURNED DOWN

United States to Take Over
Waterfront for All
Time.

MAY COMPENSATE CITY FOR PROPERTY LOSS

Mayor Patrick R. Griffin and Corporation Attorney John J. Fallon, of Hoboken, returned to Hoboken yesterday after a two days' visit at Washington, D. C., where they went in quest of the sanction of the President to buy the German piers in Hoboken for the city.

They were unsuccessful in that the request was turned down flat, as the Government intends to take title of the German waterfront property and piers for all time. Never again is it likely that the property will fall into German hands.

President Wilson, in a statement to Mayor Griffin said as much, but though the city's representatives were unsuccessful in a way, they brought to a realization of the National Administration the injustice to the city of taking away some six and a half millions of dollars from the assessable property in the city.

Big Loss to City.

The loss to the city annually in revenue would be \$150,000. This alone would mean an increase in taxes, which would have to be put on the other property owners of 20 per cent. The tax rate at present is \$23.33. With the waterfront property taken away as assessable property the taxes would jump to \$30.

This would be a decided hardship to the property owners. The value of property would drop all over the city, and there is little likelihood of the owners getting a return from the tenants, as rents are higher in Hoboken at present than they should be, and there would be a general exodus should the rents be increased.

Mayor Griffin stated yesterday afternoon that in addition to the loss of revenue from the pier property the city already stood to lose a similar amount from liquor licenses. This cutting off \$300,000 from the city's revenue, which is one-fifth of the entire amount collected in the city from all sources, would be a very decided blow, from which it would be hard to recover.

"President Wilson informed us," said Mayor Griffin, "that he appreciated the position of the City of Hoboken, and would give the matter consideration to see if something could not be done for the city's taxes."

Mayor Griffin Hopeful.

"We are hopeful," Mayor Griffin says, "that some arrangements will be reached whereby the property might be transferred to the shipping board for the purpose of conducting a mercantile marine after the war. Under those circumstances it might be possible for the city to assess such property used for a commercial purpose, even if the title is held by the United States Government."

How the property in the city is affected by a liquor license is shown in two examples on Washington street. At Eleventh and Washington street a good piece of property is assessed at \$18,000. On the other corner another piece of property, not in the same condition of repair or occupying as much ground, is assessed at \$59,000. The difference is caused by reason of the one having a licensed saloon on the property.

That will result all over the city in a big depreciation in property as a result of the half-mile barred zone laws.

THE HOBOKEN PIER PROBLEM.

The future disposition of the Hoboken pier properties is a matter of very serious importance to the city in which they are located.

Hoboken's "dry" zone will probably cost that city about \$100,000 to \$150,000 for the ensuing year, in licenses that will probably not be renewed. If the Government should take over the piers, and have them exempted from taxation, it would mean another serious loss to the city in taxation, probably \$200,000 in cash.

To unload between a quarter and a half million in new taxes upon the small property owners would be a hardship that could not be stood by many of them. It would probably bring on a real estate panic in the city. Hoboken can take care of its saloon question, and meet the issue without distress, but it needs the taxes on those piers, and it is entitled to those taxes.

Mayor Griffin is now looking into the matter of having the city purchase the piers, partly as a measure of self defense. There is a great deal to be considered in such a gigantic undertaking, but the consideration of the plan is well worth while.

THE TAXES ON HOBOKEN'S PIERS.

The taking over of the German line piers in Hoboken by the Government is going to present a very difficult problem, both for the city and for the Government. The Government recognizes the fact that the exemption of these piers will deprive Hoboken of \$150,000 of taxes which the city has been drawing from the German steamship lines, yet if the Government decided to pay taxes to Hoboken it would upset the entire scheme of exemption which is carried on by the Government throughout the country. At least, that is the claim that has been made.

Yet there is probably no place where there are similar conditions. Hoboken is only a mile square and the German piers are a very important taxing part of the city. If a similar amount of taxes were taken out in Jersey City or Newark, for instance, it would not be so serious, for the proportion in those cities would be much smaller.

For instance, the assessed valuation of Jersey City is over \$326,000,000, while the assessed valuation of Hoboken is only \$80,000,000 or a little less than one-fourth the value of Jersey City.

It is a difficult situation for the Government to work out, but in justice to Hoboken, a fair solution should be worked out.

Dispatch Mar 26/18

U. S. SENATE REFUSES BY VOTE OF 60 TO 1 TO AID HOBOKEN IN PIER TAXES

*Observer
Mar 26/18*

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For Appropriation of \$150,000
to Prevent Exempting Piers
From Taxation, But Loses Out.**

CONGRESSMAN EAGAN TO MAKE FIGHT IN HOUSE

Washington, March 25.—The Senate today passed the urgency deficiency bill which failed to carry an amendment to provide \$150,000 for Hoboken, which city will be deprived of \$150,000 a year in taxes by exempting the waterfront properties as Government owned.

Senator Frelinghuysen, of New Jersey, who made the fight for Hoboken upon the floor of the Senate, was the only one to vote against the passage of the bill, the vote being 60 to 1.

The bill now goes to the House, where Congressman Eagan will make another determined effort to have a provision made for the paying of \$150,000 taxes to Hoboken.

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The Senator insisted that Congress, as a matter of equity, should at least delay the legislation in order to give the authorities of Hoboken a hearing.

On roll call the Senate rejected the plea of Mr. Frelinghuysen, and adopted the report. Mr. Frelinghuysen was the only one to oppose the report. Even Senator Baird voted in the affirmative.

Representative Eagan of the Hoboken district, one of the conferees on the urgent deficiency bill, made a persistent effort to have the conference committee grant relief to Hoboken, but his colleagues decided against attempting it in this bill, although they sympathized with the argument made by Mr. Eagan.

The urgency deficiency bill also includes a rider providing for the sale of all enemy property in this country.

A Serious Situation

Unless some provision is yet made in behalf of Hoboken the municipal troubles of that city will be most serious.

In addition to losing the pier taxes the city will also have to face a serious loss in liquor license moneys, for with the month of June drawing near and the end of the war not yet in sight there will be probably 200 of the 300 saloons in the city which will most likely not renew their licenses.

Hoboken stands likely to lose at least \$100,000 in license money, and with the additional loss in the pier taxes, there is no telling at this time how the losses can be made up, unless the Government comes to the aid of the city in some way or other.

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*Jersey Journal
Apr 1/18*

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As usual, all this combines to affect the taxpayer and rentpayer most. The cost of running the city is steadily going up, which means an increase in taxes each year. This year there is added the loss of revenue from the piers and saloons and, in addition to that, a reduction in ratables resulting from vacant stores and other buildings affected by the loss of business. This loss must be made up, and the only way at hand is to raise the taxes still further. These are already high, but they promise to go up almost out of sight. Hoboken faces no roseate future.

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Dispatch
Apr 16/18

SHIPPING BOARD MAY TAKE OVER THE PIERS

Being a Corporation, This Would
Permit Hoboken to Col-
lect Taxes.

From an authoritative source it is learned the title to the German piers will be taken by the United States in such a manner as will protect the city in its taxing powers on the property which yields \$150,000 a year to the city.

From what can be learned it is understood that plans have practically been agreed upon whereby title to the property will be taken by the United States Shipping Board.

This is a corporation and as such will be subject to taxes on the property held by it, whereas if title to the property were vested in the United States Government the property could not be assessed for taxes.

That such a plan has been formed for the piers and property to be taken over by the Shipping Board is practically assured, and in fact it stated that plans have already been made for making Hoboken the headquarters of the Shipping Board.

Some changes will be made in the property of the Hamburg Company and the two old wooden piers will probably be torn down and one big dock constructed there.

The two piers at the Lackawanna end of the Hamburg docks are of the old wooden type and when the Shipping Board takes title to the docks it will probably start in at reconstruction though this is unlikely because of the necessity for forced troop movements going on at the present time.

Dispatch
Apr 5/18

GOVERNMENT WILL NOT ASK EXEMPTION FROM TAXES ON ARMY PIERS

Mayor Griffin Gets Word From
Washington That Provision
Will Be Made for Paying of
Taxes in Full Under Govern-
ment Ownership.

FIELDER TO APPRAISE THE PIER PROPERTIES

That the city of Hoboken will not suffer in the acquisition of the piers of the Hamburg-American and North German Lloyd lines in Hoboken by the United States Government was made known yesterday when Mayor Patrick R. Griffin received advices to that effect.

Nothing has been decided upon, it is understood, but the Government officials charged with the taking over of the piers have come to some sort of arrangements whereby the city will be enabled to secure revenue from the Board of Corporation that takes title on behalf of the Government.

Just what means will be taken to bring about this end have not been made known, and Mayor Griffin, beyond admitting that he had received hopeful assurances was not inclined to discuss the matter. He stated that to make any statement on the proposition at this time might in some way interfere with the plans being made.

The city stood to lose something like \$150,000 a year, if the Government took title to the piers in the ordinary way, as the Government property would not have been assessable. Mayor Griffin went to Washington on the matter some time ago when the case of the city of Hoboken was laid before the President.

Palmer Campbell later went to Washington as representing the Chamber of Commerce in the same matter and was enabled to report to the Chamber a week ago that Congressman John J. Eagan and Senator Frelinghuysen were working on



EX-GOV. JAMES F. FIELDER.

Appointed by President Wilson for Ap-
praisal of Pier Property in Hoboken.

the proposition and that he had received satisfactory assurances that some means would be adopted to save the city from the big loss of revenue which would under ordinary circumstances have been entailed.

Whatever happens the Government intends to make sure that there will be no possibility of the piers and property ever again reverting to the German interests.

Fielder's Appointment.

The appointment of ex-Governor James F. Fielder and ex-Attorney-General Edmund Wilson to make an appraisal of the Hamburg-American and North German Lloyd piers in Hoboken is most satisfactory to the city. It is upon their appraisal that the tax assessment of the city will be more or less based, though the litigations of a dozen years ago had established a very good figure.

Dispatch
May 17/18

INCREASE TAXES ON PIERS.

The Hoboken Observer suggests that the big municipal salary increases in Hoboken be met by raising the taxes of the railroad and steamship properties in the city, and that the interior properties NOT be increased. This point, for the most part, is very well taken.

Taxes are based, primarily, upon actual values, though rentals and other things also enter into the calculations of the assessors in making up their assessments.

There is no denying the fact that the war has enormously increased the value of all the river front pier properties, as well as the value of railroad properties.

If the embarkation piers were put up for sale at this time there is no doubt that they would sell at an enormous increase over the values fixed some twelve years or so ago, after long and costly litigation before the State Board of Taxation.

If the embarkation piers were put up for rental today, there is no question about their ability to bring a figure that would justify an enormous increase in the assessments.

ALL the pier properties on the Hoboken water front are more valuable now than they were twelve years ago, when water front property was given the values which it has been obtaining, almost fixedly, ever since.

On the other hand, it is a fact that can be proven by numerous sales, by an average of ALL sales made in the city of interior properties, that city property is not worth as much as it was twelve years ago. There is hardly a house in the city that would bring as good a price today as it would have brought a dozen years or so ago.

That being the case, the only proper thing to do would be to increase the assessment on those properties that have increased in value—the waterfront properties—and make them bear their fair share of the tax burden of the city.

If the war costs of municipal government are placed upon average property in Hoboken, it will mean that the landlords will have to increase their rents, and that the average people will have to bear the burden without any actual increase in the value of property. In fact, high taxes would have a tendency to depreciate the value of property, for, being overtaxed, property would become a "drug on the market."

Since there is actually added value in pier properties, due to the great demand for shipping facilities, what could be fairer than that this profitable property bear the added cost of municipal government in Hoboken?

It appears to be not only fair, but it also appears to be good, sound tax logic.

Observer
Dec 4/18

Observer
June 6/18

As patch July 26/18

MATTER PIERS AT CAPITAL TO-DAY

Mayor Griffin and Fallon in Washington—The Water Hearing Postponed.

Commissioner Gustav Bach presided at the meeting of the Hoboken City Commission this morning, owing to the absence of Mayor Patrick R. Griffin, in Washington.

Mayor Griffin, it is understood, is in Washington with Corporation Attorney Fallon, in connection with the transfer of the Hoboken Army Piers property. For some weeks past the question of the taxation and ownership of this property, which vitally affects the prosperity of the city and its financial status, has been in abeyance. It is, however, understood that the matter has now come to a head and that a decision is expected during the present week.

An important announcement was made by Director of Public Safety McFeely, in connection with the cells at the Second Precinct Police Station. For years past the condition of these cells have been criticized, and several times suggestions have been made for the removal of the cells and the complete renovation of the building. Owing mainly to the lack of funds, Commissioner Schmulling has been unable to carry out the work which would, at the lowest estimate, entail an expenditure of \$25,000.

At the same time, with the advent of the hot weather, the cells have become unfit for human habitation and, therefore, Director McFeely stated this morning that in future all prisoners will be lodged in police headquarters cells from the time of arrest.

Owing to the absence of Mayor Griffin and Corporation Attorney Fallon the public hearing in connection with the Hackensack Water Company was postponed until next Tuesday.

No appointment was made to fill the vacancy in the Water Department caused by the death of Henry Martini.

The jitney ordinance, which was to have passed its final reading this morning was laid over for another week. An amendment is to be made under which all applicants for jitney licenses will be required to prove their American citizenship before the license is granted. The meeting then adjourned to meet next Tuesday.

OFFICIALS ARE OPTIMISTIC OVER PIER SITUATION

Griffin and Fallon Return From Capital—Present Tax Bills to Stand.

Mayor P. R. Griffin and Corporation Attorney John J. Fallon, of Hoboken, returned to Hoboken this morning from Washington where they have been seeking some definite information regarding the former North German Lloyd and Hamburg-American pier property.

It is not yet possible to give any definite information regarding the outcome of the issue, but it can be stated that the city officials who are in close touch with the situation are optimistic regarding the final result.

A bill is at present before Congress which will have the effect of giving Mitchel Palmer, the custodian of alien property, larger and more sweeping powers than he possesses at present. This, however, is not likely to effect the situation in Hoboken.

It developed, during the visit of the Hoboken officials to Washington, that the city of New York is in much the same position as Hoboken regarding the taking over of alien enemy property. New York, in fact, stands to lose \$800,000 a year in taxes.

