

CREW DISOBEDIENT; MUTINY IS DENIED

Thieving on Transport America
and Boldly Stolen Shore
Liberty Admitted.

Although army officers here admitted yesterday there had been disobedience of orders and no end of thieving by some of the crew of the transport America, which arrived from Brest Saturday night, Major Gen. David C. Shanks, commander of the Port of Embarkation in Hoboken, flatly denied there had been mutiny. He sent the following telegram to Brig. Gen. Frank T. Hines, Chief of Transportation of the War Department, in Washington:

"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.

Sailors Took French Leave.

"On arrival at Brest shore liberty was granted, but on account of drunkenness and bad behavior of certain members of the crew on shore, the master of the ship, at the request of the French authorities, stopped all shore liberty.

"Several members of the crew announced they would go ashore anyway and proceeded to do so on a lighter under cover of darkness, but were discovered by the ship's officer and sent back to the ship. Other members of the crew also went in lifeboats at night. These men were apprehended on return and placed in the brig.

"There was considerable stealing of ship's stores and cargo. Several men are in the brig for this offense. There is a total of thirteen men in the brig at present. All members of the crew who were absent without leave and committed other infractions of the rules, except stealing, have been logged the maximum amount of pay allowed by law.

"Those men guilty of stealing ship's lifeboats and from ship's stores are in the brig and all necessary witnesses are at hand and steps are being taken to bring them to trial before the proper authorities. List of all insubordinate members of the crew in different departments has been turned in by master and these men will be placed on the blacklist in the employment offices. Full report in detail will follow. Port inspector making detailed investigation."

Court Martial Possible for Some.

The America carried a civilian crew, but the men signed army transport articles and are therefore amenable to army law. It was said the five chief offenders might be tried by general court martial or be arraigned before United States Commissioner Stanton, in Hoboken. In the latter case they probably would be held for the Federal Grand Jury.

Col. H. K. Taylor and the army officers assigned to carry on the investigation ascertained that only one I. W. W. was in the crew—William Calkins, sixteen years old, who was taken aboard at the last minute with another member when it was found the crew was two short. They were not put through the customary examination when accepted. In a very necessary fumigation of the youth's clothing, his I. W. W. card was found. In the sick bay was only one of the crew, and his arm had been broken in a street brawl in Brest. It was denied any shots were fired.

Robert Lurye, the thirteen-year-old

boy on board, who gathered much information for the officers, was questioned at length. He had been roving about the world for a year on freight trains and tramp ships, and the American Consul in Paris turned him over to First Officer Merrill of the America to bring him to this country. His home is in Louisiana.

The pistols found on some of the men placed in the brig were stolen

with the idea of selling them, the officers said.

13 OF TRANSPORT'S CREW TO SUFFER FOR MISBEHAVIOR

Preliminary Investigation
Shows Insubordination, Not
Mutiny, Aboard the America.

Stories of mutiny aboard the United States army transport America, including in some versions the killing of a half a dozen of her crew for their mutinous acts, were proved untrue by an official investigation which was begun aboard the vessel at her Hoboken pier yesterday morning.

Acts of insubordination, however, were revealed, for which punishment already has been meted out to some and to others whose offences were more serious punishment will be through the Federal Court.

Thirteen of the crew are in confinement for their offences. It was made clear that these are not men of the regular navy or of the Shipping Board, but are civilians.

Colonel L. W. Oliver, chief of staff at the Port of Embarkation, explained that the entire personnel of the army transports, from master down, are civilians hired for army use through the office of the Army Transport Service, in No. 45 Broadway.

Orders Investigation.

Major General David C. Shanks, commander of the Port of Embarkation, one of whose staff officers is in charge of hiring the army transport crews, yesterday directed Colonel H. K. Taylor, Inspector General at the port, to begin an investigation.

The inquiry was begun behind closed doors, Colonel Taylor alone conducting it. Late last night it was stated at General Shanks' office that the inquiry practically had been completed. General Shanks said that he would make no statement on the matter until he had had an opportunity to go over all the data before him. He intimated that a statement might be made this morning. The ship's executive officers were the first to be questioned. They are E. E. Merrill, chief officer; A. Jackson, second officer; E. E. O'Connor, third officer, and C. K. Bates, fourth officer.

The report that one of the men incarcerated had been found to possess an I. W. W. membership card and that he was an agitator on a special mission to stir up unrest among the civilians working for the army was not confirmed by the port authorities. Such a fact had not been revealed so far in the investigation, they said.

Reports that six men had been shot for their supposed mutiny arose in the fact that six bodies were taken off the vessel after she reached her pier on Sunday, it was explained. One of the bodies was of a seaman who had been drowned, and the others were of soldiers who had died abroad of pneumonia.

General Shanks' Report.

Major General Shanks sent the following telegram to Brigadier General Frank T. Hines, Chief of Transportation Service, at Washington, D. C.:

"Following preliminary report on America submitted:—

"Newspaper accounts of mutiny on ship are false. There was no mutiny. No shots were fired and no one was wounded. The trouble with the crew on 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.

"On arrival in Brest shore liberty was granted but on account of drunkenness and bad behavior of certain members of the crew on shore the master of the ship, at the request of the French authorities, stopped all shore liberty. Several members of the crew announced that they would go ashore any way and proceeded to do so on a lighter, under cover of darkness, but were discovered by the ship's officer and sent back to the ship. Other members of the crew lowered a lifeboat and went ashore at night. These men were apprehended on return and placed in the brig.

"There was considerable stealing of ship's stores and cargo. Several men are in the brig for this offense. There is a total of thirteen members of the crew in the brig at present.

"All members of the crew who were absent without leave and committed other infractions of the rules, except stealing, have been logged the maximum amount of pay allowed by law. These men guilty of stealing ship's lifeboat and from ship's stores are being taken to bring them to trial before the proper authorities.

"List of all insubordinate members of the crew in all departments have been turned in by the master and will be placed on the blacklist in the employment offices.

"Full report in detail will follow. Port Inspector making detailed investigation."

The official before whom the men accused of stealing will be taken is the United States Commissioner, in the Federal Building. The justice of the fines imposed upon the men by the ship's master is a matter for a United States Shipping Commissioner, in the barge office, to decide, if appealed to.

OBSERVER, FRIDAY EVENING, DECEMBER 26, 1919

Twelve Of America Crew Are Released

One Man, Alleged I. W. W. Member, Held for Federal
Grand Jury on Three Charges—No Evidence of Mutiny Disclosed.

Twelve members of the crew of the American transport America, which docked at Hoboken Sunday and about which wild tales of mutiny were told, have been released from custody. One has been held for the action of the Federal Grand Jury on charges of insubordination, larceny and disposing of stolen government goods.

The identity of this prisoner, who is in the county jail in default of bail, was revealed today by United States Commissioner E. R. Stanton, before whom eight of the America's crew were arraigned Wednesday afternoon. He is William Calkins of Colorado, an ordinary seaman aboard the America.

The twelve released were arrested at Brest on charges of insubordination and larceny. They were given their liberty on an order issued by Major-General David C. Shanks, following a recommendation by Col. H. K. Taylor, who made an investigation. Two

weeks' confinement in the brig was deemed sufficient punishment. The names of the twelve were withheld by the military authorities.

Calkins is only 16 years old, though he claimed to be 17. He is a member of the I. W. W. On him were found a membership card of that organization and a copy of its rules and regulations. He told the Commissioner that he could ride free anywhere on any railroad merely by showing his card.

Though on his first trip, Calkins managed to get into the brig four times. He is alleged to have preached insubordination, to have stolen government goods from the ship's storehouse and to have sold some to soldiers on the transport. It is said that he threw money received from these sales into the sea to get rid of the evidence when arrested. No evidence of mutiny on the transport was disclosed at the hearing.

MUTINY ON TRANSPORT MEN HOME IN CHAINS

Eleven of Ringleaders Arrive in Brig; Disorder at Brest and generally Mutinous Conduct During Trip Eastward; Women on Board Subjected to Much Annoyance by Some of Men.

LEADER IS MEMBER OF THE I. W. W.

Six members of the crew of the transport America, on which the members of the American Peace Commission sailed home from Brest, are in the hospital suffering from bullet wounds and other injuries received during the voyage and ten other members of the crew and two petty officers are under arrest on charges of mutiny on the high seas.

It is understood that other arrests are to be made tomorrow as a preliminary to an inquiry into the conduct of the whole crew which has been ordered by the Navy Department on the basis of a voluminous report by Captain Ford, commander of the transport, regarding the mutinous conduct of the crew on the last voyage from Hoboken to Brest as well as on the homeward voyage which ended yesterday morning. The captain's report reads more like the log of a pirate ship than that of one of Uncle Sam's transports.

The officers of the ship found it necessary to use their automatics to enforce discipline and preserve order. Frank L. Polk, Assistant Secretary of State, who returned from the Peace Conference with General Tasker N. Bliss and Henry White, the other members of the American delegation, all three of whom came ashore when the transport arrived at quarantine Saturday night, said last night that he was aware there had been trouble among the crew, but that no specific instances of mutinous conduct had been brought to his attention. It is said that conditions were at their worst while the ship was at Brest.

The fact that the bodies of two sailors killed in the accident on the transport President Grant were brought back on the America gave rise to a report that two of the mutinous members of the crew had been killed.

When the America reached Brest on her last trip disaffection among the crew had reached such a stage that shore leave was withheld. When this was announced the ringleaders with sixty or seventy others tried to make their way ashore on a French water boat, but were driven back. Soon afterward they tried to seize and launch one of the America's lifeboats. This attempt also was frustrated by the ship's officers reinforced by special guards, among whom were two agents of the department of Justice who had been observing the doings of the agitators among the crew.

Staterooms Looted

Their efforts to get ashore being balked, the mutineers busied themselves in other directions. Several staterooms were broken into and looted and other depredations were committed before the ringleaders were rounded up and confined in the "Brig" from which they were removed today in irons.

Search of the effects of the mutineers resulted in the discovery of several automatic pistols and other weapons. One of the men had in his possession a membership card of the I. W. W.

The America carried into port the bodies of five dead seamen. Nothing could be ascertained from officers of the vessel or at naval offices as to the circumstances of the death of the men.

Advices from Washington said nothing had yet been reported to Secretary

of the Navy Daniels regarding what may have occurred aboard the transport either on her outward or incoming trips.

Many Crimes Charged

The men under arrest are charged with crimes ranging from mutiny on the high seas down to being "peeping Toms." The typewritten report of the charges covers twenty pages and deals with happenings on board the ship from November 19 until yesterday.

Several of the men were discovered shooting craps on November 19, and when the captain told them to stop gambling they insisted they had a right to do as they pleased.

A week later two women passengers, wives of army officers on their way to Coblenz, complained that two soldiers had tried to pry open the windows of their staterooms.

On the same day a master-at-arms was caught trying to sell a stolen raincoat. Another master-at-arms came upon the entire galley force shooting craps and when he told them to stop, the cook interfered and told the men to go a head with their game.

Search Fruitful

On December 1 Captain Ford ordered a search of the crew's quarters which revealed a number of automatic pistols, some of which had been stolen from officers and privates on the previous trip from Brest. Following the frustration of the attempt of the mutineers to get ashore at Brest, the officers heard of a plan to let the fires die out and thus tie up the ship and probably make it possible for the mutineers to get ashore under cover of darkness, as there would be no lights on the ship. An armed guard was then brought aboard. In spite of this precaution several robberies were committed, staterooms, lockers and other places being broken open. William Calkins, one of the men caught with stolen goods, boasted that he was one of the leaders of the men. He had an I. W. W. card and a quantity of literature of the organization.

Calkins was locked in the brig, but escaped last Saturday night and was reported missing. When the vessel docked in Hoboken a search revealed him hiding in the hold. Much of the information regarding the mutineers was discovered through the efforts of Robert Lurve, a thirteen year-old Louisiana boy, who came on board at Brest to work his way home.

MORE WOUNDED HEROES ARRIVE



LEFT—Photo shows wounded Yank being carried down hatchway in stretcher, but still wearing the American smile that won't come off.
Right—Hot coffee and sandwiches for the Yanks are handed out right on the pier at Hoboken. This shows how the Red Cross cares for the soldiers over here as well as over there.

HAVE YOU JOINED THE RED CROSS?

CASUALTIES TOTALS OF 6,293 FOR TWO DAYS INCLUDE 50 HUDSON COUNTY SOLDIERS

Fifteen Made Supreme Sacrifice, Thirty Listed as Wounded and Six Are Reported Missing in Action.

Washington, Dec. 16.—Casualties reported yesterday and to-day total 6,293, divided as follows:

Killed in action, 293; died of wounds, 169; died of accident and other causes, 19; died from airplane accident, 2; died of disease, 380; wounded severely, 2,111; wounded, degree undetermined, 1,087; wounded slightly, 1,755; missing in action, 477.

Fifty Hudson County, New Jersey, soldiers were reported, as follows:

KILLED IN ACTION (6).

Sergeant Hugh A. Byrne, 286 Fifth Street, Jersey City.

Private Louis Chialias, 125 Van Winkle Avenue, Jersey City.

Private George G. Voskuyl, 315 Ege Avenue, Jersey City.

Private Frank Graf, 416 Claremont Avenue, Jersey City.

Private Joseph Aloysius, 99 Oxford Avenue, Jersey City.

Private John A. Bednarsky, 208 North Third Street, Harrison.

DIED OF WOUNDS (3).

Corporal Charles Fenster, 664 Bergenline Avenue, West New York.

Private William Colwitz, 176 Culver Avenue, Jersey City.

Private Anthony Sevil, 102 Avenue B, Bayonne.

DIED OF DISEASE (5).

Corporal William J. Clark, 3519 Boulevard, Jersey City.

Private Edward L. Gerquest, 233 Manhattan Avenue, Jersey City.

Private John A. Williams, 335 Monmouth Street, Jersey City.

Private William Edwards, 38 East Forty-eighth Street, Bayonne.

Private Andro Perenko, 503 Harrison Avenue, Harrison.

WOUNDED SEVERELY (18).

Sergeant John Durr, Jr., 116 Danforth Avenue, Jersey City.

Corporal James D. Irwin, Van Horne Street, Jersey City.

Corporal Thomas F. Bedle, 41 Union Street, Jersey City.

Corporal Frederick Schwartz, 111 Hudson Street, Hoboken.

Bugler Max Grohusko, 90 Lake Street, Jersey City.

Private John J. Ernst, 62 Jackson Avenue, Jersey City.

Private Antonio Esposito, 239 Twelfth Street, Jersey City.

Private Mare Cantane, 312A Claremont Avenue, Jersey City.

Private Clarence E. Dorazio, 44 Waverly Street, Jersey City.

Private Edward Probst, 187 Griffith Street, Jersey City.

Private Thomas Guekian, 41 Harmon Street, Jersey City.

Private John P. Roberg, 8 St. Paul's Avenue, Jersey City.

Private Patrick Helleran, 390 Grove Street, Jersey City.

Private Thomas W. Kinkead, 565 Pavonia Avenue, Jersey City.

Private William J. Carne, 83A Hobart Street, Bayonne.

Private Benjamin Satinoff, 530 Avenue C, Bayonne.

Private Joseph Soukus, 260 East Twenty-second Street, Bayonne.



Jersey Journal Dec 20/18

HOBOKEN ACCORDS MARDI GRAS WELCOME TO RETURNING HEROES

Soldiers On Transport Mallory, First to March Through City's Streets, Greeted by Cheering Crowds—Hudson County Men On Board—Manchuria Also Docks Here.

More transports from overseas arrived in New York harbor to-day.

At 11 o'clock this morning the transport Henry R. Mallory docked on the south side of army pier No. 2, Hoboken. She came from Bordeaux and had 1,461 American soldiers on board. Nine hundred and one of the men were sick or wounded. The units aboard 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 492 men, and Headquarters of the 65th Field Artillery Brigade, comprising 3 officers and 55 men. The sick and wounded comprised 32 officers and 889 men, of whom 30 are bedridden, 66 tubercular, 1 mental case and 884 requiring no special attention.

Among those on board were Thomas Fahey of 162 St. Paul's Avenue and August Kuntz of 1 Garrison Avenue, both of Jersey City, and A. J. New York. Kuntz was formerly a member of Company E of the old 4th Regiment. He was attached to the 114th Infantry overseas. It was said that there was a number of other Hudson County men aboard.

The men on the Mallory were the first returning soldiers to march through the streets of Hoboken and they were cheered by crowds that lined the sidewalks. They paraded from the docks through First Street to the West Shore station, where most of them, being California boys, entrained for the West.

Hoboken held a big demonstration in honor of the soldiers. Mayor Griffin declared half-holiday for the city and the scene that ensued when the soldiers marched through the streets were like those of a Mardi Gras.