On the other hand it is known that it is not the intention of the officials to make any special exception in the cases of Hoboken and New York. The Hoboken officials realize this and are not expecting any special arrangements to be made in the case of the city.

It is hoped, however, that when the property in Hoboken is taken over, it will be done in such manner that the city will still be able to assess the property and collect the taxes. In fact, it seems to be the opinion of the city officials that this will be the case, as it is known that it is not the intention of the Government to place any undue burden on any of the cities effected by the taking over of enemy alien property.

In the meantime the tax bills for the present fiscal year have been made up. These are as from the 20th usual. Therefore, it is said on good authority, there will not be any loss of revenue from this source this year.

GERMAN STEAMSHIP LINES MUST PAY TAXES ON HOBOKEN PIERS DURING WAR; TAXES INCREASED

Have Paid Taxes Already for Two Years During War, and Entrance of America to Steamship Property Will Make No Difference—All Waterfront Assessments to Be Increased on Theory That War Has Increased Values of Piers.

MANY IMPROVEMENTS ALONG WATER FRONT

The waterfront property of Hoboken will show a big increase in valuation this year when the Board of Assessors get through with their work. The unprecedented prosperity of the owners of waterfront property on account of the war and the consequent increase in the value of the holdings along the water front have decided the city authorities to make a big jump in the valuation.

This revaluation will include the steamship docks of the North German Lloyd and the Hamburg American companies which property is now being used by the United States Government. Though the docks of the two companies have not been used for steamship purposes, except for the harboring of vessels laid up because of the war during the last three years, the owners have been paying their taxes promptly right along.

German Companies Must Pay.
The taking over of the piers and docks by the Government will not interfere at all, said Corporation Attorney John J. Fallon yesterday, with the city levying the usual taxes on the property. As a matter of fact he said that the valuation has been increased and the assessment would be increased in like proportion, and the taxes will have to be paid by the North German Lloyd and Hamburg American Steamship companies.

Uptown Changes.

There have been big changes at the uptown piers, particularly at the property leased from the Hoboken Land and Improvement Company, by the Lamport and Holt Steamship Company. Two huge covered piers at Fifteenth street, south of the Scandinavian docks have been rushed up during the past few months for the purpose of European traffic.

Though the property was leased from the Hoboken Land and Improvement Company by the Lamport and Holt Company for the ostensible purpose of furthering their South American Trade this project has been abandoned in the meantime.

The Lamport and Holt Company have piers and dockage at present in Brooklyn and it was the intention of the company to transfer their business from Brooklyn to Hoboken, because of the excellent transportation facilities provided by the railroad in this section. The location of their piers in Hoboken would do away with the necessity for carrying their freight across the Hudson on barges as they must do at present to get rail connections for the south and west.

Wilson Line Changes.

A few months ago, however, the Wilson line, located at Sixth street was merged with the Ellerman line, both English companies, and the company have secured a short lease on the big piers of the Lamport Holt Company at Fifteenth street.

Hold Conference.

The increase in the valuation of this property will be big, and other properties owned by the Hoboken Land and Improvement Company have increased in value according to the city authorities. The city has secured the services of special appraisers for the waterfront this year, but before the valuation is assessed the City Commissioners are willing to hear from the big owners. For this purpose a conference will be held in the Mayor's office at the City Hall on Monday for the purpose of thrashing out the matter. Palmer Campbell, of the Hoboken Land and Improvement Company has been invited to attend, and as a result of the conference it is likely that a suitable agreement will be made as to the increases in the valuation of waterfront property.

BIG CHRISTMAS CELEBRATION AT THE ARMY PIERS

Marie Dressler Substitutes for Santa—Gifts Are Distributed.

From Vice-Admiral Gleaves, of the Cruiser and Transport Force, and Major General David C. Shanks, commanding the Port of Embarkation, to the smallest girl in the Quartermaster's office, the Army and Navy forces of the port, who helped to send more than two million fighters to France are now welcoming them home all made merry at a huge celebration on the upper pier of Pier 4, Hoboken, yesterday. Soldiers of the fire and companies, the medical detachment, the motor transport corps, the signal corps, the signal and aviation corps, the ordnance corps, men of the Quartermaster's field clerks, civilian employees

and sailors from the transports joined in the frolic to the number of 5,000. The pier was brilliant with the flags of France, Belgium, Britain, Italy and the ensign of the Army Transport Service, and overhead and all about were the Stars and Stripes. At the far end of the pier a huge Christmas tree lifted its tinsel branches toward a star and a great Red Cross gleaming in electric lights.

As the units from the Army services and the ships came marching on the pier they were served with coffee and doughnuts by the women of the Emergency Canteen Service of the New York County Chapter of the American Red Cross. Port of Embarkation Band No. 2 kept feet and hands marking quick time, double time and ragtime. Brief speeches were made by Vice-Admiral Gleaves and Major General Shanks. Marie Dressler substituted for Santa Claus, giving out the gifts of the Red Cross to everyone and making every jackle, buck private, civilian and officer laugh with her bubbling humor and jolly songs. Every man received a package containing a pair of socks, a bar of chocolate and a package of cigarettes, and the women of the Q. M. C. a cornucopia of candy. Mrs. G. E. Watson, Director of Personnel of the New York County Red Cross, was in charge of the Red Cross's part in the celebration. The girls of the Quartermaster's corps, led by Miss Cora L. Besson, sang a fine old Christmas carol; the boy choir of the Paulist Fathers, led by Father Finn, sang several selections. The American Saxophone Quintette also played.

The arrangements were under the general direction of the chaplain of the port, Major John T. Axton, and a committee from his office, Chaplains L. L. Burkhalter, A. H. L. Catterlin and G. D. Cox. It was the latter who invaded the wooded wilderness of New Jersey with four husky privates armed with an axe and a motor truck, secured the 34-foot tree from the estate of Prof. William C. Clarke, of Columbia University, and borrowed a steam winch from the Leviathan to hoist it into its proper place. The Navy was represented by Lieutenant Commander George S. Stoddard, executive officer of the U. S. S. Kroonland. The decorations of the pier were put up under the supervision of Lieut. Eugene S. Heely and the electric lighting of the pier and the tree by W. H. Stevens. Mrs. G. E. Watson, Director of Personnel of the New York County Chapter of the Red Cross, who was responsible for the Red Cross arrangements, was assisted by Mrs. Palmer Campbell, Mrs. D. C. Shanks, Mrs. McLane Van Ingen, Miss Van Ingen, and, as chairmen of committees, Miss Van Lennep, preparation of the gifts; Miss Gertrude Freeman, finance; Miss K. Bache, decoration of the tree; and Mrs. A. M. Hall and H. S. Haskins, entertainment.

GOVERNMENT AGENT UNDER ARREST ON SERIOUS CHARGE

Special Agent Joseph Holmes
and Eric Poser Held by Judge
Doherty For Action.

ARRESTS FOLLOWED A FAILURE TO CONVICT

Accused of conspiring to "frame up" an innocent woman in a disorderly house case, Joseph Holmes, special agent of the Department of Justice in Hoboken, and his alleged "stool pigeon" Eric Poser, were held under \$1,500 bail each to await the action of the Grand Jury, by Judge Richard Doherty, yesterday afternoon.

A court officer arrested Holmes and Poser at the close of the trial of Mrs. Katherine Barrett, of 124 Adams street, Hoboken, on a charge of maintaining a disorderly house. Judge Doherty ordered the arrests after acquitting Mrs. Barrett, on the ground that the evidence against her was false.

The Department of Justice commenced an immediate investigation of the case, professing, however, the greatest confidence in Holmes' integrity. One official of the government was inclined to believe that the special agent might have been deceived by false reports from the "stool pigeon" who was employed to secure evidence. Judge Doherty upon the request of Assistant Prosecutor Hyman Lazarus afterward paroled Holmes in the custody of his superiors in the Department of Justice. Poser was released under a bond furnished by a surety company.

At the trial he told how the government agent had hired him to watch the Adams street house in the belief that it was frequented by soldiers and sailors. He went on to tell a lurid tale of his alleged successful efforts to obtain an entrance to the place and finally stated that he twice had improper relations with Mrs. Barrett. Poser said that he paid her money upon the occasion of each visit.

Detective Cornelli of Hoboken police

headquarters told the court that he conducted a raid upon the house after Holmes had requested him to do so. This was corroborated by Holmes who said that the basis of his action was the information that he received from Poser.

Witnesses for the defense stated that they saw Mrs. Barrett refuse to allow Poser to enter her home and stated that she finally ordered him away from the door. This testimony influenced the Judge to believe that there was a conspiracy afoot to railroad the defendant to prison. Several years ago Mrs. Barrett was arrested on a similar charge, but lack of evidence caused the dismissal of the case.

Holmes had been stationed in Hoboken since America entered the war. Most of his efforts have been devoted to the work of driving disorderly houses out of business. He enjoys an excellent reputation.

J.C. Journal - Jan 3/19

HOBOKEN RIOTING.

Twice, within the past week, sailors from United States transports have clashed with policemen in Hoboken. The police have alleged that these disturbances have taken on the semblance of riots—and riot is an ugly word. The fact that naval guards have been sent into the city to patrol its streets lends color to the police claim. But as against it is the fact that Recorder Carstens has steadily refused to send sailors arrested by the police to the penitentiary.

A peculiar condition exists in Hoboken. A "home rule" ordinance has been introduced in the City Commission. Under this ordinance it would be possible for the City Commissioners to appoint as many additional men to the Police Department as they deemed necessary. The age limit has been increased to fifty-five years. In view of the leniency Recorder Carstens has shown in dealing with sailors arraigned before him, in some quarters there is a question of whether all this use of the word "rioting" is not a crafty play on words to convince the public that extra policemen are needed.

If, on the other hand, a dangerous condition exists in Hoboken, steps should be taken to end it before someone is killed. In the fight between sailors and policemen that occurred Tuesday night the claim is made that one of the policemen was lucky to come through with his life. Has discipline on the Government transports relaxed so much since the signing of the armistice that sailors can run wild when on shore leave? Has discipline become such a farce that naval guards dare get drunk while on duty? If these men in uniform really constitute a menace to the peace and safety of Hoboken, then Recorder Carstens' leniency is simply setting the stage for serious trouble.

If stories of the kind that have come out of Hoboken this last week continue, the naval service will find itself with a sadly tarnished reputation. The average man in the naval service, like the average man in civil life, is a pretty clean individual. In justice to him, in justice to the city of Hoboken, in justice to the public that is anxious to know the real situation, it is time the Government took steps to bring this so-called "rioting" to an end. If all this talk of sailors beating up policemen and parading the streets and threatening to storm the city jail is exaggeration, let the public know it. If it is all true, it should be stopped at once.

GERMAN AGENT SETS FIRE TO THE TRANSPORT PATRICIA, CARRYING 2,000 U. S. SOLDIERS

Vessel Is One of First Turned Over to Allies by Teutons and
Incendiary Was Placed on Board to Watch Prop-
erty for Its Owners.

BOSTON, Thursday.—A German agent, allowed on the transport Patricia to look out for German property, set fire to the vessel last night as it was nearing Boston with more than 2,000 American soldiers, according to Major Frank W. Cavanaugh, of the 102d field artillery, one of the officers on board.

The man had been locked in a stateroom because of his action. When a guard left the room, the German, whose name was given as Fisher, is alleged to have manipulated electric wires in such a way as to start a blaze in the stateroom. The guard found a lively fire burning when he returned.

The crew extinguished the fire and Fisher was placed in irons. The German was one of five of his countrymen placed on board the Patricia by consent of the allied governments to watch the Hamburg-American line's property.

He was formerly a second officer on a German merchant ship.

The Patricia, which hails from Hamburg, is one of the first German merchant ships turned over to the Allies, and she was put into the transport service at Brest.

Major Cavanaugh said Fisher had acted strangely since the transport left the French port.

The Patricia reached Commonwealth Pier shortly after two o'clock, coming up the harbor under escort of the welcoming boats and amid a din of whistles.

Naval officials announced that the Winifredian would reach the harbor about four o'clock to-morrow morning. Other transports on their way to Boston with the date of their expected arrivals were announced as follows:—Vedic, April 21; New Jersey, April 23; Santa Rosa, April 25; Cohasset, April 26; America, May 1. The Weist Durfee, originally ordered to New York, where she was due April 19, also is coming to this port.

N.Y. Herald - Apr 18/19

AMAZED THAT DR. KLAUS WAS NOT PUNISHED

Dr. Jacquemin Charges Former Army Officer With Seditious Remarks.

Charging that Dr. Henry Klaus, of West Hoboken, recently a lieutenant in the Medical Corps, United States Army, made seditious and unpatriotic statements while the United States was at war with Germany, Dr. Theo. J. Jacquemin, of 506 Clinton avenue, West Hoboken, is wondering to-day how Dr. Klaus escaped punishment. Dr. Jacquemin preferred charges of a serious nature against Dr. Klaus last January with Dr. Paul Kiernan, of the Army Intelligence Bureau in Hoboken. Dr. Jacquemin told the Hudson Observer reporter that the charges were backed up by affidavits, but that was the last he ever heard of the matter until he saw Dr. Klaus home in civilian attire.

Dr. Jacquemin's charges against Dr. Klaus date back to the last week of the Second Liberty Loan drive when Dr. Jacquemin alleges that Dr. Klaus told him that "Liberty Bonds were no good; that they would be worth fifty cents on the dollar, and that one was foolish to buy them." Dr. Jacquemin also alleges that in the presence of Dr. Benjamin Older and other physicians in the North Hudson Hospital, Dr. Klaus made certain remarks about what Germany would do to France, England and finally to the United States if this country entered the war.

Dr. Klaus is alleged to have spoken as follows at the hospital: "Germany was the country. She is going to wipe France and Great Britain off the map and America does not stand a ghost of a show against her."

This statement is alleged to have been made a few weeks before the United States entered the war.

Dr. Jacquemin says that at 10:45 a. m. on the morning of December 31, last, his home was visited by Dr. Klaus, in the uniform of a lieutenant in the Medical Corps, accompanied by another man in civilian attire. Dr. Jacquemin arrived home around 11 o'clock and met the visitors.

Dr. Jacquemin says that Dr. Klaus introduced his companion as a federal officer from the Intelligence Office in New York. Dr. Klaus told Dr. Jacquemin that he was in danger of arrest for writing articles ridiculing and disgracing the United States Army uniform.

Dr. Jacquemin then says he turned to the stranger who by this time had shown his badge and related his conversation with Dr. Klaus, when the latter made his remarks about the Liberty Loan.

Dr. Klaus then told Dr. Jacquemin that he was only "kidding" him to see how far he could roll him, knowing Dr. Jacquemin to be a highly excitable Frenchman. Dr. Jacquemin then told the man with Dr. Klaus of the remarks Dr. Klaus is alleged to have made in the North Hudson Hospital in the presence of Dr. Older.

Mention of Dr. Older's name at this stage caused Dr. Klaus to refer to him in a most disrespectful manner, Dr. Jacquemin says.

Dr. Jacquemin then says that he told Dr. Klaus that if he would swear on his honor as a gentleman that he was a loyal American citizen, he would admit his mistake.

This was done and Dr. Klaus and his companion left the Jacquemin home.

The following morning Dr. Jacquemin met Dr. Older and Druggist Heizen on the street and both asked if it was true he had gone down on his knees and apologized to Dr. Klaus for his remarks. Dr. Jacquemin denied this vigorously and told Dr. Older of Dr. Klaus' reference to him.

The two physicians then decided to take up the matter with the Intelligence Department officials in Hoboken and on interviewing Captain Paul Kiernan in Hoboken, learned that Dr. Klaus' companion was none other than a Sergeant Pearce in the firing squad on the Hoboken piers.

Captain Kiernan sent for Dr. Klaus, according to Dr. Jacquemin and upbraided him for his actions. Dr. Jacquemin says that Capt. Kiernan referred to Dr. Klaus in the following language:

"You are a Hun and unworthy to wear the uniform of Uncle Sam." Dr. Jacquemin left Captain Kiernan with the understanding that charges were to be filed against Dr. Klaus. Dr. Jacquemin never heard from the Army officials on the matter and great was his surprise the other day when he saw Dr. Klaus walking on Clinton avenue dressed in civilian attire. He wonders what the influence was that saved him.

NAVY AMBULANCE NEAR PLUNGE OFF VIADUCT

Two soldiers, stationed in Hoboken had a very narrow escape from death or severe injury early this morning when an automobile operated by one of them skidded on the Fourteenth street viaduct, smashed the iron rail, and went half over the edge.

Private D. A. Scott was at the wheel of the machine, a naval ambulance, and riding with him was Private Nieuglass, of the Medical Corps. They were coming down the viaduct, leading from West Hoboken, when the wheel twisted suddenly out of Scott's hands as the big car skidded. It mounted the sidewalk, crashed into the heavy iron rail, breaking it. What stopped the car from plunging forty feet to the ground is a mystery.

Scott and his companion jumped as the auto hit the fence, immediately after the chauffeur had jammed on the brakes in a vain effort to prevent the crash. They were unhurt, but considerably shaken.

DRUNKEN SOLDIER SEVERELY SCORED

"You can't try me here," said Private Presley Martin, of the 13th, U. S. Infantry, stationed in Hoboken, to Judge O'Driscoll in the Second Criminal Court to-day. "You've got to turn me over to the military authorities."

"Get that out of your head," replied the Judge. "You are charged with assault and battery and can be tried in a civil court."

After the talkative soldier was made to understand this situation, the case proceeded. Frank Adanthwarg, of 812 Ocean avenue, Jersey City, was the complainant. He explained that the soldier boarded a car on which he was riding and started to abuse everybody and finally wound up by striking him. Counselor Frank Graney, of 15 Exchange place, a witness, urged that no clemency be shown the defendant, as he used the most abusive language imaginable.

"Soldiers have got to understand that they cannot come into this city in a drunken condition and abuse people in our streets and on our cars. The sooner they realize that the better. Any man who gets drunk in uniform must understand also that that uniform is not a shield. If he has the proper respect for the uniform, he will not allow himself to get in such a condition."

The complainant asked the court to be lenient but while the court was first disposed to give the prisoner a long sentence he was finally held for the military authorities.

AMBULANCE RUNS AMUCK; FIVE HURT

Newark, April 1.—An auto ambulance ran amuck on the sidewalk, knocking down a score of women shoppers and some men at Broad and Cedar streets yesterday afternoon, following a collision with a touring car which disabled its steering gear.

Five persons are known to have been injured when thrown to the ground by the ambulance, which belonged to St. Mary's Hospital, Hoboken, now the Debarkation Hospital.

Those most seriously injured were: Benjamin Levine, of Prince street, Mrs. F. Miller, of 42 Grove street, Irvington; Pauline Frick, 19 Granville avenue, Irvington; Mrs. Margaret Tewoyman, of 55 Valley Road, Montclair; Richard H. Berkenfeld, an employee of the Merchants National Bank.

The ambulance was driven by Private Charles Loskin and contained R. E. Taubensee and Harry Green, both of the U. S. Army Embarkation Hospital, Hoboken. They were uninjured.

The touring car in the collision was driven by A. J. Soothcage, of 251 West Grant street, Penns Grove, who also escaped injury. He was taken to the First Precinct police station where he was paroled.

COURT MARTIAL FOR SPEEDING OF ARMY VEHICLES

Drastic Punishment to Be Meted Out to Offending Soldiers.

Definite steps have been taken by the military in Hoboken to put an end to the perils of the streets caused by the speeding of army motor trucks through the city. Orders have been issued to the drivers of these vehicles, by the military, which should put an end to the trouble, and, if these fail of their intended effect, the local authorities will take the matter in hand.

The following is a copy of the communication which has been received by Chief of Police Hayes, of Hoboken, and which was read to all of the outgoing platoons yesterday:

By order of the undersigned, General Order No. 18 of this office has been issued, and reads as follows:

"All men violating the speed regulations and traffic rules of this sub-district will be tried by summary court-martial. The Police Department will notify the Assistant Motor Transport Officer of violations of traffic rules, and if courts-martial do not immediately eliminate speeding, and other violations of traffic rules, the Police Department will be advised to arrest the drivers and the military authorities will not intervene on their behalf.

"In such cases the soldier will not only be summoned before a civil court, but, if convicted, will pay a fine or serve a jail sentence, and, in addition will be tried by summary court for being absent without leave and be subject to military punishment, in addition to loss of pay for such period as he may be absent by reason of such trial or conviction.

"All drivers of Government motor vehicles are warned that they must keep the muffler cutouts closed.

"As far as is practicable, drivers must avoid residential streets and use the wider main highways of traffic.

"There is unusually heavy traffic in the residential streets approaching the garages, and, in going through these streets, driver are particularly warned to proceed as quietly as possible and, if further complaints are made of the noise of army motor vehicles in these streets, a motorcycle officer will patrol them, and will place the offenders under arrest.

"Company commanders will have this order read to all men in their companies, and post copies of same in conspicuous places in the garages and barracks.

"The extreme necessity of rapid transportation having been nearly eliminated, the Motor Transport Corps is making every effort to comply with the city and State traffic ordinances.

"It is requested that your traffic officers be advised to take the name of the driver, the number of his truck or car, the time and location of the violation, and report this to the office of Major Lawson, Assistant Motor Transport Officer, New York City, in order that the offender may be tried by a military court.

"The thoroughfares of New York and New Jersey are used by a great many Government vehicles not coming under the direct jurisdiction of this office, but we will in such cases notify the unit to which the belong, recommending disciplinary action.

"The traffic officers have always shown Government cars every courtesy and consideration, and it is our desire now to reciprocate by co-operation, with the idea of conforming to the State regulations as far as possible and avoiding accidents by motor vehicles.

"As the drivers of motor vehicles will sometimes deny the charges before a military court, it might be necessary for us to call the complaining police officer as a witness and, in this, we believe, you will co-operate with us.

"H. H. LAWSON,
Major, S. C., Assistant
Motor Transport Officer."

HUDSON OBSERVER,

APRIL 15, 1919.

ILL TREATED, SAY TRANSPORT'S CREW

In a letter addressed to the Hudson Observer from the Hook of Holland, a number of Hudson County soldiers and members of the crew of the United States Transport Metopan complain of the treatment accorded them by the captain and first mate of the vessel and ask that publicity be given the facts. Those signing the letter are Lieutenants J. Gilda and Louis Malausepa and Corporals Jeremiah Long and George Treiling for the soldiers and J. Hogan, Theodore and Peter Paulson, Frank Fertta, Joe McMarra and Quartermaster Mendelbaum of the ship's crew. They say in part:

"We are now in Holland and used like dogs by the captain and first officer of the transport, merely for trying to give our soldiers who fought for us and our country, in this great war, something to eat. We were stopped by the captain of the transport and told if we gave the American soldiers any food we would be logged, which means we would lose some of our pay; also he ordered the soldiers off the United States Army transport and said 'he did not want them around his boat or around him.'

"One evening, March 13, their lieutenant asked the captain if he would fix his men up with something to eat and a place to sleep. This was his answer: 'I will not give them anything or a place to sleep, but I can fix you O.K.' The lieutenant's reply was, 'I do not want anything, all I want is to see that my men get some bread and a place in which to sleep, as that would mean quicker delivery of the cargo to the American troops.'

"The above request was refused by the first officer of the ship. Now the army lieutenant told us to try and publish this in some newspaper in New York or nearby where the boys are known.

"One of the soldiers was going to dinner one night on board the ship with Hogan and Paulson, unknown to Captain C. R. Glenn, when the captain walked up and accused the sailors of giving the soldiers something to eat and threatened he would court-martial them if he found out they were giving the soldiers anything to eat on board the transport. The captain gave orders to the crew that there would be no shore liberty on account of sickness, some eighteen miles away from where the transport was discharging her cargo for the American soldiers. That was also the excuse he had for not letting the soldiers on board his transport. Then the crew asked him why it was that the first, second and third mates were allowed ashore and the remainder of the crew were not. This was his answer. 'They are officers and can not get sick.' Now from what we have learned of typhus fever we are sure any one who comes in contact with the same would surely carry it back to the ship. If any officer of the crew could avoid bringing the disease back they would be mighty lucky, as they looked as if they had lain in a park or in a railroad station all night.

"This is the price they charge our poor soldiers and sailors on board the U. S. S. Metopan for candy and cigarettes: One small box of lemon drops, which could be bought for 20 cents, \$1; 20 cents for Sweet Caporal cigarettes, 25 cents for Lucky Strike tobacco and 25 cents for a 7 cent bar of chocolate.

"If a man became sea-sick he was kicked around like a dog by the first officer, T. Murphy. At 5:30 a. m. they would get a cup of coffee, without sugar or milk, and some bread without butter, then two hours of hard labor before breakfast. Our dishes were washed in a paint can, until we asked the storage for a turpentine can. Now, if this is treatment for a crew that is trying to man ships to supply our troops who have won this great war, why we are willing to stay at home and let some of the foreign race have some of the gravy.

"We asked the captain if this ship was run by the United Fruit Company or by the U. S. Army Transport Service. His answer was 'The service paid all expenses to the Fruit Company, and the ship and crew were under army orders, also under army rule. Then why does the government allow such work as this to take place, especially to men who fought for the country in '98 and also in this great past war?'

KERMIT ROOSEVELT IS MUSTERED OUT HERE

Captain Kermit Roosevelt, who arrived home yesterday on board the transport Northern Pacific, was mustered out at the Identification Bureau in Hoboken. He was accompanied by his wife and two children.

"I do not expect to formulate any plans for the next few months," said the Captain. "I expect to be kept busy adjusting my late father's affairs. For the time being we expect to live at Oyster Bay."

ROOSEVELT FAMILY HELD UP AT PIER, AWAITING MOTHER

Custom Guard Refused Admission Without Embarkation Port Pass —Parent Home From France.

Lieut. Col. Theodore Roosevelt, Capt. Kermit Roosevelt, Capt. Archie Roosevelt and Mrs. Alice Roosevelt Longworth and Mrs. Edith Roosevelt Derby, with their husbands, went to Pier 49, North River, to-day, to meet their mother, widow of the former President, who arrived on the Giuseppe Verdi after a two months' journey abroad to visit the grave of her son, Lieut. Quentin, shot down with his aeroplane over the German lines in France.

A Customs guard refused to admit them without a pass from the Port of Embarkation and ordered the party off the pier.

Lieut. Col. Roosevelt telephoned to Brig. Gen. McManus at Hoboken, who issued telephone orders to admit the party to the pier. The guard, however, refused to admit any except Lieut. Col. Roosevelt and his brother Kermit, saying they were the only ones mentioned in the message from Hoboken.

Mrs. Theodore Roosevelt was almost in tears. Her sons did not get through the customs line for half an hour after the ship docked and she thought they had neglected to meet her.

HUDSON OBSERVER,

JULY 2, 1919.

NAVY ENSIGN TRIED BY COURT MARTIAL

Ensign Marvin J. Clark, a former member of the staff of Rear Admiral Gleaves, was tried by a court martial in Hoboken from June 9 to June 18, and found guilty of conduct unbecoming an officer. The officer was accused of being too friendly with the wife of an enlisted man, Chief Machinist's Mate William A. Milliken, of the U. S. S. Dixie. It was stated on good authority that, in addition to being discharged, he had been sentenced to four years at hard labor.

Milliken was the complainant in the case. His wife testified. Clark visited the Milliken home, where Milliken, it is alleged, struck him several times over the head with a flat iron, following an argument.

Clark was 24 years old and was born in Lawson, Mo. He has served six years in the navy and was commissioned on August 7, 1918. He asserts that he is innocent of the charge.

MYSTERY SOLDIER JUST NEW YORKER WITH A UNIFORM

Confesses to Police Captain Garrick His Subterfuge and How He Got Outfit

WAS HURT ESCAPING FROM GERRY HOME

The boy who tried to pass himself off as Elmer Wolsted, a soldier of the 131st Infantry, and was arrested in Hoboken by Joseph A. Holmes, agent of the Department of Justice, on a charge of illegally wearing a U. S. Army uniform, was held for the action of the Federal Grand Jury by U. S. Commissioner Samuel A. Besson in Hoboken yesterday, in \$500 bail.

To Captain Thomas Garrick of police headquarters, Hoboken, the boy gave his correct name yesterday and his reasons for using the army uniform. He was in possession of an army uniform and an identification tag, and tried to solicit transportation from Chaplain Burkhalter of the Y. M. C. A. to go to Cleveland, when he was arrested.