At noon the transport Manchuria with 4,000 soldiers aboard docked at the Hoboken piers. She was accorded a similar welcome.

Another arrival in New York harbor was the White Star liner Megantic from Liverpool, among whose 310 passengers were a number of American, Australian and Canadian Army and Naval officers and Y. M. C. A. and Red Cross workers.

An Italian Trade Commission, composed of Colonel Hugo Pizearello and Lieutenant Anglo Fanelli, was also aboard. They will go directly to Washington.

The transport Manchuria, from Best, carrying 158 officers and 4,003 men, also arrived to-day. She carried 13 officers and 52 men of the 56th Field Artillery, 64 officers and 861 men of the 116th Field Artillery, 51 officers and 1,452 men of the 117th Field Artil-

lery, 10 officers and 98 men of the 31st Cavalry, 10 officers and 56 men of the 106th Ammunition Train, 48 men, H. Q. Co., 662d Infantry Brigade, 10 casual officers and 966 sick and wounded.

Newport News, Va., Dec. 20.—The transports Martha Washington and Mercury came into port to-day bringing home from France 3,720 officers and men, including 600 wounded.

FIRST HEROES IN WAR PARADE STIR HOBOKEN

City Hastily Decorates When
the Men March to Their
Trains.

"HELL-HEAVEN" SLOGAN
VERIFIED FOR 4,350

Flags Wave and Crowds Cheer Fight-
ers as They Arrive by Two
Transports.

For once Hoboken scored heavily yesterday on New York. The city across the Hudson enjoyed all the glorious of a street parade by seasoned soldiers just home from the war. The demonstration had not been scheduled, and Hoboken had to do some tall hustling to pay the appropriate honors by way of music and decorations, but the town rose to the occasion and gave the boys a lively welcome.

The United States transport H. R. Mallory docked in the morning and the Manchuria later in the day, the two ships disembarking in all about five thousand troops. Returning soldiers hitherto have been entrained at the piers and conveyed over a switch line directly to the Erie tracks. The first contingent discharged from the Mallory consisted of 550 officers and men of the 143 Field Artillery, whose homes for the most part are in the West. Unheralded by a band, they marched in fine alignment from the piers to the Erie tracks, a mile or more away, on the other side of the city, where they boarded waiting trains for the demobilization camps.

Hoboken, though unprepared for the innovation, did her best. Army officers in command at the piers communicated with Mayor Patrick R. Griffin and Commissioners McFeely, Londrigan, Schmulling and Bach. There was a wild scramble to bring out flags and a hasty attempt to decorate First street along the line of March.

"Hell, Heaven or Hoboken Before Christmas," which for many months has been the slogan of the overseas forces, was the legend borne upon one conspicuous street banner. The troops as they marched beneath it cheered the sentiment lustily.

Loyal citizens lined the street and gave the homecoming veterans a worthy impromptu welcome. The Mayor and the City Commissioners stood bareheaded in front of the City Hall and greeted the column as it passed.

Band for Second Contingent.

By the time the men from the Manchuria marched over the same route in the afternoon decorations had been flung out and flags bristled from end to end of the thoroughfare. The city authorities had bestowed themselves and the second contingent of marchers was headed by a local brass band. The last of four contingents, which passed through afoot at four o'clock, was marching to the splendid music of the Port of Embarkation Band.

Though most of the men were from the West, a few local troops were sent ashore. As the column from the Manchuria swung along First street two girls, who stood on the sidewalk, hurled themselves into the arms of a sturdy soldier, somewhat to the temporary detriment of the section's alignment. They had recognized their brother, whom they had not expected back from France so soon. After they had been disengaged from the lad's neck, they tramped along beside him all the way to the train, and one of them wanted to carry his pack.

As the Mallory came up in the morning fog she was missed by men of the Mayor's Reception Committee aboard the Patrol, but there was the usual concerted din from river craft and sirens and steam whistles ashore. The Mallory was the first of the returning troopships which had a band on board. It played "Home, Sweet Home" as the ship was docked, the cheering men swarming all over her superstructure and rigging. The Red Cross women of the Hoboken canteen ser-

vice were on hand, with waving flags and creature comforts. The Patrol came alongside late, but eager, and the committee-men bombarded the boys with packages of cigarettes, chocolate, candy and morning newspapers.

Similar scenes attended the arrival of the Manchuria in the afternoon. Those who marched through the streets from piers to train numbered about 3,800, in four separate contingents. So Hoboken revelled all day in just one parade of tin-hatted and gold chevroned veterans after another. It was quite a day for Hoboken.

General R. W. Young Aboard.

The Mallory carried 1,436 enlisted men and forty-four officers. Of the men 860 were wounded and listed as casualties. Brigadier General R. W. Young, of the Sixty-fifth Field Artillery brigade, was ranking officers. Of his command only the 143d Field Artillery was on board, including thirteen officers. There were 547 men in the unit. General Young said the rest of the brigade was at Bordeaux, awaiting transportation.

"We never saw any action," said General Young. "We landed in France one month before the armistice was signed, had completed our training and had received our equipment." Most of the men in the 143d were from California and other Western States.

Sergeant B. Levin, of Headquarters company of the 308th Infantry, of No. 344 Chester street, Brooklyn, N. Y., wanted it definitely understood that he was not dead. He said:—

"I don't know how it happened, but the War Department had me sure enough dead and they sent a telegram to my mother to that effect."

Sebastiano Devilaqua, of the 10th regiment of the Twenty-sixth division, hailing from Massachusetts, was shot by a sniper on the morning that the armistice was signed.

Private Alexander C. Hornkoll, of Manatee, Mich., attached to the Medical Corps with the 813th Field Artillery, was in a dugout with five other soldiers, two of them wounded, when he saw his comrades blown to pieces.

Wounded Cheered Armistice.

"I was in a hospital at Bordeaux when the armistice was signed," said Hornkoll, "and the wounded men cheered for joy. Crutches were thrown in the air and canes were sent flying all over. They certainly did celebrate. A German prisoner, a lieutenant, attached to medical divisions to help care for the wounded, said it was the aggressiveness of the Americans that broke the German army."

James Duffy, No. 497 Sixth street, Brooklyn, of A company, 319th Machine Gun Battalion, was with the Eighty-second division at St. Mihiel, where he was wounded with shrapnel three times.

Sergeant J. Hart won the Croix de Guerre for taking two machine gun emplacements with his platoon and capturing the gun crews.

Two days before the armistice was signed, Private Tony Aiello, No. 611 Columbus avenue, New York city, of the 306th engineers, was wounded in the right shoulder by shrapnel in the Argonne Forest. "It was just plain hell, the fighting there," he said.

Lieutenant Ralph W. Blessing, of the Sixtieth infantry, of Dayton, Ohio, was one of the most cheerful men aboard, although hobbling around on crutches. He fought at St. Mihiel and was gassed there on September 19, while later in the Argonne fighting, he was wounded with a machine gun bullet through the right knee.

Another cheerful officer was Lieutenant J. L. Dougherty, of the Fifty-eighth infantry, Fourth division, from Illinois. He took part in the first American advance on July 18, at Belleau Woods, and was fighting on the front between Soissons and Château-Thierry when he was wounded in the thigh by a high explosive shell.

Saved by His Bible.

Private Earl House, of Caldwell, Montana, declares his Bible saved his life. A Hun sniper, he related, shot at him, but the bullet went through the Bible, which deflected the missile from his heart to his stomach. He was taken back to the lines by a comrade.

The Distinguished Service Cross was recommended for Lieutenant L. B. Cox, of Lexington, Va. He was with the Fifth infantry and singlehandedly captured a German machine gun nest at Frapelle, and then was wounded in the arm and leg.

That the Sixth infantry was one of the worst cut up regiments in the American army is apparent when it is stated that in the Argonne fighting of the more than 2,000 men who went into the engagement scarcely more than one hundred afterward answered roll call. One of the wounded was Lieutenant S. G. Neese, of Wichita, Kans. He lost his right leg. He said he was shot through both legs in the Argonne woods only a few yards from the German lines but made his way back to the American lines.

The Manchuria docked about one o'clock and her presence in the port was heralded far and near. The 4,349 soldiers aboard got a rousing welcome. The Mayor's Committee, on board the Patrol, met the vessel at the Statue of Liberty and escorted her to her pier.