The uniform which he wore at that time and the identification tag belonged to a soldier by the name of Elmer Wolsted of Chicago, a member of the 131st Infantry. He was discharged at Camp Grant on June 2, the same date that the lad was arrested in Hoboken.

Is New York Boy.

The prisoner gave his real name yesterday as Joseph Polinsky, said he was sixteen years old, and that his father lived at 750 136th street, New York City.

When first arrested he was sent to St. Mary's Hospital, Hoboken, an army institution, where his left arm was dressed. It had the appearance of having been bayoneted, and he claimed the time that he had been wounded in France.

Asked by Captain Garrick how he came to be in possession of the uniform in the first place and the Chicago soldier's identification tag, the boy went into his personal history.

His Life Story.

"When I was two years of age my mother died, and my father sent me from out home in Brooklyn to live with my aunt in Cleveland, Ohio. Two years later I was back in Long Island where I went to school until I was fourteen. I then went to live with my father again, but ran away from home on January 6. I was picked up by the New York police and sent to the Gerry Society's home in the Bronx. I was there three days when I jumped from the fourth story window to escape.

"I landed on a spike which tore my arm and fractured it. I pulled myself off the spike and called for help and I was treated at the Lincoln Hospital.

Obtained Army Job.

"I went to Long Island and got a job in the sanitary squad as a civilian. I have a brother in France, in Company A of the 26th Infantry, and at Camp Mills I met the soldier Elmer Wolsted, who sold me his uniform and

identification tag for \$8.50. Determined to go to France, I went to the Army Piers in Hoboken but the guards would not allow me on the piers. I had hoped to get aboard a transport and go to France.

"Then I discovered that my pocket-book was missing. It must have been stolen from me or perhaps I lost it. It contained all my money, about \$15. Then I tried to get assistance from the Red Cross but it was closed. I was directed by another soldier to the Y. M. C. A. and told the story about being a soldier and wanting transportation to Cleveland because two weeks ago my two sisters were there."

The boy is being given every consideration at police headquarters, Hoboken, because of his extreme youth. He has just reached his sixteenth year, and his arm, which was split and fractured by his fall from rooms of the Gerry Society last January, has gone back on him, and army surgeons at St. Mary's Hospital believe that unless he undergoes other operation his arm will be useless to him for life.

Dispatch - June 13/19

MYSTERY OF BOY WHO SAYS HE IS A U. S. SOLDIER

But Records Show Soldier Was
Mustered Out in Camp
Grant Ten Days Ago

BOY WAS THEN HELD IN PRISON AT THE PORT

Another "Mystery Soldier" has developed in Hoboken. He claims he is Elmer Wolsted, 17, of 1419 Fifty-fifth street, Cleveland, O. He is in possession of an identification tag, says he has been wounded in France, and shows the effects of a bayonet wound on his left arm.

The peculiar circumstances about Wolsted is that a soldier by that name, with the same identification tag number, was mustered out at Camp Grant, Ill., two weeks ago on a date that Wolsted now in Hoboken was in the military jail at the Port of Embarkation.

The Elmer Wolsted now locked up at police headquarters, Hoboken, on a charge of unlawfully wearing the uniform of a United States soldier, and trying to obtain money under false pretenses still maintains that he is the Elmer Wolsted he claims to be and that his home is in Cleveland.

He first came to the attention of the authorities when he attempted to obtain transportation money to Cleveland from Chaplain Burkhalter of the Y. M. C. A. hut in Hoboken. That was about two weeks ago. He said that he had been discharged at Camp Mills, had sent his discharge papers on to his mother and had lost his transportation home.

Is Only a Boy.

A young boy hardly 16 years of age by appearance, he claims 17 as his age, said he did not remember when he went to France, but enlisted in Cleveland in the 131st Infantry, came back on the transport Franklin, and went to Camp Mills on May 26, where he was discharged.

The chaplain, because of the extreme youth of the boy, was suspicious of his story and sent him to St. Mary's Hospital.

He also communicated his suspicions to the Army Department. "Wolsted" was received as a "legitimate" at St. Mary's and received treatment for his wounded arm, and at the same time was given a complete outfit. The case was referred to Joseph A. Holmes, agent of the Department of Justice, for investigation.

The investigations conducted by him bore out that a soldier by the name of Elmer Wolsted, of the 131st Infantry, was mustered at Camp Grant, Ill., on June 4, and the home of the soldier in question is in Chicago.

On June 4 "Elmer Wolsted" was in the military prison in Hoboken on suspicion of wearing a uniform of the United States Army unlawfully.

The identification tag which "Wolsted" had hanging from his neck was of the regulation kind, with the name of "Elmer Wolsted, 131st Infantry, Company M, No. 1395368." He told Agent Holmes that he had been wounded during the Argonne Forest fight, maintained that he was who he claimed to be, and would not be swerved from his statements.

Tags the Same.

Peculiarly enough the identification tag of the Wolsted who was discharged at Camp Grant on June 4, was identical with that of the boy in Hoboken. Telegraphing the chief of police of Cleveland Mr. Holmes got the reply that there was no person by the name of "Elmer Wolsted" with relatives at the address given by the soldier in Hoboken.

It is the belief of the agent of the Department of Justice that "Wolsted" was smuggled aboard the transport from France, where he may have been a mascot with the regiment, and as the lines began to be drawn closer on the movement of the soldiers here he had to leave the camp to be discovered.

He will be arraigned before U. S. Commissioner Samuel Besson today on a charge of unlawfully wearing the uniform of a U. S. soldier.

OBSERVER, FRIDAY EVENING, JUNE 13, 1919.

Another "Mystery Soldier" In Hoboken

Has Same Identification Number as Chicagoan—Claims He
Was Wounded Overseas—Is Charged With
Unlawfully Wearing Uniform.

Before United States Commissioner Samuel L. Besson of Hoboken, this morning, Elmer Wolsted, who gave his age as 17 years and his home address as 1419 Fifty-fifth street, Cleveland, O., was held in \$500 bail for the action of the Federal Grand Jury, on a charge of unlawfully wearing the U. S. Army uniform.

The boy went to Chaplain Burkhalter, at the Y. M. C. A. Hut, Hoboken, some two weeks ago and stated that he had been mustered out of Company M, 131st Infantry, at Camp Mills on May 28. He had been a year in France, he claimed, and had been wounded in the arm. He had a scar on the arm that looked like a bayonet wound. He said he had forwarded his discharge papers to his mother in Cleveland and that

he had lost his transportation ticket. He wanted the chaplain to assist him.

The chaplain, thinking that the boy must be much younger than 17, notified the army authorities. They in turn notified Special Agent of the Department of Justice Joseph Holmes, who started an investigation.

It was found that a soldier named Elmer Wolsted, of Chicago, Ill., had been mustered out of the army at Camp Grant on June 4, at which time the other had been under observation in Hoboken. The peculiarity of the case is that the boy in Hoboken is also in possession of identification tag No. 1395368, the same as that worn by Wolsted.

The boy this morning refused to make any statement to the authorities and was ordered held in the amount named.

Sun - June 10/19

Her Son Back From the Dead

Soldier Who, It Was Thought, Might Be Dr.
MacLeod's Son, Proves to Be Son of Mrs.
Emma Phillips, Reported Killed.

Hope of the Rev. Dr. Malcolm James MacLeod that the amnesia victim, Roland Phillips, might prove to be Henry Blakely MacLeod, who mysteriously disappeared from Camp Mills last June, was disappointed when the transport Mount Vernon docked this morning and the soldier was found to be Roland Phillips, the son of Mrs. Emma Phillips of Evanston, Ill.

Dr. MacLeod and his daughter were waiting at the Port of Embarkation for the docking of the transport, as was Mrs. Roland Phillips of 120 Parson avenue, Flushing, who had hoped that the boy might be her son, Roland Phillips, who had been reported by the War Department as having been killed in action.

When the soldier was taken into the room by Major H. C. Craig, Chief of the Military Police, Dr. MacLeod looked at him and then exclaimed.

"Why did you do it—why did you deceive us?"

Denies He's to Blame.

"It was no fault of mine," answered Phillips. "The army officers made me write to you."

"Why did you sign 'Blakely,' " persisted Dr. MacLeod.

"I didn't sign that, the nurse signed it," said Phillips, who appeared dazed.

The hope of the MacLeod family, which has conducted a nationwide search for the son who disappeared leaving behind the stigma of desertion, had been raised to a high point by the receipt of the letters, the handwriting of which resembled that of the missing boy.

Found Wandering in Paris.

Phillips, who was found wandering about the streets of Paris in a dazed condition, was taken to a military hospital for observation and treatment.

The Mount Vernon brings back 5 000 troops, and arrived in the harbor this morning. The organizations on board were: Sixth Division Headquarters Troop; 54th Infantry, 11th Field Artillery, 6th Field Battalion Signal Corps, 12th Infantry Brigade Headquarters. Major-Gen. Walter H. Gordon, division commander, and Brig.-Gen. Lucius L. Durfee, 12th Brigade, returned.

The Santa Oliva was due this afternoon with the 333d Field Hospital (84th Division), 18th and 19th Evacuation Ambulance Companies, 307th Mobile Laundry Units, 303d Butchery Company, 311th Salvage Unit, 76th Sanitary Squad.

Mystery Soldier's Mother Overjoyed at His Return

(Special to The World.)

EVANSVILLE, Ind., June 10.—Living between hope and fear, Mrs. Emma Phillips, No. 206 Grant Street, mother of Roland Phillips, "mystery soldier" of the United States Army, broke down completely at word that her son had been found and was now in New York awaiting transportation home.

Since Easter, when a card of greeting came to her from Paris, the mother has heard nothing from her son, and all attempts through the various war agencies to obtain information as to his whereabouts had proved fruitless. She had given him up as dead.

Phillips is now twenty. He enlisted in the army at eighteen. His mother is a widow and Roland was her chief support. Failure to get word of his whereabouts undermined her health.

JUNE 11, 1919

THE WORLD: WED

MYSTERY SOLDIER NOT MISSING SON

Reproached at Pier by Pastor
MacLeod for Signing His
Boy's Middle Name
to Letter.

MRS. PHILLIPS VAINLY HOPED
THAT HE WAS HER ROLAND.

Private Listed as Ill Calls Him-
self Roland A. Phillips of
Evansville, Ind.

With the arrival home from France yesterday of Roland Phillips, the "soldier of mystery," it was established that he is not Henry B. MacLeod, of Flushing, who disappeared from Camp Merritt a year ago, or Roland Phillips, of Flushing, who was listed as having been killed in France.

He said he was Roland A. Phillips of No. 523 North Seventh Street, Evansville, Ind., but that was about all. He failed to explain to the satisfaction of army officials why he wrote letters from France to the Rev. Dr. Malcolm J. MacLeod, pastor of the Collegiate Reformed Church of St. Nicholas, implying he was the pastor's missing son. Mrs. Phillips of Flushing, was at the Hoboken pier to meet the transport Mount Vernon, on which the youth arrived and so was Dr. MacLeod and his daughter.

Pastor Reproaches Him.

"Why did you do it?" Dr. MacLeod asked him, referring to the letters. "Why raise our hopes? Why did you sign your letters Blakeley, which is my son's middle name?" "I didn't sign them; the nurse did," Phillips retorted with an air of indifference. He was ill in France for a short time.

"You ought to be sent to the penitentiary," Dr. MacLeod exclaimed as he walked away.

Phillips was brought back from France listed as suffering from amnesia and was sent to the Messiah Home, a branch of General Hospital No. 1 in Williamsbridge, for examination. Army officers who talked with him on board the ship and in Hoboken said he appeared perfectly normal, except that he would not talk about himself. After he had been picked up in Paris absent from his unit all he would say was that he belonged to the 152d Infantry Machine Gun Company, which sailed from here last October. After being sent from Paris to Brest to be put on shipboard he answered "don't know" to questions asked by army officers as to his home address and parents. It was not until the Mount Vernon arrived here that he admitted he was from Evansville. Then when questioned as to the letters to Dr. MacLeod he said he did not know the minister's son. He would not discuss his wanderings in Paris after he left the hospital in Paris after he left the hospital.

Hunt for MacLeod Failed.

The MacLeod boy dropped from sight after having been sent to Camp Merritt on June 27. He has never been heard from since, though a wide search has been made. He was a member of Company M, 49th Infantry, and his unit sailed to France without him. He was nineteen years old, six feet tall and weighed 150 pounds. The Phillips who returned yesterday is about the same age, but only 5 feet 7 inches tall. Shortly before young MacLeod vanished his mother gave him money to take to France and use in case of emergency.

The mysterious Phillips said his mother is Mrs. Emma Phillips of Evansville. Army officers asserted the boy's record would be looked into there.

SOLDIER SAVES A LIFE PRIOR TO GOING TO HOME

Pulls Boatman From River
in the Darkness—Had
Been Discharged.

The heroism of a soldier who was recently mustered out and was about to leave for his home last night saved the life of Charles Thompson, 48 years old, of 3961 Third avenue, Brooklyn. Thompson, a boatman on the barge Mary A. Dempsey, lying at the foot of Fifteenth street, Hoboken, tumbled into the icy waters of the Hudson and was hauled out by the aforesaid soldier.

Sergt. Irving Viefeld, of the 303rd Guard and Fire Company, stationed at the Fifteenth street pier, Hoboken, is the soldier to whom Thompson to-day owes his life. Viefeld, recently mustered out, was about to leave for his home and was busily engaged at one end of the pier packing his belongings and getting things in order, when he heard Thompson's cries, as the latter tumbled over the low footguard and struck the water.

For a time Viefeld could see nothing because of the darkness. Then, in a glimmer of light which came from a nearby vessel, he saw Thompson's head. The boatman was struggling frantically to keep afloat.

A long rope, with a noose coiled about an iron ring at the end of the pier, was utilized by Sergeant Viefeld. He let himself carefully down to the water's edge and, with his foot securely hooked in one end of the rope, reached out a hand to Thompson. The latter was just beyond reach, but by a frantic kick managed to come within range of Viefeld's outstretched hand.

The soldier seized Thompson, who had gone down twice already, by the collar and hauled upward. Then he began the ascent, hand over hand, with Thompson clinging to his hips. Other soldiers at the piers, however, rushed to the spot in time to haul upward the rope to which hung Viefeld and his burden.

Thompson was taken aboard his barge. There he was attended by Dr. Levine and was given dry clothing. Two hours later he became violently ill and Dr. Willner ordered his removal to Christ Hospital. It was stated there that Thompson struck a plank when he fell overboard and sustained possible internal injuries, but he is expected to recover.

Viefeld left the Army Piers this morning for his home. He was warmly congratulated by his fellow-soldiers for his heroism.

ESCAPES SHELL TO SUCCUMB TO DISEASE

The only man left out of a squad of eight men, which was blown to pieces by a high explosive shell before Ypres, Michael O'Donnell, of 89 Stevens avenue, Jersey City, died aboard the U. S. S. Leviathan after three days' illness from pneumonia and influenza. O'Donnell enlisted in the old 1st Infantry Regiment, New York City, when the latter mobilized for border service. He served in Arizona and Texas, and when war with Germany was declared, O'Donnell again answered the call.

He trained with the 27th Division at Spartanburg, N. C., and went overseas with the famous New York Division. He went through every battle with his outfit being wounded twice, gas twice and shell shocckd. At Ypres a shell tore through the trench he was occupying with his squad and he was the only man to escape. Despite his wounds he walked three miles to battalion headquarters to report his squad missing.

SAD FRENCH BRIDE LANDS AT HOBOKEN

It was a sad bride who stepped off an army tug at the ort of Embarkation pier in Hoboken to-day to learn that her husband, whom she had expected to meet in New York, is with his ship in Southern waters, and he will not reach New York for many weeks. She was Mrs. Samuel P. Osgood, French wife of the chief engineer of the transport Munaires, which, since the signing of the armistice, has been transferred to other service.

Osgood met the charming French woman, was doing Red Cross work among the sailors and soldiers in the port of Bordeaux, last August, and they were married almost immediately. The engineer expected to bring his bride home with him on his second trip, but when the Munaires left New York on his first trip, it was not bound for Bordeaux, but for a South American port.

Mrs. Osgood was frightened and almost in tears, standing friendless on the pier, when a woman approached and introduced herself as Mrs. Frederick A. Gainard, of 11 Clinton avenue, Port Richmond, Staten Island, wife of the Munaires' captain. She displayed a cablegram from her husband, asking her to take the bride home and keep her until the return of the Munaires.

Mrs. Osgood came ashore from the transport Carillo, anchored in Gravesend Bay, with fifty-eight other passengers, of whom four were army nurses and fifty-four casual officers.

California Man Returning From War Is Trusting

Military Police Sergeant Knew
Hoboken Boys, However, and
Did Not Share Faith

A soldier of a California regiment, waiting at the Army piers in Hoboken yesterday for transportation with the rest of his company to Camp Mills went to the fence on River street and asked a boy to go an errand for him. He gave the boy \$10 firmly believing in the honesty of the youth of Hoboken, especially where a returned fighter was concerned, but he pinned his belief in a "wrong 'un."

The boy failed to return. Sergeant Pierie of the Military police had been watching the episode, and when the boy failed to return he went after him. At the City Theatre he found the youngster, with \$1 of the tne dollars spent.

He was taken to police headquarters and charged with petty larceny, giving his name as Michael Capelli, 12, of 514 Jefferson street. The \$9 was returned to the California soldier. And now he goes West with a bad impression of the boys of Hoboken.

Observer - Jan 28/19

Army Officers Urge Stricter Drink Ban

**Hoboken and Camp Dix Authorities Procure Introduction
of Bill in Legislature Making It Offense to Sell
to Discharged Men in Uniform.**

In response to the urgings of army officials stationed at Hoboken and at Camp Dix, Senator Hammond has introduced in the State Senate a bill amending the Crimes Act so as to make it an offense punishable in the state courts as a misdemeanor for any saloonkeeper or his employees to sell or give liquor in any form to any person in the uniform of the army or navy. A similar bill is being introduced in the New York Legislature.

Under the present practice men discharged from the army or navy are allowed to wear their uniforms for three months and yet the Federal law, prohibiting the sale of liquor to them, is inoperative after the discharge from the service. This has resulted in much confusion and has increased the possibility of men still in the service obtaining intoxicants.

Senator Hammond's bill, which has been referred to the Judiciary Committee, is intended to do away with this by making it an offense to serve liquor in any form to any man wearing the uniform. Army and navy officers from the Embarkation

Piers are expected to appear at the hearing at Trenton and urge its passage. The proposed bill reads as follows:

Be it enacted by the Senate and General Assembly of the State of the State of New Jersey:

1. Any person owning, keeping or having the management or control of any bar, restaurant, cafe, or any other resort, or place where liquor is sold, or any employee thereof, who shall give, sell or procure the sale of liquor to or for the use of any person in uniform of officers or members of the military or naval forces of the United States, or shall give or serve liquor to any such person while in such uniform, in any such place or resort, shall be guilty of a misdemeanor; provided, however, that the provisions of this act shall not apply to the administration or prescribing of liquor by a licensed physician in necessary medical treatment, or any duly authorized purchases of army, navy or guard authorities.

2. This act shall take effect immediately.

Obs. Jan 11/19

SOLDIER LOSES WAR CROSS IN THEATRE

Sergeant C. Sonnicksen, temporarily stationed in Hoboken, was recently in the U. S. Theatre, Hoboken, when he lost his pocketbook. In it was a war decoration which he had received during his service in France.

Manager George J. Riester, of the U. S. Theatre, is very anxious to assist the soldier boy to recover his property and has requested the Hudson Observer to appeal to the public to assist him. The theatre was thoroughly searched after the performance when the purse was lost, but nothing was found.

In the purse, in addition to some money, was a French Croix de Guerre, and this it is that the soldier is particularly anxious to recover. It was bestowed on him for valor. He does not mind what becomes of the money so long as he is enabled to recover the cross.

Anyone having any information relative to the purse or its contents is requested to communicate with Manager Riester.

Dispatch Apr 28/19

HOBOKEN SOLDIER SENT TO ARIZONA

**Lieut. Davey Who Went to
France With 80th Div. Be-
comes Attached to Regulars**

Edwin Steinmetz, of 302 Hudson street, Hoboken, was mustered out of service on Friday and returned home from Camp Dix, where he has been stationed since his return from France.

Mr. Steinmetz informed his family that he was not ill a day during his stay abroad, although there were dozens of cases of the "flu" close by. He was located for quite a while at Brest, and helped in the decorating of that city for the President's arrival.

He and his comrades also helped build the railroad from Brest to Paris, and his chief recollection of that task is that the boys were always hungry. They would go out for their day's work with their food supply in their packs and before long would encounter some hungry looking old women or small children, and before the day was over most of the boys had given away the greater part of their rations and so would be decidedly hungry before they got back to camp.

He says that people over here should not complain of the deprivations they have felt because of the war, for no one who has not seen them can in the least realize the condition of some of the people of France.

J. C. S. July 10/19

WEST POINTERS VISIT HOBOKEN

**Class of 1921 is Stopping
There Until Leviathan
Sails For France.**

The snappiest looking lot of soldiery that those good folks of Hoboken who happened to be in the vicinity of the Lackwanna Ferry this morning have probably ever laid their eyes on outside of West Point, marched off the ferryboat Lackwanna when she had warped into her slip shortly after 10 o'clock. But the Point's rep. is not in danger, for every last one of the 277 of them happened to hail from just that particular military academy, of the graduating class of 1921. Sunday they sail aboard the Leviathan for France where they will report to General Pershing and from then on will supplement the military knowledge they received at the Point by first-hand information of how the Big War was fought on the battlefields of France, Belgium and elsewhere.

The class of 1921, which, in accordance with the practice of late, has been graduated a year ahead of time, arrived in New York on the Albany night boat this morning and was shortly afterwards shuttled over to Hoboken. They are all second lieutenants and are under the command of Lieut.-Col. G. R. Harrison.

The men will sleep aboard the Leviathan until Sunday and meanwhile will probably be given leave to "look the big town over" in the few days before the steamer sails.

Dispatch - Aug 4/19

MARINES' MASCOTS MAKE A MENAGERIE

**Dogs, Monkeys, Deer, Fox,
Donkey, Cat and Anteater
Included in Collection**

The George Washington resembled something like a menagerie when it arrived in Hoboken yesterday. Erected on the poop deck were fifty cages with animal mascots of the marines on board the transport. They included something like fifty dogs, wolf, Spitz, German and Belgian police, wolf and deer hounds, dachshunds, St. Bernard puppies and some crossbreeds.

Also there was a monkey, a donkey, a fox, three deer, a cat and an anteater.

When the transport left Brest there were two monkeys, but one got despondent because his brother had been completely deloused, and finding life lonely without the usual occupation, he slipped into the sea and "went West."

The anteater joined the marines five years ago in Nicaragua and has been with them through all the fighting in France. The donkey enlisted with the marines at Vera Cruz and held up the Liberty loans, and in addition gave he got half way on the gangplank and refused to either go up or down.

Obs. Aug 19/19

A YANKEE SERGEANT ADOPTS IRISH ORPHAN

Adopted by an American soldier after the British authorities had refused him a passport, Dermot Brophy O'Donnell, an Irish lad who was left an orphan as a result of the ill-fated rebellion in Dublin on Easter Monday, 1916, arrived in America yesterday. He came in aboard the transport President Grant. Chaplain Webster, U. S. A., took the lad, small and undeveloped and bearing the marks of suffering, in charge.

During the Irish rebellion, young Dermot said his home had been broken into by British soldiers. They had seized his father and mother and shot them down, he said. He was wounded in the head by a sharpshooter's bullet as he ran, and was confined for a long time to an Irish hospital, the lad said.

Dermot was adopted by Sergeant Major John Philip O'Donnell, his cousin, who came home last week with the 104th Infantry Regiment. O'Donnell is a Philadelphia newspaperman.

Obs. Mar 19/19

WAR HERO SHOULD NOT RECEIVE PUNISHMENT

Editor Hudson Observer:

"Dear Sir—In regard to the matter concerning a 'War Hero in Prison Garb,' stated in the Hudson Observer, would say that the party in question has my complete sympathy. In the first place, this soldier had no intention to act the part of a deserter, merely favoring another branch of the service than that in which he had enlisted.

Secondly, he has most assuredly done his share in the service of his country, and I believe, the same as many others, that we, as Americans, should not oppose him, but appreciate him instead. Why should he be deprived of all that he might otherwise enjoy in life while aliens and flackners as well as living in luxury?"

A. S. N.

Obs. July 5/19

BODY OF SAILOR IS REMOVED TO MORGUE

Charles Oliver Barnett, the sailor who was drowned on Thursday last, when the chair in which he was suspended over the side of the steamship Aeolus, lying at the Hoboken Army Piers, gave way, was a seaman, second class, employed on board the vessel.

He was scraping the side of the vessel when the ropes parted and he was dropped into the water. He was the only one on the chair at the time. Every effort was made to rescue the man, but the current carried him under the vessel and by the time his body was recovered he was dead. The body has been taken to Bosworth's Morgue.

Obs. Apr. 24/19

SOLDIER ENDS HIS LIFE IN A HOTEL

The body of Second Lieutenant Francis S. Wilson, of the Quartermasters' Corps, Hoboken, was found in the bathroom of his room in the Hotel Imperial, Thirty-first and Broadway, New York City, yesterday. A bullet was in his head, and a .45-calibre revolver was clenched in his hand.

On him was found an Elks' visiting card, showing that he came from Framingham, Mass. A bankbook showed deposits to his credit of \$661.

HUDSON DISPATCH,

SEPTEMBER 11, 1919.

SOLDIER KICKED BY A MULE WHILE IN CITY

Taken to St. Mary's Hospital
From First Street, Hoboken,
Early Last Evening

Zakar Zakaian, 32, a member of the Twenty-eighth Infantry of the First Division, who paraded in New York City yesterday, was kicked in the stomach by an army mule at First and Washington streets, Hoboken, and sustained internal injuries which might prove fatal.

Lieutenant Edward McFeely who was on detail in charge of the special traffic squad sent out on First street last night by Chief Patrick Hayes to handle the six hour movement of auto trucks and wagons of the First Division on their way through Hoboken to Washington, D. C., summoned the ambulance to the stricken soldier, while another member of the victim's company subdued the animal.

Dr. Mathews of Christ hospital, answered the summons in the ambulance and took the victim to St. Mary's hospital.

HUDSON OBSERVER,

DECEMBER 23, 1919.

TRANSPORT ENGINEERS KILLED IN EXPLOSION

The transport America, which docked on Sunday at Hoboken, brought back the bodies of the chief engineer and assistant engineer of the transport President Grant, killed some weeks ago when an explosion occurred on the President Grant on her last outward trip.

It was stated that the accident took place when the transport reached Halifax, and the bodies were taken off and put ashore there. The America picked them up on her incoming trip and brought them to Hoboken.

When the explosion took place, it was stated, the head of the chief engineer was blown off his shoulders, while the assistant engineer and several firemen were scalded severely by escaping steam.

A radio received at the Information Office, Hoboken, this morning, stated that the President Grant will arrive at Hoboken on Christmas Day. She sailed from Brest on December 11 with 651 soldiers.

Chief Engineer Pettigrew and Assistant Engineer O'Connor were the victims.

HUDSON DISPATCH,

JUNE 18, 1919.

SOLDIERS AND RELATIVES TO BE ASSISTED

Capt. Shaffer at Hoboken Piers
Will Aid Those Having Money
Due Them to Get It

WILL SAVE MUCH TIME
AND LABOR FOR ALL

The Bureau of War Risk Insurance at Washington is swamped with mail. They receive more mail per day than any other department of the United States, with the exception of the Post-office Department. Allotments of thousands of United States soldiers to relatives are in arrears, and the greatest difficulty is being experienced by the soldiers and their relatives in securing allotments due to them, which have not been paid by the Bureau and which are being held up because of the tons of mail which is cluttering up the Bureau in Washington consequent to the return and discharge of soldiers from the service.

In order to assist the discharged soldier and his relatives to money due

For Other Hoboken News See
Page Nine.

them by the Government through the War Risk Insurance Bureau, Captain Rexford Shaffer, at the Port of Embarkation headquarters at Hoboken, has been detailed to take charge personally of complaints of discharged soldiers, straighten out their difficulties and have their affairs adjusted and the money owing to them paid by the Government.