Brigadier General Hayden and his headquarters staff was on board and Brigadier General Robert E. Steinert. It was General Hayden's headquarters staff that had for its slogan "Hell, Heaven or Hoboken by Christmas," and they were congratulating themselves on it.

There were 4,368 enlisted men and 181 officers. Of the enlisted men 998 were

wounded and came from divers units and from many sections of the battle front. There were no stretcher cases. There were 13 officers and 52 men of the Fifty-sixth field artillery, 54 officers and 861 men of the 106th field artillery, 51 officers and 1,452 men of the 117th field artillery, 10 officers and 98 men of the Thirty-first division cavalry, 10 officers and 556 men of the 406th ammunition train, 18 men of headquarters company of the Sixty-second infantry brigade and 10 officers and 998 wounded men.

Captures Four Hun Officers.

How a German colonel and four captains were made prisoners as they emerged from their dugout by one American doughboy was told aboard the Manchuria. The French Croix de Guerre adorns the breast of Sergeant Tomasetti Comedio, of Rochester, for this act. He was wounded at Verdun and the Vesle River.

"I threw a smoke grenade into the dugout when I failed to get any answer to my demand that those within should surrender," said Comedio. "I smoked them out with the grenade. They emerged and were five in number, all officers. One was a colonel and the other four were captains."

James H. Woodburn, chief pharmacist's mate, U. S. N., of Washington, D. C., was attached to a machine gun battalion of the Marine Corps and on July 10 won the Croix de Guerre for saving a wounded French officer at Soissons, and a gold star to be worn on the cross for saving fifty French soldiers at Soissons on July 20.

Ten days after carrying to safety the French captain, Woodburn volunteered to carry medical supplies to an advanced French outpost at Soissons. On his way over open ground his gas mask was torn from his face by a shell, but he continued his way unprotected from mustard gas which the Huns were sending over. He lay two hours on the field in agony, but got his supplies to the outpost and thereby saved the lives of some fifty French soldiers.

Captain Philip B. Paul, of Boston, a Dartmouth College man, although a cavalry officer, was attached to an infantry regiment of negro troops. A brother officer said he had won the Croix de Guerre for the manner in which he had handled his troops. There was only one other white officer with them, Captain John T. Prout, of New York. It was said he also had been decorated.

Dashes Through Barrage.

William C. Strocchio, of No. 53 Baxter street, New York city, of E company, 307th infantry, was wounded at Château-Thierry on August 27 as the company went through a machine gun barrage.

"We were in the first wave," he said, "and though advancing through a smoke screen we suffered heavy casualties. We were known as 'the suicide company.' Captain Addison, our company commander, and Lieutenants O'Brien and Scudder, all New York men, were killed in the fighting."

Private Harry Lax, No. 816 Van Nest avenue, New York city, of the 327th infantry, attached to the Eighty-second Division, had been in the fighting one week in the Argonne Forest when he was wounded with a high power shell on October 2.

Private Frank O. Anderson, an Indiana boy, of the Sixth marines in the Second Division, was at 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 fighting 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."

Four aviators, who had been with General Pershing since the start of the fighting, and had been in thrilling air battles, were listed as absent from their commands without leave. They were stowaways who got aboard the vessel at Brest, determined to get home by Christmas. Their names were withheld.

Men from New York.

Men from New York and vicinity aboard the Manchuria listed as wounded were:—M. Tannenbaum, No. 28 West Thirty-sixth street; Corporal F. C. Cabrias, No. 1,135 Park avenue; Sam Blazo, No. 722 East Ninety-first street, the Bronx; J. O'Rourke, No. 54 East Broadway; M. D. Suskins, No. 3,116 Byes avenue; L. Fitzsimons, No. 336 Hicks street, Brooklyn; J. J. Barou, No. 1,533 First avenue; J. J. Sillett, No. 151 Indiana street, Brooklyn; E. Olivella, No. 232 Tillary street, Brooklyn; Sergeant J. G. Gotsen, No. 849 Fifth street, Brooklyn; C. W. Kuntz, No. 806 East Eighty-eighth street; G. J. Orkley, No. 280 Fifth avenue, Long Island City; D. J. Short, No. 110 Riverside Drive; Peter Anderson, No. 536 St. Mark's avenue, Brooklyn; L. Fahay, No. 842 Bedford avenue, Brooklyn; R. D. Priest, No. 148 West Eighteenth street; G. S. Bauer, No. 151 Sheffield avenue, Brooklyn; James Coyle, No. 339 Adelphi street, Brooklyn.

Other New York men wounded were:—Sam Berkowitz, No. 262 Throldford vacans, Brooklyn; Fred George Seiter, No. 790 East 168th street; Peter J. Cook, No. 1,231 Franklin avenue; Charles C. Clany, No. 3,404 Third avenue; John J. Coakley, No. 207 East Thirty-second street; George Elchhorn, No. 613 Eagle avenue; Augustine Maymi, No. 630 West Thirty-third street; Andrew Sampson, No. 1,109 Franklin avenue; Otto Henz, No. 2,246 Hughes avenue; Andrew Byrne, No. 245 East Fifty-first street; Richard Schmidhauser, No. 581 Courtland avenue; Harry W. Koch, No. 540 Bergen avenue; Frank X. Heuler, No. 865 East 176th street; Armando Jannelli, No. 225 East 149th street; James F. Morris, No. 1,080 Union avenue; G. W. Godfrey, No. 545 Seventh avenue; Peter A. Woodlin, Jr., No. 678 East 216th street; William O'Connor, No. 277 148th

street; Max Tucker, No. 810 East 167th street; Herbert Jahnke, No. 2,214 Cumberling avenue, East New York; Eric Mazza, No. 405 East 152d street; George Leiss, No. 751 East 163th street; Santino Sozio, No. 670 East 182d street; C. Gambina, No. 2,301 Hughes avenue.

Also N. Mascarelli, No. 99 Fuller avenue, Yonkers; C. G. Carter, No. 550 McClean avenue, Yonkers; C. J. Savinski, No. 182 Freeman street, Brooklyn; D. Blaumenhaft, No. 66 Bedford avenue, Brooklyn; R. S. Miller, No. 518 West Seventy-eighth street; H. Foltz, No. 1,273 Second avenue; Second Lieutenant D. V. McIsaac, No. 102 Riverside Drive; D. Larighuta, No. 364 Sixty-first street, Brooklyn; J. Glammetta, No. 42 Kenmore street; Second Lieutenant D. J. Miskey, No. 15 West Forty-fourth street; L. L. Loesel, No. 242 Kingsland avenue, Brooklyn; S. Grabowski, No. 1,850 Second avenue; A. Felix, No. 306 East Ninety-fifth street; F. Helmsuth, No. 1,873 Madison street, Brooklyn; A. Henult, No. 144 West Nineteenth street; H. Henrickson, No. 1,873 Madison street, Brooklyn; J. F. Mathews, No. 547 Fortieth street, Brooklyn; J. T. Murray, No. 667 Bedford avenue, Brooklyn; Captain H. Bryant, No. 61 Broadway; Joseph J. Sheehan, No. 543 Flatbush avenue, Brooklyn; W. H. Worrell, No. 265 Seventy-fifth street, Brooklyn, and Colonel A. M. Davis, No. 6 West Sixty-ninth street.

N.Y. World Rec 17/18

A MARINE, A MASCOT AND A MILORD WHO CAME INTO PORT UPON THE LEVIATHAN



Maj. Gen.
GEORGE
BARNETT,
U.S.
MARINE
CORPS

LORD DECIES...

PHOTOS BY
WORLD
STAFF
PHOTOGRAPHER
YESTERDAY

"FRITZ, the GERMAN PIG"
MASCOT of the 307th MACHINE GUN COMPANY.

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 bulk.

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.

It was the mammoth ship Le-

viathan, 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-waked 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 bands 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 In-

fantry, 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.

Observer
Dec 30/18

Dispatch
Dec 30/18

TWO MORE VESSELS HERE WITH FIGHTERS

One Docks at Hoboken—
Passengers From Other
Landed at Piers.

The U. S. Army transport Sixaola docked in Hoboken yesterday, bringing home seventy-four officer and twenty-five enlisted men from France. The transport Cartago, a sister ship of the Sixaola, both formerly United Fruiters, also arrived yesterday, bringing thirty-four officers and a few men. She anchored down the bay to discharge explosives and the passengers were taken to the Army Piers on a naval tug.

On board the Sixaola were Brigadier-general W. J. Nicholson, Brigadier-general Daniel B. Devere and Brigadier-general John A. Johnson. There were also a number of officers from New York and vicinity, but no local men.