To get quick action on allotment arrears Captain Shaffer advises soldiers and their relatives not to write to the War Risk Insurance Bureau, as this will only delay action because in most cases it will be necessary for the Bureau to write to the allottee and ask for further information, causing more work at the Bureau and more delay.

"It will take perhaps a month for a discharged soldier to get through his information to the Bureau by communicating with it direct, whereas if he lays the information before me the case will be settled within a week," said Captain Shaffer yesterday in asking the Hudson Dispatch to make known to the public the objects of his office.

How to Do It.

A telephone message to Captain Shaffer at Hoboken 3000, extension 689, stating the information required in connection with the allotment will get immediate attention or the particulars can be mailed to Captain Shaffer. He personally attends to the matter, takes the batch of complaints to Washington and has the matter straightened out at once, with the result that the delinquent checks are mailed within a week to the proper parties.

"In urgent cases," said Captain Shaffer, "I telephone to Washington and have the information laid before the Bureau at once so that those in urgent need of the allotment money can have it mailed right away."

The heavy work entailed on the War Risk Insurance Bureau at this time is caused by the thousands of soldiers returning to this country and being discharged. They discover that their allotments have not been paid to their dependents and letters are immediately written to the Bureau. To many causes are laid the responsibility for the muddled state of affairs regarding allotments, but there is a sincere desire on the part of the Army to settle every claim as speedily as possible.

Obs. Aug 15/19

NAVY MAIL CLERK IS REPORTED MISSING

It became known in Hoboken today that a navy mail clerk, said by the naval authorities to be Private Leo Sherwood, a marine, has disappeared from his post in Hoboken. His postal accounts, it is said, have been found to be short to the extent of \$77.

Post office authorities are co-operating with the naval authorities in the search for Sherwood. It is said that he has "held out" on registered mail. It is alleged also that the marine received several loans prior to his disappearance.

Obs. Oct 1/19

RUMOR THAT OFFICER WAS SLASHED ON PIERS

Persistent rumors are in circulation in Hoboken to the effect that a petty officer on board a vessel lying at Pier 5, Hoboken, was severely slashed with a razor two nights ago, during some trouble with negro workers on the piers.

According to some of the reports, the trouble took place on the vessel, while other statements are to the effect that a fight took place on the open bulkhead at Pier 5. In every instance, however, the statements tally in alleging that a white officer was slashed with a razor wielded by a colored man.

There appears to be good grounds for believing that the ambulance was called from St. Mary's Hospital and that it left the piers at 12:20 yesterday morning. It went to New York City, but to which hospital has not been learned.

Military officials on the piers stated that they knew nothing about anything of the kind having taken place.

Sept 11/19
NEW YORK EVENING JOURNAL

DETECTIVE IN HOSPITAL; LEVIATHAN MAN FREED

Raymond Fitzgerald, twenty-seven, chief petty officer on the Leviathan, was discharged in Hoboken of a charge of felonious assault. Meanwhile, Timothy Corison, fifty-four, of No. 25 Sherman place, Jersey City, chief of the Hudson County Detective Agency, lies in a serious condition in a hospital.

The police allege he was attacked by Fitzgerald and Francis X. Dooling, twenty-one, a sailor on the Imperator. Dooling is held in \$3,000.

OBSERVER, THURSDAY EVENING, OCTOBER 23, 1919.

Steal Belongings Of Dead Soldiers

**Two Men Arrested at the Army Piers in Hoboken—
Arraigned Before Recorder, Heavily Fined and
Characterized as "Meanest Thieves."**

Raefael Delafayre of 410 Adams street, Hoboken, was this morning fined the maximum penalty of \$100 or ninety days in the penitentiary by Recorder Carsten of Hoboken for the theft of a soldier's kit from the Army piers. The kit belonged to a dead soldier and was among the unclaimed baggage lying at the piers. Yesterday afternoon Mayer Fayerman of 164 Broom street, New York City, was given a similar penalty for stealing two linen table-cloths, also the property of a dead soldier.

Both the men were charged with petty larceny. Recorder Carsten severely criticized the two, stating

that it was absolutely the meanest theft of which he had ever heard. Delafayre was arrested by Lester Galvin of Hoboken, who is a watchman on the piers and who observed the actions of the man.

It was explained that there is a quantity of baggage on the piers that had belonged to American soldiers who had died fighting in France. The two men had been seen in the vicinity of this baggage and when arrested the stolen goods were found in their possession. They had no explanations to offer as to why they took the goods.

In both cases the fines were paid by the prisoners.

OBSERVER, FRIDAY EVENING, NOVEMBER 14, 1919.

Steamship Steward Held As A Smuggler

Holland-American Line Employee is Trained by Custom's Man and Arrested After Visiting Jewelry Store—Arraigned in Hoboken

Frederick A. B. Stoetman, a steward, aged 23 years, employed on board the Holland-American steamship Rotterdam, was yesterday arraigned before U. S. Commissioner Samuel A. Besson, in Hoboken, and, after waiving examination, was held under \$2,500 bail for the Federal Grand Jury on a charge of smuggling.

It appears that the Customs Service has been greatly worried of late owing to the extent to which smuggling has grown in the past few months. It was known that diamonds and other valuables were coming into the country and were not paying duty. Stoetman was under suspicion and, when the Rotterdam docked in Hoboken this week, he was placed under close watch.

He was trailed from his vessel to his home at 173 West Ninety-third street, New York City. Next day

he returned to Rotterdam, and shortly afterwards left and went to the jewelry store conducted by Victor Cohen, 140 West Twenty-third street, New York City, where he offered diamonds for sale. As there was disagreement regarding the price, the man left the store to walk into the arms of P. J. Farley, a Customs agent, who placed him under arrest.

He was then arraigned before Special Deputy Collector H. C. Stuart in New York, to whom it is said that he admitted bringing the diamonds from Holland without paying the duty. The total value of the stones was about \$2,000. He was then turned over to the New Jersey authorities, as the offense took place in this state, and was locked up at Police Headquarters.

Later in the day he was arraigned before Commissioner Besson and held in \$2,500 bail as stated.

HUDSON OBSERVER,

NOVEMBER 24, 1919.

THEFT EPIDEMIC ON LOCAL ARMY PIERS

Judging by the number of arrests that have taken place of late there appears to have been an epidemic of thefts on the Hoboken Army Piers. This morning eight men were charged with thefts, the articles alleged to have been stolen ranging from a pair of shoes to a set of tools and an officer's overcoat.

In many of the cases there was a lack of positive evidence as to the men charged having actually stolen the articles. These cases were put back for further consideration. In another case the accused man stated that he had purchased the articles from an officer and he was also remanded till tomorrow in order to test the truth of the statement.

SEPTEMBER 29, 1919.

DISPATCH, MONDAY

BELGIAN CROSS WINNER AGAIN HELD FOR THEFT

**Fined Recently Upon Charge of
Having Taken Shirts From
Army Piers in Hoboken**

**NOW ARMY OFFICER
MAKES THE CHARGE**

There is one man in Hoboken who is apparently indifferent to the bestowals of national or local governments and who refuses to draw a lesson therefrom. He is Francois Claeysenes, 34, of 202 River street, a former Belgian soldier. During the war Claeysenes was presented with a Belgian War Cross for his faithful services throughout the conflict. He came to America and went to work as a longshoreman on the army piers.

Last week an official of Hoboken's local government made another presentation to Claeysenes. But this one was different. The official was Recorder Carsten, who bestowed upon the Belgian a fine of \$50 for stealing a number of army shirts from the piers. It is not known if Claeysenes "hocked" his War Cross to secure the money, but he paid the fine nevertheless.

Again Arrested.

However, the Belgian must have depended upon his reputation as a war hero to obtain for him immunity from the tentacles of the law. In this he was sadly mistaken, for on Saturday Lieut. Tauckus of the U. S. army police discovered three adding machines, a thermometer and a number of pairs of gloves missing from the section in which Claeysenes worked on Pier 3.

This time the Belgian had an accomplice, according to the authorities. He is Pasquale Crione, 34, of 202 Grand street, Hoboken. Both men were arrested on charges of larceny.

It is predicted by the police that should Claeysenes be found guilty of the new charge he will be presented with a gift the nature of which will give him considerable opportunity for meditation upon the strictness of American laws, war heroes or no war heroes.

HUDSON OBSERVER,

SEPTEMBER 29, 1919.

WAR AND HERO MEDAL WINNER AGAIN HELD

Francois Claessenes of 202 River street, a worker on the Hoboken army piers, who received a medal from the Belgian government on his release from a German prison camp, and the Carnegie Hero Medal with \$1,000 for gallantry in saving life under exceptional circumstances, is again in trouble with the police.

Last week he was before the Recorder charged with the theft of six shirts. He was then fined 50, which was paid. This morning he made another appearance charged with the theft of several articles of value from the piers. Pasquale Crione of 202 Grand street is charged with being concerned in the theft also.

The military authorities this morning requested that the hearing be put over till tomorrow morning as they had reason to believe new evidence would be secured in the meantime. Recorder Carsten granted this request, and adjourned the case until tomorrow morning.

SAILOR HELD FOR "PROFITEERING" ON A TRANSPORT

Sold Army Supplies to Soldiers at High Prices, Is Charge.

One of the first cases of its kind was heard before United States Commissioner Edward R. Stanton in Hoboken yesterday when Charles Paludan, chief boatswain of the civilian crew of the United States Army transport Siboney, was charged with converting to his own uses property of the United States Government and selling the same for his own profit. He was held in \$2,500 bail for the action of the Federal Grand Jury.

The Siboney docked in Hoboken on her latest westward trip on November 26, bringing with her the 306th Military Police. Among the members of this unit were Captain Bertram Frankenberg, Corp. Peter Warren and Sergeant William Veron. Corporal Warren came to Hoboken to testify in the case from Fall River, Mass., and the other two soldiers from Washington, D. C.

All three witnesses stated that they had been given to understand that the Government had provided a

quantity of ice cream and oranges for the troops on board the transport and that these were to be distributed without charge to the men. They said, however, that it was not possible to secure these on the vessel without buying them from Paludan.

The witnesses stated that Paludan charged \$1 per quart for the ice cream and 25 cents for an orange. All of the witnesses testified that they had themselves made purchases of both ice cream and oranges from Paludan at the prices mentioned. They added that there were very many other soldiers on board the Siboney who had been forced to do the same, but that most of these were unable to get to Hoboken to testify.

Captain Frankenberg stated that it was not the actual value of the things that mattered so much as the principle. He said that he himself had purchased oranges and ice cream to the value of \$2 from the prisoner, and that it had cost him much more than that to come from Washington to testify, but that he was determined that the matter would be thoroughly ventilated and that justice would be done.

Commissioner Stanton severely criticised the man, saying that if the charges were proven there was no punishment that would be too severe for him. He was, said the Commissioner, accused of the worst kind of profiteering that he had yet heard of, and he trusted that the Federal courts would sift the case to the bottom.

HUDSON DISPATCH,

NOVEMBER 24, 1919.

MANY THEFTS AT ARMY PIERS LEAD TO ARREST

Eight Men Taken Into Custody Will Be Arraigned Before Recorder in Hoboken Today.

The army piers at the Port of Embarkation have been experiencing a veritable epidemic of petty thefts within the past few weeks. Almost daily the watchmen and officers of the military guard have been bringing in laborers and seamen for stealing articles from the warehouses on the piers. Saturday eight men were arrested by the military authorities, in conjunction with Patrolman Weeks, and charged with petty larceny. They will be tried before Recorder Carsten today. Their names are:

John A. Jockins, 30, 460 West Twenty-fifth street, New York City; Henry Janssen, 26, same address; Muret Baker, 17, Bayridge, Brooklyn; Theodore Buhm, of 1814 Park avenue, Brooklyn; Frank Teavy, 26, 13 Hamilton avenue, Brooklyn; George Jangmann, 19, of 18 Leonard street, Jersey City; Frank S. Thomas, 18, of Philadelphia, and Frank Pimentan, 29, of 20 Union street, Brooklyn.

HUDSON OBSERVER,

DECEMBER 6, 1919.

HELD FOR THEFT OF DEAD MAN'S BELONGINGS

Frank Blaskewitz, 35 years old, employed on the Hoboken Army piers and residing at 438 Grove street, Jersey City, was this morning charged with petty larceny in Hoboken. It was alleged that he had stolen a number of small articles from the piers, belongings of dead soldiers.

He stated that he had a wife and four children and Recorder Carsten put the case over to Monday, in order to test his assertions.

HUDSON OBSERVER,

OCTOBER 13, 1919.

ARMY LIEUTENANT IN PIER THEFT CASE

Following a lengthy hearing before United States Commissioner E. R. Stanton in Hoboken, an adjournment of two weeks in the army blanket theft case was granted in order that further evidence against the defendants might be secured. The case involved a series of thefts from the Army Piers in Hoboken.

One of the defendants was a young lieutenant, a Regular Army man, three years in the service. He is Lieutenant Edward Lawless, Q. M. C. John Rice, a checker on the piers, was another defendant, and the name of Frank P. Mildrum, also an employe on the Army Piers, was mentioned in the testimony. It is likely that Mildrum will also be named as one of the defendants in the case.

Former Judge Mark A. Sullivan appeared for the defense. The case for the government was in the hands of Major Lee of the Judge Advocate's Department, and Joseph F. Holmes, Department of Justice, who made the arrests with Lieutenant Fauckus of the Military Police.

Lieutenant Lawless denied all complicity in the theft of the blankets. Bail of \$2,500 has been fixed for each of the other defendants. More than a score of men were present at the hearing. Many of them wore a worried look for they had purchased some of the blankets.

HUDSON DISPATCH,

AUGUST 18, 1919.

ARREST SAILOR FOR THEFT OF CLOTHING

Paul Betancourt, 19, a fireman on the U. S. S. Liberty, was arrested at Washington and Newark streets, Hoboken, Saturday, by Detective Sergeant Joseph Cornelli on a charge of grand larceny. He will be arraigned before Recorder Carsten this morning.

It is alleged he stole a suit of clothes belonging to another sailor on the Liberty and went off with them. There was \$50 in a pocket of the victim's clothes that were stolen.

Obs. Apr. 12/19

Wants Army Job.
Editor Hudson Observer.

For the past six months I have been employed in the Quartermaster Corps at the Port of Embarkation. Since the government has called for 50,000 volunteers to relieve some of the men in the A. E. F., I have been wondering if there is any possibility of a girl, 19 years of age, being able to go over to take the place of a quartermaster man who is anxious to be discharged. Any information you may give me on this subject will greatly oblige.

(Miss) MAYBELLE FLYNN.
Apply to Captain E. S. Murphy, Information Officer, Army Piers, Hoboken, who will supply the necessary information.—Ed.

HUDSON OBSERVER,

JANUARY 17, 1919

SOLDIER AVOIDS CHILD AND IS HURT HIMSELF

Corporal Galvin McKinney, 22 years old, a member of the Motor Transport Corps, stationed in Hoboken, swerved his motorcycle to one side yesterday to avoid a child crossing at Seventh and Clinton streets. Hoboken, and hit a truck owned by R. Doughty. The motorcycle was badly damaged. McKinney was thrown over the handlebars and sustained injuries to the scalp and left leg. He was taken for treatment to St. Mary's Hospital in an automobile.

HUDSON OBSERVER,

JULY 1, 1919.

SPEEDING ARMY DRIVERS BLAME THEIR OFFICERS

Director of Public Safety B. N. McFeely, of Hoboken, and Chief of Police Hayes are taking a determined stand against the violations of the traffic laws they alleged are committed by the drivers of army trucks and automobiles.

The police department has of late been in receipt of scores of complaints regarding the manner in which army trucks and autos are being operated in the city. Not only are they frequently violating the speed laws, but they are also accused of driving late at night with an open exhaust, making a terrific racket, often during the small hours of the morning.

"We are not desirous," said Director McFeely, "of getting any man into trouble with his superiors, but we have to consider the safety of the citizens and their comfort first. We have received so many complaints regarding this matter that it is absolutely essential to put an end to it, and we have instructed the traffic officers to arrest every driver who is violating the law."

The complaints have been received from residents along Hudson street, Garden street and Park avenue, in particular. It is stated that in many instances the speed of the army vehicles is dangerous to the people using these streets, while the racket made at night often makes sleep impossible.

Regarding the speeding some of the drivers state that they are not responsible. They have informed the police that in many cases when an officer is with them the officer tells them to go faster and, as they are under the orders of the officers, they have to do so. Some of the men have asked the police to apprehend the officers so that the right parties might be held responsible.

The drivers also state that they are often sent out with a truck that is not equipped with a muffler and that they are not, therefore, responsible for the noise.

The Hoboken police, however, will put a stop to the violations, no matter who is responsible.

OBSERVER, FRIDAY EVENING, JULY 11, 1919.

Soldier, Alleged Murderer, Is Held

Placed Under Arrest on Leaving Transport — Accused
of Killing Indiana Grocer — Joined the Army
and Went to France.

Private Henry H. Rowe, 34 years old, of the Headquarters Company, 15th Field Artillery, was taken into custody at the Army Piers, last evening. Acting Detective William Christie, of Hoboken Police Headquarters, and Detective Sergeants Walter Kavanaugh and Roy Kabill, of Fort Wayne, Ind.

Information was received at Police Headquarters some time ago of the Murder in Indiana of Joseph Parrant, on January 15, 1917. It was later stated that the man wanted for the murder had joined the army and information sent to France led to the arrest in France of Rowe, who was sent back on General Pershing's orders.

Rowe arrived back on the transport Von Steuben. He was transferred to the military prison to await identification and extradition papers. Yesterday the two officers from Indiana arrived and they went with Acting Detective Christie to the Army Piers, where they identified Rowe as the man wanted for the murder of Parrant.

The Indiana officers stated that Parrant was a wealthy grocer at Fort Wayne and was in his store late at night when Rowe entered. After asking for a can of beans, he attempted to hold up Parrant. When the latter showed fight Rowe, it is alleged, shot him dead.

Rowe protests his innocence and swears that he knows nothing about the murder.

HUDSON OBSERVER,

JULY 19, 1919.

TWO SOLDIERS ARE HELD FOR MURDERS

Among the fifty prisoners brought back on board the transport Northern Pacific, which docked at Hoboken yesterday, were two men accused of murder. One of these is Gabriel Lee, colored, wanted by Sheriff Joseph Desormes, of Pointe Coupee Parish, New Rocks, Louisiana.

Lee, it is stated, killed Isiah Foster following a quarrel that arose during a crap game. After the killing he is said to have fled the place, joined the army and went overseas. He was arrested in France after the signing of the armistice and was brought back yesterday as a military prisoner.

He was turned over to Sheriff Desormes and Acting Detective William Christie, of Hoboken police headquarters, and is detained at police headquarters awaiting the necessary papers for his extradition to Louisiana.

Another prisoner was also brought back on board the same transport. His name did not transpire, but it was stated that he had killed his major at the front, and that as a result he had been tried by court martial and sentenced to fifty years' imprisonment. The man was in the Fifth Division.

HUDSON DISPATCH,

JULY 24, 1919.

EX-SOLDIER IS TOO FOND OF JOY RIDING

Takes Out Army Truck in Hoboken Once Too Often; Arraigned Today

His fondness for joy riding was responsible last night for the arrest of Frank Meissner, 19 years old, of 713 Park avenue, Hoboken, on complaint of Sergeant Herold, of the United States Army, and who lives at 202 Pavonia avenue, Jersey City. The young man was taken into custody at police headquarters.

Despite his age, Meissner has considerable experience as a soldier, first enlisting in the service three years ago. He was in the service during the recent war, and although discharged sometime ago, made it a practice of appearing on the street in his uniform.

It was the uniform he wore that made it easy for him to take out one of the army trucks for his own amusement until Sergeant Herold finally got wise to him and last night he was arrested.

Meissner was booked on a charge of disorderly conduct, but he will be called upon to answer for taking an automobile out without permission this morning when he is arraigned before Recorder Carsten.

DISPATCH, THURSDAY MORNING, JULY 31, 1919.

Charged With Wearing Uniform Illegally, Hoboken Man Comes To Court With It; "All He Had"

When the names of Frank Osuna of 212 Madison street, Hoboken, and Joseph Polinsky, alias Elmer Wolstead, of 750 East 136th street, New York, were called in the Federal District Court at Newark yesterday to answer to charges of wearing the uniform of the United States Army unlawfully. Judge Lynch was perceptibly surprised as the two men stepped before him clad as soldiers.

After the charges had been read and they were asked if they would plead

guilty or not guilty, the two men acknowledged that they were illegally wearing the uniforms but declared that they were not doing it for purposes of fraud, but as a matter of necessity.

"Why do you continue to wear the uniforms when you know it is against the law?" asked the Court.

"Your Honor, they're all we got," responded Osuna. "We don't own any more suits." The men will be sentenced within a few days.

Soldier Arrested, To Face An Old Charge

Heights Man Back from France Promptly Nabbed on a Federal Warrant Charging Complicity in Erie Box Car Thefts—Will Be Tried in Trenton.

After seventeen months of service, fourteen of which were spent in muddy France, Victor Corman, 26 years old, of 591 Tonnele avenue, Jersey City, returned to find that during the entire period of his absence, sleuths had been sitting by waiting his appearance to bring him to trial for the alleged theft of some silk stockings.

Corman was a brakeman employed by the Erie Railroad. During the month of February, 1918, a freight car in the Croxton yards of the Erie was entered and a number of pairs of silk stockings were stolen. The Erie Railroad detectives were employed upon the case.

In March, 1918, Corman entered the military service. Two months later he sailed overseas with the Sixty-seventh Division. He served with this division in various capacities and branches and remained fourteen months in France.

Filled with the joy of homecoming and the new found freedom from discipline and repression, the returned soldier was beginning to see life in a more pleasing light than that which had illuminated his world for many months, when suddenly clouds appeared.

The detectives who have been tracing silk stockings and other stolen and allegedly stolen properties from box cars during all these months did not lose sight of the case to which they were assigned eighteen months ago. In some manner they connected Corman with the crime and yesterday he was taken into custody by Detective Gannon of the Jersey City Bureau, who was ordered to make the arrest under the Federal warrant issued by Justice J. Warren Davis. Corman will be taken to Trenton for trial.

ARMY MOTOR TRUCK CHAUFFEURS ARRESTED

Police of the Second Precinct in Hoboken are continuing their crusade against motor vehicle law violators, particularly chauffeurs of army motor trucks who drive through the streets in the upper section of the city with their cutouts open. Last night three arrests for this offense were made by Patrolmen C. Winters and Beronio. The prisoners were Carl Romano, 25; Lawrence Freeman, aged 19, and James McGowan, 31, all members of the Motor Transport Corps, U. S. A. They were taken into custody on upper Hudson street. An additional charge of reckless driving was preferred against Freeman, Beronio charging that he was speeding and driving his truck in and out of the maze of traffic in daring fashion.

All three soldiers were paroled in the custody of their superior officers pending a hearing before Recorder Carsten. The police say they are not to blame, for the motor trucks of the Government are not equipped with mufflers.

HUDSON OBSERVER,

AUGUST 12, 1919.

ARMY AUTO TRUCKS IN SERIOUS MISHAP

Four automobiles, two of them big army motor trucks, figured in a peculiar accident last night at Second and Washington streets, Hoboken. No one was hurt, fortunately. Two arrests were made.

The two army trucks, piloted by Privates Thomas Olive, 19 years old, and Henry Miller, 19, both members of the Motor Transport Corps, and stationed at the Bush Terminal, Brooklyn, were going north on Washington street, when at Second street one of them swerved slightly. The other truck, directly behind, crashed into the front wheel of the leading automobile, forcing it against the curb.

Two empty jitneys standing there were crushed by the automobile trucks, one of them being totally wrecked.

Herman Otten, of 1112 Park avenue, and Charles Schneider, of 156 Sixth street, were the jitney men. Otten's car suffered most.

All participants in the accident were taken to Police Headquarters by Patrolman Lamardo. There Otten preferred a charge of reckless driving against the two soldier chauffeurs. They were booked by Lieutenant Owen Kilduff and were later paroled in the custody of a superior officer pending their arraignment before Recorder Carsten.

GOES A. W. O. L. FROM DOCKS AT HOBOKEN

Soldier With French Helmet and Muddy Uniform Picked Up by Police

Wearing a French french helmet and his uniform considerably muddy and stained Private Martin Warren, 32, attached to the 122nd Artillery was found in the upper section of Hoboken walking around attracting considerable attention.

Acting Detective William Christie decided to look the stranger over and after questioning him agreed that a trip to the police station would not be out of the way.

Private Warren admitted that he was A. W. O. L. and arrived in Hoboken on the Santa Paula the other day. He said he came over with a casual company, had been in France for a year, was gassed, and when the company reached the docks in Hoboken he decided to look over the big city.

Just how he did it has not been explained but he claims that instead of going to camp with his company he walked out of the piers and took a look around. His home is in Chicago. He was taken to the headquarters of the Thirteenth Infantry on River street.

ARMY TRUCKS CRASH; WRECK TWO JITNEYS

Big Machines Come Together in Hoboken and Run Into Fords at Curb

Two army auto trucks in collision at Second and Washington streets, Hoboken, last night crashed into to jitneys standing in front of 205 Washington street. Both jitneys were wrecked completely, breaking them almost in two.

The army trucks, one driven by Private Thomas Olive and the other by Harry Miller, both of the Bush Terminal station, were going north on Washington street when they sideswiped and the force of the collision sent them both crashing into the jitneys drawn up at the curb.

Charles Schneider of 156 Sixth street and Henry Otten of 1112 Park avenue, Hoboken, are the owners of the two jitneys. Fortunately they were not in the machies at the time or they would have been seriously injured.

HUDSON OBSERVER,

AUGUST 14, 1919.

SOLDIER ACCUSED OF TAKING FRENCH LEAVE

Alleging that he had taken French leave of his regiment, acting Detective William Christie, of the Second Precinct, yesterday arrested at Eleventh and Washington streets, Hoboken, Private Martin Warren, 32 years old, a member of the 122d Field Artillery Regiment, Second Division. Warren was taken to Police Headquarters after being booked by Sergeant Kruse and was turned over later to Lieutenant Bennett, of the Military Police.

Warren declared that his regiment had been mustered out. He denied that he was a deserter. Christie claimed, however, that Warren had walked off the pier after the arrival of the transport on which he was a passenger and had not rejoined his regiment. The soldier carried a helmet and other souvenirs of his overseas service.

ARMY OFFICERS RESENT POLICE CONTROL OF ACTS

Major Makes Vigorous Defense
of Lieutenant Who Acted in
Disorderly Manner

COURT FINES ACCUSED
TWENTY-FIVE DOLLARS

After listening for over half an hour to a discourse on what an army officer can do and what he must not do in war times by a major of the United States Army, who was defending a lieutenant arrested by the Hoboken police on a charge of being a disorderly person and abusing a police officer, Recorder Carsten fined Lieut. August Martin, U. S. Army, \$25.

It was the same Lieut. Martin, who on Sunday night was arrested by Patrolman Patrick Lane at the Fourteenth Street ferry on a charge of being a disorderly person. The same officer of the United States Army who, Patrolman Lane alleged called him an "Irish Mug."

Lieut. Martin after having been jailed at the Second Precinct and later transferred in the patrol wagon to police headquarters and there released on his own word that he would appear in court before Recorder Carsten yesterday morning.

When the case against Lieut. Martin, who is stationed at Nineteenth street and Avenue A., New York City, was called in court, the defendant failed to respond.

Recorder Carsten telephoned to the officer's station and got in touch with the major in command. He proved to be Major H. H. Lawson, U. S. A.

The Major's Say.

Major Lawson informed the Recorder over the telephone that under no circumstances would he allow Lieut. Martin to appear in the Hoboken court, as the civil authorities had nothing whatever to do with army officers in time of war.

"Perhaps that you are not aware that Lieut. Martin was only allowed on his word as a soldier and a gentleman that he would appear in court today," said the Recorder. The major replied that a soldier always kept his word, and as a result Lieut. Martin appeared in the Recorder's Court yesterday forenoon accompanied by Major Lawson.