Many men who had been fighting in the U. S. Air Service were on board the Sixaola, among them being Lieut. Paul D. Coles, of Seattle, Wash., who, after being shot down from a height of 18,000 feet, fought a squadron of German planes and was decorated with the D. S. O. He was two years in the service in France.

Dispatch
Dec 28/18

Santa Claus visited the George Washington before she reached port. He came, as tradition has it he should come, in the dead o' night, and the sailor who impersonated the old fellow carried real presents, in the making of the chief of which General Pershing had a hand.

The Christmas celebration, which was secretly arranged, started with the singing of Christmas carols by a quartet of soldiers.

When those who slept had been wakened and made to realize that something was "doing," old Santa himself appeared, carrying cigarettes, candy and discharges.

General Pershing, who had been let into the secret of the proposed celebration on the George Washington, wished to contribute a present to the boys and arranged that they should be mustered out. His plan was confirmed by wireless from Washington, and went forward without a hitch.

"I wouldn't have missed that Christmas celebration for anything in the world," said Chaplain Boomhardt. "Sick boys, who could hardly move, wounded boys who suffered intense pain, brightened up and smiled as Santa Claus marched down the aisles between the beds, followed by the quartet, and handed out the discharges and candy and cigarettes."

PORT OF DEBARKATION CROWDED WITH SHIPS

Officials of the Port of Debarkation at Hoboken, declared last night that none of the big troop ships reported to have left the other side and due to arrive here after the first of the year, would dock at Hoboken. The reason for this is that the hospitals in this vicinity are now overcrowded with wounded and the pier facilities at Hoboken are taxed to the limit and unable to care for any big arrivals for some time.

It is said, therefore, that troopships now on the way over or starting within the next few days, will go to Newport News and Boston. The Moccasin, with forty-seven officers, seven enlisted men and four civilians, and the Sixaola, with fifty-nine officers, nine enlisted men and one civilian, are exceptions. They will dock at Hoboken within a few days.

The Leviathan is due to leave for Brest on December 31.

Jersey
Journal
Dec 30/18

LEVIATHAN IS HELD IN PORT

Turbine Trouble Forces
Great Transport to Abandon
Sailing To-day.

Trouble with one of the Leviathan's turbines will prevent that giant transport sailing for France from Hoboken to-day with a large number of passengers on their way to participate in the peace conference activities, it was announced from the headquarters of Vice-Admiral Albert Gleaves. In her place, the George Washington, which recently took President Wilson to France, will carry the passengers and mails, sailing to-morrow afternoon.

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 a few studs in one of her turbines which were found to be broken. Jan. 7 has been set tentatively as the date for her next sailing.

The work of transferring the passengers from the Leviathan to the George Washington was started immediately upon receipt of the notice of cancellation of the trip. The baggage will be put aboard the George Washington to-day, as will also the \$2,000,000 in gold which had been taken aboard the Leviathan for shipment to Europe.

TWO TRANSPORTS ARRIVE; CAPTAIN WITH WAR CROSS

But Capt. Watson Had Medal in
His Pocket, Owing
to Modesty.

MAURITANIA ARRIVES EARLY THIS MORNING

Two transports with soldiers from France arrived at the port of embarkation on one of the vessels docking at the Army piers, Hoboken, and the other unloading her cargo of explosives at Gravesend Bay, and sending her passengers by naval tug to the headquarters of the port of embarkation at the army piers at Hoboken.

There were 97 officers and fifteen enlisted men aboard the transport Cartago, while the Sixaola which docked at Hoboken had 51 officers and nine enlisted men.

Brigadier-Generals Daniel B. Devere and John A. Johnson, of the 84th Division, and W. J. Nicholson, of the 79th Division, were passengers on the Cartago, and also the following New Jersey men: Second Lieut. Fred B. Brom of Plainfield; Second Lieut. A. T. McGowan of 622 Summer avenue, Newark; Second Lieutenant Fred S. Osler, of 215 Leonia avenue, Leonia.

Of those on board the Sixaola was Lieutenant William McKay, of Plainfield, and there were half a dozen New York officers.

The French Army croix de guerre, with two stars was the decoration which Captain Thomas Watson should have been wearing. But he was so modest he carried it in his pocket. His home is in Wisconsin and he was with the 128th Infantry. At Fismes, in August last, he said that three times his company swept over an open field in face of machine gun fire, and held their objective.

The first and second attempts were successful but the French on the right had failed to go along with them, and they had to retreat because their flank was thereby exposed.

It was a brother officer who explained that Captain Watson got the cross of war with two stars for leading his men into action on this occasion and continuing to lead them even though he was severely wounded with machine-gun bullets.

Captain Watson's version of it is that he refused to allow his men to go where he would not lead.

The Mauritania with over 3,000 troops aboard will arrive at New York this morning.

ACCIDENT POSTPONES LEVIATHAN'S SAILING

Turbine is Broken—George
Washington Replaces Her.

Trouble with a turbine on the Leviathan will prevent that giant transport sailing 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 President Wilson to France, will carry the passengers and mails, sailing Wednesday afternoon.

The damage to the Leviathan, which was not discovered until last night, is not serious. But it will take several days to repair a few broken studs in one of her turbines. January 7 has been set tentatively as the date for her next sailing.

The official statement follows: "The sailing of the U. S. S. Leviathan, scheduled to leave for France to-morrow (Tuesday) carrying many distinguished passengers for the peace conference, has been cancelled owing to trouble with her turbines. The U. S. S. George Washington will sail in place of the U. S. S. Leviathan on January 1, 1919, at 4 P. M., and will carry the passengers and important mails scheduled to cross on the Leviathan."

Sun Dec 31/18

N. Y. American
of Dec 28/18

World Rec 20/18

6,000 HEROES HOME ON TWO TRANSPORTS

George Washington and Cedric
Arrive in Port with Wounded
Men from England and France

New York Troops from the 27th
Division Bring Back Stories of
Gallantry on the Battle Front

Most of them bearing wound
stripes, and many with crutches and
slings, more than 6,000 American sol-
diers arrived yesterday on the Ameri-
can transport George Washington and
the White Star liner Cedric.

Interest in the George Washington,
which docked at Hoboken, was inten-
sified by the fact that not many days
ago she carried President Wilson and
his party to France. On her return
trip she had aboard 335 officers and
3,463 men, the majority being from
the One Hundred and Thirty-seventh
and One Hundred and Thirty-ninth
Field Artillery, with a scattering of
New Yorkers. These men brought the
story of the singing of Christmas
carols to those in the sick bay Sun-
day night by the wounded men who
were able to move about.

The Cedric, docking on the New
York side of the river, brought
ninety-four officers and 1,683 enlisted
men, of whom 538 were wounded. A
large number were from the Twenty-
seventh, New York Division, and they
brought additional details of the
bravery of New York units. Inci-
dentally, they declared the Twenty-
ninth, Thirtieth and Seventy-sixth
divisions will shortly be home.
Wounded men of these divisions have
been arriving during the last few
weeks.

2 BUNKIES WOUNDED TOGETHER.

Two "bunkies" wounded in action
together, Private Taylor Williams, of
Lynchburg, Va., and Private Maor
Goff, of Princeton, N. C., of the One
Hundred and Nineteenth Infantry,
were on the Cedric.

"I'm lucky, I've lost only a leg,"
said Goff. "I might have been
wounded so I couldn't eat." "Not so
lucky as I am," declared Williams,
who, shot in the chin, shoulder and
neck, must partake of liquid food un-
til he has undergone another opera-
tion. "I might have been wounded so
I couldn't walk." These Doughboys
were struck by fragments from the
same shrapnel.

Corporal Frank J. Gibbons, of
Brooklyn, One Hundred and Sixty In-
fantry, survivor among sixteen men
entrapped in a shell hole after ad-
vancing 100 yards beyond their ob-
jective, and Sergeant John T. Good-
son, of Birmingham, Ala., One Hun-
dred and Seventeenth Infantry, who
came home in command of his com-
pany M because all his superior offi-
cers had been killed or wounded
severely on the Hindenburg line, were
also aboard the Cedric.

Major R. F. Sullivan, of Chicago,
who has been attached to the Quar-
termaster Corps in Liverpool, said
22,000 American troops already have
been shipped from that port, and that
there are about 1,000 wounded Ameri-
cans in the hospitals there who will
be sent home as soon as they are
able to travel.