On appearing in court, Major Lawson said that he refused to turn Lieut. Martin over to the jurisdiction of the civil authorities for trial, stating that officer was under army orders at the time and was answerable only to his superior officers in the army.

The Recorder's Say.

"The court is not asking you Major to turn the prisoner over to us," replied Recorder Carsten. "This man is already in our custody and his trial is going on," and go on it did, the objections of the army major notwithstanding.

Patrolman Lane was placed on the stand and recited the testimony against Lieut. Martin, which was to the effect that he had refused to stop when ordered to by Mr. McDermott, the gateman of the Lackawann ferries at Fourteenth street, and ran his motorcycle into the passengers leaving the ferryboat, a violation of the rules of the ferry. McDermott also testified and said that when he put his hand on the officer and told him to stop, Lieut. Martin swung for his back pocket as if to pull a revolver.

Patrolman Lane said that the Army man abused him and called him an "Irish Mug."

Major Lawson was asked if he wished the opportunity to cross question the witness. He demurred for a while

and later asked several questions, but did not make any point.

Addressing the court later, Major Lawson said that the civil authorities had no jurisdiction in the case. Lieut. Martin and another officer as couriers of the United States Army were sent to New Jersey to deliver important messages. Their instruction are to pay no attention to traffic rules while the United States is in a state of war.

"The only mistake Lieut. Martin made," continued the Major, "and it was a very serious and grave error, was that he deserted his motorcycle, the property of the United States. He should have compelled the policemen to take him and his motorcycle to the police station in the patrol wagon or to allow him to ride it to the police station. Another mistake he made was when the gateman placed his hands on his shoulder he should have summoned the policeman and had the gateman placed under arrest."

Recorder Carsten after hearing the evidence and the Major's speech on the rights of army officers said the evidence showed that the law had been violated and he fined Lieut. Martin \$25.

When Martin was on the stand he admitted that he lost his temper and called the policeman an "Irish Rogue," but he denied that he had called him an "Irish Mug."

Major Lawson immediately announced that he was going to take the case before the Federal authorities and got in touch with the U. S. District Attorney in New York, and made an appointment with him to take up the matter.

And to Patrolman Lane, who was standing in court after the seance, just smiling all over, the lieutenant said:

"This case is going to cost you a great deal more than \$25, young man, and don't you forget it."

CHAUFFEUR REFUSES TO LEAVE ARMY TRUCK

Joseph Weirenga, of 220 Pavonia avenue, Jersey City, chauffeur of an army truck, refused to get off his truck at Newark and Bloomfield streets when requested to do so by Patrolman William Delaney, of Hoboken Police Headquarters, this morning. The chauffeur was asked to drive to headquarters, when he refused to give his name and address to Delaney following a collision between the truck and a Passaic trolley at Second and Madison streets.

The soldier became insolent, but did consent to drive around to police headquarters. When there he said he would not get off the truck; that if they wanted to talk with him, they would have to come outside. He said he was acting under orders in not leaving his truck.

Lieutenant Joseph Clark went to the assistance of Delaney, and in short order the chauffeur was in headquarters. There he gave his name and address to Lieutenant Gutheil, and was paroled by order of Recorder Carsten.

Mrs. De L'Vice, of 606 First street, was slightly injured in the collision. She was a passenger in the trolley, but was able to proceed to her home without medical attention.

HUDSON OBSERVER,

SEPTEMBER 2, 1919.

ANOTHER ARMY AUTO DRIVER IS ARRESTED

Carl Cale, 23 years old, a private in the Motor Transport Corps, was arrested last night by County Officer James F. Murray at Thirteenth street and Park avenue on a charge of violating the motor vehicle laws, speeding, and being disorderly. Murray had quite a time trying to get Cale to the Second Precinct.

DISPATCH, MONDAY

DECEMBER 22, 1919.

Army Auto Is Stolen.

Lieutenant Haynes of the U. S. Motor Transportation Corps in Hoboken reported to the Hoboken police Saturday that an army delivery auto was stolen from Pier 4 at 9 o'clock Saturday morning. The machine was a Dodge and was painted olive drab. A general alarm was sent out by Lieutenant O'Donohue of the automobile squad.

HUDSON OBSERVER,

DECEMBER 22, 1919.

An army delivery automobile—a Dodge, painted olive drab—was stolen on Saturday from in front of Pier 4. Lieutenant Haynes, of the Motor Transport Corps, notified the police of the theft of the machine and a general alarm for the thief was sent out.

AUGUST 25, 1919.

DISPATCH, MONDAY

ARMY CARS RUINED IN FIRE EARLY YESTERDAY

Twenty Cars of Various Types in Old Hexamer Garage — Once Scene of Big Fire — Burn Before Firemen Can Master Blaze, Which Started During Early Morning Hours.

MAJOR CRAIG AND MEN MAKE INVESTIGATION

Over \$6,000 damage was done to twenty army automobiles in the Motor Transport Corps garage at 217, 219 and 221 Hudson street, Hoboken, when a fire broke out yesterday in the northeast corner of the building.

It was shortly after 4 o'clock in the morning when an alarm was sent in from box 12 at Second and River streets. The building, formerly Hexamer's garage and owned by the estate of Philip Hexamer, was taken over by the Army over a year ago, and there were three floors crowded with ambulances and automobiles when the fire broke out.

Just what started the blaze is not known. Major Craig, head of the Army Intelligence in the Port of Embarkation, is conducting an investigation into the cause of the blaze.

When the first of the fire department apparatus arrived on the scene the captain in charge sent in a second alarm as some ten to fifteen automobiles were blazing.

Speedy work on the part of the firemen in addition to the efforts of the soldiers who were hurried to the fire, checked the flames, and within an hour the blaze had been extinguished before it had an opportunity of getting to the gasoline tanks of the cars stored in the garage.

There were twenty ambulances and twenty-five cars on the first and second floors and a similar number on the upper floor of the building. The fire was confined to the first floor, and only the tops and upholstery of some nineteen or twenty cars were burned.

Hexamer's was the scene of a disastrous blaze five years ago when the place was totally wrecked by flames. The speedy action of the fire department and the readiness with which the firemen plunged into the building which was seething with danger prevented another disastrous conflagration yesterday.

Director of Public Safety Bernard N. McFeely who was home at the time, and hearing of the second alarm fire on Hudson street, hurried to the scene and was gratified at the efficient manner in which the members of his department handled the situation under the able direction of Assistant Chief Keller and Battalion Chief Kennedy.

Fire Chief John J. Gilday appeared at the fire later and took charge of the work.

Many In Danger.

The flames at one time, looked as if they would spread to the entire block. Patrolman Dennis Leahy who sent in the first alarm, with other officers had to rout out the families living at 116 River street, directly in the rear of the garage.

Some of these families were so fast asleep the policemen had to break down the doors to get to the inmates and take them out of their rooms.

When the fire started there were 140 soldier chauffeurs sleeping on the second floor of the garage building. They had to be taken out by ladders, Patrolmen McGarvey and Leahy assisting the firemen in getting the soldiers from danger.

For a time it looked as if the flames would get beyond the firemen and it was then a second alarm was sent in, but three lines of hose were gotten into play from the top of the K. of C. building on River street, and when the water really got to the flames, they were put out in short order.

Captain Thomas Garrick was in charge of the police detail at the fire.

OCTOBER 21, 1919.

HUDSON OBSERVER, TUESDAY

LAD ON SEAS WITH HIS SOLDIER DAD

That the big heart of General David B. Shanks, stationed at Hoboken, is filled with the milk of human kindness, was demonstrated a few days ago when he secured transportation for Stanley Pechard, a motherless boy of seven years. The father of the boy is a regular in the U. S. Army, and was a member of Headquarters Company, 50th Infantry, stationed at Camp Dix.

When the company was ordered overseas for duty in Silesia and scheduled to sail on the U. S. General Grant, October 17, the father was in a quandary about the lad, who had been with him at many different camps since the death of the boy's mother, which occurred when he was two and one-half years old. He was without a relative or friend in this country, but the boy had two paternal aunts in Silesia who would be willing to care for him if he could be taken to them.

Major Lamson, at Camp Dix, telephoned Mrs. James A. McMullen, chairman of Home Service Section, American Red Cross. She went to General Shanks at Hoboken. The General promised to take the matter up with the military authorities at Washington, D. C.

Two hours later he called Mrs. McMullen, assuring her that her request would be granted.

The boy was brought from Camp Dix to Hoboken and placed in the care of Mrs. McMullen, stopping at her home that night, and the next morning he was taken to General Shanks' office. Although only seven, he wore the full uniform of an army captain. He stood at attention and saluted General Shanks, and the General gravely returned the salute.

Then General Shanks tendered the use of his own military car to the boy, his father and Mrs. McMullen, to expedite the matter of Stanley's legal transportation. Accompanied by an officer, they hurried to the U. S. Custom House to secure his passports and have his photos taken, and then to the office of the French Consul on Pier 57, North River, for approval.

The boy signed his own passports in a good handwriting. On returning to Hoboken he was then turned over to the Identification Bureau and photographed, received his transportation papers, and sailed on the General Grant, his arms filled with toys, candies and other presents.

HUDSON DISPATCH,

AUGUST 29, 1919.

TRANSPORT CREW SAY THEY GOT BAD FOOD

Claim They Made Formal Complaint But Executive Officer Denies Knowing It

Perhaps the first complaint ever voiced by a crew of returning transport came from the seamen of the Harrisburg, which reached Hoboken yesterday. They were unanimous in declaring that the food served them on this trip was so bad that they could not eat it.

They complained through the regular channels, they declared, but got no satisfaction. Mr. R. V. Tillett, the executive officer, said he had not heard of any complaints, and he did not care what the men said.

HUDSON OBSERVER, SATURDAY

EVENING, AUGUST 30, 1919.

DENIES REPORTS OF POOR FOOD ON SHIPS

Captain S. Smyser, Ordnance Department, U. S. A., in command of the troops on board the transport Harrisburg, which docked at Hoboken on Thursday afternoon, denies the stories alleging that poor food was served on the trip. There were ample accommodations for all of the men, he declared to a representative of the Hudson Observer, after reading one of the stories, and good and sufficient food for all.

Concerning the French brides, one of whom is said to have held her nose between two fingers when asked her opinion of the food, he declared that they had no cause to complain. "They traveled first class," he declared, "and received first class meals." In his official report the captain states, in part, as follows:

"Mess arrangements for both officers and enlisted men were satisfactory and the food was also satisfactory, both as to quality and quantity."

"The navy personnel is to be most highly congratulated for the uniform courtesy extended to those on board. There were a number of difficult situations which arose during the voyage which, although of rather minor importance, required tact and diplomacy on the part of the naval officers, and in every instance they were fully equal to the emergency."

Captain Smyser declared that it was altogether unfair to those in charge on board the ship to take for granted such statements as were published without endeavoring to verify them.

HUDSON OBSERVER,

DECEMBER 23, 1919.

STATEMENT ISSUED BY GENERAL SHANKS

In connection with the trouble on board the America the following statement was issued yesterday by General Shanks:

"There was no mutiny. No shots were fired and no one was wounded. The trouble with the crew of the America was of two kinds: First, failure of certain members of the crew to obey instructions prohibiting shore liberty at Brest; second, pilfering of ship's stores and cargo."

THE JERSEY JOURNAL,

DECEMBER 26, 1919.

NEW PROBE IN "NAVY" MUTINY

Twelve of Thirteen Members
of America's Crew Freed
From Brig.

Twelve members of the civilian crew of the transport America, who were put in the ship's brig at Brest after a "mutiny," have been released by order of Major-General David C. Shanks, commander of the port of embarkation.

General Shanks, on the vessel's arrival here, ordered an investigation of the alleged mutiny. In an official communication he notified Washington that no mutiny had taken place, although there had been rifling of ship's stores and an attempt by certain members of the crew to take more leave against orders.

It was said that General Shanks and Col. H. K. Taylor, who directed the investigation, considered three weeks' imprisonment in the brig sufficient punishment for the part the dozen had taken in disorder and stealing. A thirteenth man, William Calkins, was held for arraignment before United States Commissioner Stanton on a charge of larceny.

Commissioner Stanton said that while army and navy officials had completed their investigation, "there will be another investigation made by the government, which probably will not be finished for several days." He did not indicate the nature of the new investigation. Commissioner Stanton today committed Calkins to the County Jail to await trial. He is suspected of belonging to the I. W. W. and is accused of several charges.

HUDSON OBSERVER,

AUGUST 29, 1919.

COMPLAINTS ON FOOD IGNORED BY SHIP'S OFFICERS

Protesting Service Men Say
Their "Kicks" Met With
Threats.

The last trip of the transport Harrisburg, formerly the American liner Philadelphia, that ended yesterday afternoon when the boat tied up at

Pier 2, Hoboken, will long be remembered by those who made the trip from Brest, principally because of the character of the food served. Naval and army officers, brides, soldiers and others say they will lay the matter before the proper authorities and endeavor to have an investigation.

One of the little French brides when asked about the food, said nothing, but plainly indicated what she thought of it by holding her nose between two fingers. Others said the food at times was so bad that it was impossible to eat it, and those who did eat it were made ill. Many threw the stuff overboard, they said. The "complaint box" on the ship received 240 complaints of the bad food. When some of the men went into the kitchen to protest to the quartermaster, they said they were told to get out quickly and "keep your mouth shut" or they would be "thrown into the brig" and receive dishonorable discharges.

Lieutenant Commander R. V. Tillett, executive officer of the ship, said no complaints had been made to him about the food, but he admitted that he had not looked into the "complaint box" during the trip. "It's our last trip and you can print anything you like about the food. I don't care," said Lieut. Tillett to a newspaper man at the dock in Hoboken.

On board the transport were 827 army personnel and casualties, including 55 casual officers, 96 soldiers' wives, seven officers' wives, 14 officers' children, one officer's mother, five naval officers, 389 naval enlisted men returning from overseas duty for discharge, 45 wives of naval enlisted men, 17 of their children and 14 stranded American citizens.

The army men had army rations and the navy men had navy rations,

were said to be operating on this side of the Atlantic.

The troopship South Bend had an uneventful trip. She reached her Hoboken pier late yesterday afternoon with 369 officers and men, of which four officers and 221 of the enlisted men were colored, members of the 310th Service Battalion. In addition there were twenty casual officers. The South Bend left Brest August 19.