Henry J. Lockhart, a member of the
United States Aircraft Board, who has
been abroad for some time, and Major
Elliott Cowden, of New York, a flier
of the Lafayette Escadrille and wear-
ing the Croix de Guerre and the rib-
bon of the French Legion of Honor,
also were overjoyed to get home.

SAW GERMAN WOMEN GUNNERS.

Private Harold Coyne, of Buffalo, of
the 108th Infantry, said he personally
saw the bodies of German women who
had manned machine guns. He de-
scribed the Hindenburg line through-
out the Winter. Coyne's leg was frac-
tured in action at St. Quentin, on
September 23, by an explosion which
followed when he stepped on the
spike of a German helmet.

Colonel Halsted Dorey, of Wash-
ington, D. C., returned on the George
Washington. He is a Philippine and
Cuban veteran, and in France com-
manded the Fourth Infantry, Third
Division. Before going to France he

Wilhelm to Be Preacher-Cook Christmas Day

By Universal Service.
LONDON, Dec. 23.

WILHELM HOHENZOLLERN is
getting ready for a grand
Christmas feast, the Daily Express
learns from its Amsterdam cor-
respondent. A giant turkey has
arrived at Amerongen, and the
former Emperor purposes person-
ally to help cook it. He has an-
nounced he also will have a hand
in the English pudding, and has
chopped down three big Christ-
mas trees.

In a suite of the Bentinck cas-
tle converted into a chapel Wil-
helm will preach a sermon to his
servants on Christmas Eve.

The ex-Kaiser is afraid to go
outside the castle to a church at
Amerongen lest the Hollanders
stone him.

was commander at Fort Jay, Gover-
nor's Island. He also commanded the
First Plattsburg Training Camp for
Business Men. He went to West Point
from Missouri and once served on the
staff of Major General Leonard Wood.
He was wounded in the right leg and
gassed twice. North of Verdun a
high explosive shell uprooted a tree,
a limb of which struck the Colonel in
the hip. He wears four wound stripes.
He said:

"I'm satisfied now. I had a
crack at the Boches, anyhow."

Private John Eichhorn, No. 1219 De-
catur street, Brooklyn, Second Bat-
talion Headquarters, 308th Infantry
was with Colonel Whittlesy in the Ar-
gonne with the "Lost Battalion." He
said:

"I was on Hason duty, and we re-
ceived orders not to move from
the scanty cover we had. Some of
the fellows took chances to connect
with the main body of troops, but
they never reached there and they
never came back to us. After six
days, when we were relieved, I was
all in with trench fever."

SLOW WITH GAS MASK.

Private Thomas E. O'Neill, No. 120
Pearl street, Headquarters Battalion,
First Company, Second Division, was
gassed in the Argonne. He said:

"There was an order to fix gas
masks, but I must have been a few
seconds too late, because the mus-
tard gas knocked me out."

Private Jacob Rosenthal, No. 1480
Madison avenue, attached to Company
A, 168th Infantry, 42d Division, was
gassed at St. Mihiel on September 26.
He told how in seventeen days his
regiment advanced seventeen and one-
half miles.

Corporal Edward J. Goggins, of No.
308 West One Hundred and Fifty-first
street, Battalion D, 306th Field Artil-
lery, 77th Division, was shot through
the head with shrapnel in the Fismes
section. He said:

"I was repairing telephone wires
behind a marriage when a shell
burst and knocked two of us out.
The other fellow was Jacob Weiser,
of the Bronx, who died in the am-
bulance between the dressing sta-
tion and Chateau Thierry."

Sergeant Sol Goldstein, No. 12 West
One Hundred and Eighteenth street,
attached to Company G, 307th Infan-
try, 77th Division, was gassed at Fis-
mes on September 15. He said:

"A shell burst near me and I
jumped into a shell hole. That was
7:30 in the morning, but I stuck it
out all day. In twelve hours my
eyes were swollen and I was in a
condition of collapse. For six weeks
afterward every organ in my body
was affected."

Private Harry Laventhal, No. 101
West One Hundred and Twenty-sixth
street, of Company H, 310th Infan-
try, 78th Division, was wounded in the leg
by shrapnel, in the Argonne. He was
a runner behind the lines with none
others.

25 MILES OF NOISE HAILS 3,798 HOME ON BIG TRANSPORT

George Washington Returns
With War Heroes 19 Days Af-
ter Leaving With President
and His Party for Brest.

CEDRIC BRINGS IN 2,225;
1,590 WOUNDED ON BOTH.

2,439 Are of "Cyclone Division"
Field Artillery—Three Distin-
guished Flyers, One the "Air
Houdini," Get Back.

Noisy would be a misnomer in de-
scribing the reception accorded to the
transport George Washington when
she arrived back from Brest, France,
yesterday afternoon loaded with troops.
The big ship had taken nineteen days
to take President Wilson and his party
aboard, load 3,798 men of the Ameri-
can expeditionary force on board and
steam back here with them.

It was a notable performance for
her, and every master of a craft in
the harbor knew it. As a result they
gave her a round of salutes that were
relayed from Ambrose light vessel all
the way up to her, Hoboken pier.
Many of them wondered how she did
it. The secret was she carried almost
enough coal for the round trip, only
a small quantity having to be placed
in her bunkers in Brest. She also
carried over to France only enough
cargo for ballast. This was unloaded
in a hurry and the troops piled
aboard. She was actually in Brest
only forty-nine hours.

Cedric Brought 2,225 Also.

Just before the George Washington
arrived the British liner Cedric came
into port from Liverpool with another
load of 2,225 troops and those on
board her received a hearty welcome.
The Washington had 335 officers and
3,463 men, of the latter 138 from the
army, and two marines being
stretcher cases. There were 968 ill
and wounded on board of her. Of
them 31 soldiers had contagious dis-
eases. The Cedric had 482 sick or
wounded. Of these 74 were bed-
ridden.

Assistant Secretary of War Stet-
tinus, a member of the firm of J. P.
Morgan & Co., was a passenger on
the Cedric. He is also a member of
the Inter-Allied Munitions Council,
formed to unify Allied shipments
of war supplies and save tonnage.
If the council had been devised
sooner much time and money would
have been saved, he said.

Absolute unity prevailed between
Great Britain, France and Italy, he
declared, and all of those countries
showed no lack of appreciation of
the efforts of this country.

As regards reconstruction, he said,
the French people are showing a
characteristic spirit of hopefulness
and an energy that is amazing in a
nation that has suffered so much.
Belgium, he said he believed, is in
sore straits and will need much Ameri-
can aid.

Airplanes Escort Transport.

The Washington was met down the
bay by three airplanes, which circled
above her as she came into Quar-
antine. Most of the men aboard her
were artillerymen, 2,439 of them be-
ing from the 137th, 138th and 139th
Field Artillery Regiments, made up
in the Middle West and known as
the "Cyclone Division." They all held
a Christmas celebration Sunday night,
and a quartet went about the sick
bays and sang for the wounded and
ill.

The boys who came back whole also
saw that their less fortunate brothers
had all the smokes they wanted and
the best things to eat on the way
across. One of them dressed as Santa
Claus and distributed presents.

Col. Dorey, Wounded, "Satisfied."

Col. Halstead Dorey, who was Gen.
Leonard Wood's aide when the latter
was stationed on Governor's Island in
command of the old Department of
the East, was on board. Col. Dorey
commanded the first civilian camp at
Plattsburg, and went to France as
commander of the 4th Infantry, in
which he had been Captain. The reg-
iment was part of the 3d Division.
He was gassed and wounded four
times. One of the wounds was a
smash of the pelvic bone during a
drive at Montfaucon. A shell struck
a tree near him and a chunk of the
tree hit him. He walked off the trans-
port with difficulty.

"I am satisfied, though," he said,
"as I had a crack at the Boches."

Asked where his home was now he
answered:

"It is with the 4th Infantry, which
is in Germany. And he added, 'When
I get rid of these crutches and hospi-
tals I shall rejoin my wife near Hart-
ford, Conn.'"

No end of thrilling tales were re-
lated by the boys on the Washing-
ton. Vernon P. Becker, eighteen years
old, of Akron, O., lay paralyzed on
board. He was a trumpeter in the
79th Company, 6th Marines, and was
picked up at Thielcourt after a piece
of a high explosive shell struck him
in the back.

"The only thing that's left of me is
my voice," he said. "The old shell
must have hit my mainspring or
something. They tell me I'm the only
man aboard the ship who won't eat
a Christmas dinner. I'm not in the
chewing class any more. Well, if I
can't eat my Christmas dinner I'll
have to drink one. I feel like the
old lad in the poorhouse who only
had two teeth left, but was thankful
they were opposite each other. I've
come out of the war without a single
kick."

"Mistake" Made Him Prisoner.

Lieut. Henry C. Lewis of Philadel-
phia, attached to the bombing squad
of the 96th Aero Division, was five
months in the German prison camp
at Landschut.

"I got into a mix-up with an enemy
plane between Coblenz and Cologne
said Lieut. Lewis. "I let him have
the best I could give and he dropped
I followed him, thinking I was in on
lines. That was where I made a
mistake. That mistake cost me five
months of liberty. I was at Land-
schut when the armistice was signed.
My guard happened to be a Socialist
and he was head over heels in love
with the revolution that had broken
out in Bavaria. It was a simple mat-
ter to convince him that he and I
entertained the same ideas concern-
ing revolutions. He helped me get
away to the Swiss border."

Lieut. George Puryear, of Memphis,
Tenn., who was attached to the 95th
Aero Squadron, became known as the
"Houdini" of the airmen.

"I imagine I was captured more
times and managed to escape oftener
than any other man in the army,"
said Lieut. Puryear.

"The first time I dropped on enemy
soil I was sent to the camp at
Rastatt. After being there several
weeks I escaped, Aug. 5. I don't
want to give details. After getting
away I made for the border, trav-
elling in a circuitous route more than
50 miles. I was caught and sent to
Karlsruhe. I got away from there
and a day later was captured again,
and that time was sent to Landschut.

"I escaped from Landschut and was
sent that time to Villingen, where I
was put in solitary confinement. I
knew if I stayed there long I would
never live to tell the tale, so I es-
caped from Villingen. Two other
men and myself were the only pris-
oners who escaped from Villingen.
The others were Lieut. Donaldson
and Private Frank Sovikl."

Second Lieut. Edgar Boulligny, thirty,
of New Orleans, enlisted with the
French Reservists on Aug. 6, 1914. He
was detailed to the French Foreign
Legion, and in May, 1917, was trans-
ferred to the Lafayette Escadrille. He
wears the Croix de Guerre, the Ser-
bian Campaign Cross and the Lafay-
ette Flying Corps medal.

"I was wounded three times," he
said. "They tell me I was the first
American who enlisted with the
French Reservists. I went over there
looking for trouble and believe me I
got all I was looking for. I didn't
to anything interesting. The thing
that surprises me is that I'm back.
That will keep on surprising me the
rest of my life."

Among those on the Cedric was
Major Elliot C. Cowden, formerly at-
tached to the Lafayette Escadrille.
He has received the Croix de Guerre,
two palms, one star and the Lafay-
ette ribbon for his deeds while in the
service.

One doughboy, who did his best to
conceal the part he played in crack-
ing the famous Hindenburg line, was
Corpl. Archie Raesler of Company M,
108th Infantry, 27th Division. He
lives at No. 43 Park Avenue, Auburn,
N. Y., and is a living example of the
"brightenings of warfare." Besides
receiving fifty-three wounds, he is
minus his right eye and a cataract
has formed on the other.

FIELD ARTILLERYMEN PASS THRU HOBOKEN TO TAKE TRAIN AWAY

Warm Welcome Given Returning Soldiers in Their March—Many Wounded Arrive on the George Washington Which Took President Wilson to France—Aero Men Tell of Their Experiences and of German Prisons.

SANTA CLAUS' VISIT TO SHIP ON THE WAY OVER WAS WELCOMED

Hoboken again had the distinction yesterday of having returning veterans of the American Army from France marching through the city. Sixty-three officers and 1494 men of the 139th Field Artillery were accorded an enthusiastic reception all the way from the army piers down First street to the railway tracks on the western boundary of the city.

Since the day the first returning troops marched over the now historic thoroughfare, the City Commissioners had been busy in having the street decorated with flags so there was some color to it yesterday when the troops marched past.

It was unfortunate perhaps that there was no band to play them on their way yesterday, and the drab colored heavily packed soldiers had to march along First street without the accompaniment of cheering music. While the city had provided a band for the first three contingents last Friday and the Port of Embarkation band had led the last group to the railroad tracks where the troops entrained for camp, there was neither civilian band hired by the city nor the Port of Embarkation band to lead the boys through the city streets.

Big Crowd on Hand.

That the troops were to march through the city was known several hours before the George Washington, which carried the boys home, had docked at Hoboken. As a consequence there was a big crowd lined up all along First street long before the soldiers appeared.

Military police and officers of the local Police Department kept order on First street and kept the street clear for traffic at intersecting streets. As the first of the artillery came out of pier No. 5 onto River street there was a lusty shout of welcome from the populace and they cheered the soldiers all along the route.

The heavy packs of the boys did not seem to weigh heavy at all. They seemed to be so pleased that they were back home on American soil, back in time to spend Christmas in the good old United States that a little thing like carrying a pack on one's back was a mere detail.

Many Had Souvenirs.

Many of them carried souvenirs of the battlefields, a number of German helmets being included among the trophies, while on a truck which brought up the rear there was a detachment of the band, and one soldier standing up with a German helmet on his head.

The George Washington, the ship in which President Wilson left Hoboken some weeks ago on his trip to Paris carried 331 officers and 3,461 enlisted men and a few civilians, K. of C. and Y. M. C. A. workers.

Among the casualties were a number of Aero officers, two of whom had been prisoners in German camps. Colonel Halstead Dorey of the Fourth Infantry was also aboard.

For eighteen months Colonel Dorey has been with the American Army in France. A regular Army officer, he saw service in the Spanish-American War, the Philippines, and on the Mexican border. Before America entered the war he was aide to General Leonard Woods, stationed at Governor's Island, and went to France to command in the Fourth Infantry.

"Now I don't want to say anything at all about my personal experiences in the war. These are matters of small account," he said. "The really most outstanding feature of war as far as I observed it was the manner in which the American Army became a real melting pot. Nothing that was ever done in the

United States has accomplished so much in making Americans as the American Army in France.

All Americans.

"Englishman, Irishman, Pole, Greek, Russian, Swede, were all the same. They were Americans, and eager to die when the occasion demanded it that America might win. You cannot make any racial distinctions as to the qualities of the fighters. They were just Americans no matter what their native land had been, and therein lay much of the success of the American Army."

Colonel Dorey was sitting on a chair on the third deck interested in the preparations that were being made for disembarking the soldiers. His crutches lay by his side, and he was comfortably propped with cushions. He admitted to having been wounded and also gassed, but how he came about his wounds he would not say.

His regiment was in the fighting at Chateau-Thierry and it was there that the Colonel was gassed, while on the a high explosive shell.

Had Long Experience.

On board the George Washington was perhaps the first American to enlist in the armies of the Allies. He was Lieutenant Edgar Bouligny of New Orleans, of the 501st Aero Squadron. He is a veteran of the Foreign Legion in which he enlisted on August 6, 1914, and after fighting in the infantry got a transfer to the Flying Corps; for a year was flying and fighting in the air on the Serbian front.

He was later detailed to the Lafayette Squadron on the French front and had many thrilling fights with Boche airplanes. On October 24 of this year he was transferred to the American division and assigned to the 501st Aero Squadron.

Lieutenant Bouligny considers himself a lucky man to have ran the gamut of four years of fighting in the air and

comes out of it all with his limbs whole. "I was wounded on three occasions, twice being shot in the air, but I managed to make a landing without fatal results. On another occasion my engine went out of commission, and I got a bad jar when I volplaned to the ground."

"Have I had many thrilling experiences? Well, air fighting is just one big thrill and I don't know that any particular battle with the Boche stands out. I have peppered German infantrymen from 200 yards above the ground, and there is perhaps more thrills in such close fighting than anything else he said.

Escaped from Prison.

How he was able to escape from the German prison camp at Landshut, Bavaria on November 14, three days after the armistice was signed was told by Lieutenant Henry C. Lewis of Philadelphia, of the Ninth Aero Squadron.

"I was captured by the Germans on July 10 during a bombing raid and the machine was shot down near Coblenz. I was taken to Karlsruhe prison camp. After an ineffectual attempt to escape I was taken to Landshut prison camp. There was nothing unusual about my attempt to escape. Some of the officers were taking the chance every day. I ran right into a German sentinel fifteen miles from the border."

"We heard of the signing of the armistice at Landshut where I had been taken after my attempt to escape. I had been placed in solitary confinement for that attempt, but the Germans said that the Allies had practically surrendered."

Off to Switzerland.

"It was on November 14 that I made my second attempt to escape and it proved successful. There were with me Lieutenant Albert Codman, Lieutenant R. Browning, and Captain Hall, of the

British French and later the American army, the author of Kitchener's Mob and other books. Our escape was planned and carried out partly by one of the revolutionary guards for a consideration.

"We went from Landshut as wounded prisoners to be taken to Switzerland. We got a tremendous reception from the Red Cross people in Switzerland. During my stay in the prison camp I got very good treatment from the German officers, but for two months we had very little food; they did not have it to give us. The Red Cross sent us food later, lots of it."

"The Red Cross is a wonderful organization, and they cannot be too highly praised for the wonderful work they have accomplished in this war."

"While the German military authorities treated us very well we had a pretty rough time of it from the civilians. When our machine was shot down near Coblenz the civilians attacked us and dragged us across the fields, tried to tear our legs from us to see what kept them to our bodies. They did treat us rough, but when the military took charge we were given pretty fair treatment, all except the food, which they apparently did not have to give us."

Escaped Twice.

Another airman aboard the George Washington who was in a German prison camp for several months was Lieutenant George W. Puryear, of the Ninety-fifth Aero Squadron, whose home is in Memphis, Tenn. Lieutenant Puryear had the hard experience of making two attempts to escape and being put back in prison in Germany, before he made his third and successful attempt.

He was in a chase machine, the light speedy planes which do the fighting and had only been on the fighting front a short time when he was brought down inside the German lines. That as on July 26, and he was imprisoned at the Rastatt prison camp. Ten days later he made his first attempt to escape, and had gone a day's journey when he ran right into a German sentinel.

"It was Karlsruhe that they sent me to then where I was placed in solitary confinement for trying to escape, and I was detected making preparations for another escape and sent to Landshut and from there to Villengen. At the latter place I got solitary again because of punishment had not been worked out sufficiently."

Travelled By Night.

"Determined not to remain in Germany one day longer than was necessary as soon as I got out of solitary I set about making plans for my escape again. A hand-made compass and hand-made map which I secured from a Russian, then prisoner at Villengen, I made plans with a boy, Lieutenant Tischner to escape on Oct. 6."

"Something happened that night and he was caught. I got away, and started out for the Swiss border. It was just forty kilometers but the safe route I was taking was 75 kilometers. I had stored some bullion cubes and chocolate and had sufficient nourishment to keep me going for five days."

"It was impossible to travel during the day time, so I slept in woods during the day and traveled at night. It rained during those four nights, making the travel very hard. One ray it rained and I was able to get shelter and sleep in a barn. It was the only barn I had seen in Germany that was not occupied."

"Nothing ever felt so good to me as the night I crawled through into Swiss territory. I was given the finest treatment by the Red Cross people there and my every comfort attended to."

Paul Kudka, of Yonkers, of the 312th Infantry was one of the litter cases aboard the George Washington. He was wounded in the left leg, hip and left arm during the Argonne forest fighting.

N. Y. Herald Tribune Apr 25/19
May 4/19
Jersey Journal
May 4/19

UNCLE SAM BUYS FORMER GERMAN PIERS IN HOBOKEN

Takes Over Three of Hamburg-American Wharves, Paying \$2,314,877.

Papers showing that the United States Government has purchased from German interests through the Alien Property Custodian, the three Hamburg-American piers at Hoboken, were filed in the Register's office in the Court House Saturday afternoon. The price mentioned is \$2,314,877.

This removes another source of strength and advantage upon which Germany would have relied in a fight for commercial supremacy on the seas after the war. It is understood that the government has purchased all property belonging to the Hamburg-American Line, and the German company is now without a landing place in the world's greatest port.

If reports are true the piers of the old North German-Lloyd Line will be the next to pass into Federal hands in a permanent way. The Government, it is said, proposes to buy up all maritime property belonging to the Huns for use under the direction of the United States Shipping Board.

Among the piers bought by the Government, only one is modern enough to accommodate the largest steamships. To the officials of the Army Debarkation Station at Hoboken this pier is known as Pier No. 4. In the old days before the war the Vaterland, Imperator and other big boats docked alongside it.

Perhaps the first improvement in mind is to install an electric power plant that will furnish electricity. At present a private corporation is furnishing power at the piers for the service of the Embarkation and Debarkation Station.

The Government also plans to erect a big, double decked steel pier to take the place of the old wooden structure now known as Pier 6. In its completed state the new pier will be the finest in New York harbor and large enough to accommodate any ship that may be built hereafter.

A large administration building will be built for the use of various Government officials. The site for it has not yet been chosen. Ever since taking over the piers for the duration of the war the Government has been obliged to house office forces of men in places outside of the zone of the piers.

GERMAN LINE PIERS IN HOBOKEN PASS TO GOVERNMENT

Hamburg-American Property Brings \$2,500,000—Blocks Trade Revival Scheme.

The United States Government has taken over for permanent use three piers in Hoboken, formerly the property of the Hamburg-American line. The piers have been in charge of the Alien Property Custodian since America declared war.

The government purchased the piers for \$2,500,000, the papers of conveyance being filed yesterday in the Hudson County Court House, in Jersey City, N. J. The documents showed that negotiations for the exchange have been going on for some time between the State Department, the Alien Property Custodian and other government departments.

The German lines now have only three piers along the Hoboken river front. These landings, formerly owned by the North German-Lloyd line, also will be taken over permanently by the government, it is said.

This move blocks German's moves for trade after peace. It will be many years before she can come into her own previous prestige in maritime affairs in this city, if she ever does.

The three piers purchased were known as Nos. 1, 2 and 3 in the United States Army Debarkation Station, but were changed to Nos. 4, 5 and 6. The old first pier, now known as No. 4, is the only one which does not require extensive rebuilding to meet modern requirements.

This pier is a double decker, and it was here that the Vaterland, now the Leviathan; the Kaiserin Auguste Victoria and other huge vessels docked. The sixth pier is a wooden structure and is not suitable for use by the government.

Officials at the debarkation station intimated that the government will make vast improvements in the piers and use them for the vessels of the United States Shipping Board. Among these improvements is to be the installation of a large and wholly modern electric lighting plant. Pier No. 6 is to be replaced by a double-decked concrete structure. A huge office building will be constructed in the vicinity of the piers by the government to house officials and clerical forces.

HOLD ON TO THE WATER FRONT.

Governor Edge and the State Board of Commerce and Navigation deserve to be commended for their decision to stand out against any plan that would turn over the riparian rights on the west side of Jersey City to private interests in perpetuity or by means of leases for unduly long periods.

With the Hudson River front in Hudson County practically all utilized by railroads or other kindred interests, the public naturally turns to the Hackensack River front of Jersey City, where great opportunities for development are opening up. Along the Hackensack River and Newark Bay front plans for the reclamation of many acres of marsh meadows are being formulated and large new industries are being attracted by the possibilities connected with the commercial development of Jersey City's west side.

At this juncture it is only natural that powerful interests, seeing the great advantages presented by such development plans, should be eager to get control of the water front, or slices of the water front, by outright purchase, and it is at this juncture that the City Commission must show strong resolution if it would defend the public.

It is clearly the duty of the City Commission to back up the State Board of Commerce and Navigation in its efforts to prevent the riparian rights from being given away in perpetuity to private interests. Ninety-nine-year leases are hardly less reprehensible.

Of course, rich corporations that see the vast fortunes involved in perpetual possession of the shore front will make tempting offers to the City Commission to get it to recede from the safe and sane policy, and the bluff game will be attempted in this case, as it has been tried in similar cases, but the duty of the city authorities is plain. They should not permit themselves to be swerved or bluffed.

Governor Edge rendered a public service this week when he cited instances of the enormous growth in shore front values in New Jersey and pointed to these tremendous increases as his best argument in favor of adhering to the policy of leasing riparian rights instead of parting with them forever. Under the lease system the rentals can be readjusted from time to time as the values increase, and the public gets the benefit of the increased rentals.

The Governor showed how property near Droyers Point, which was acquired for \$553 in 1895, is to-day worth \$55,850, and how other shore front lands in Hudson and adjacent counties have also risen in values tenfold and more in a few years. Unless the rental system is adopted, the public will never be able to realize on the increased values of these riparian rights.

The fate of the Hudson River front under the policy of giving away shore front rights in perpetuity should be a strong reminder of the folly of a policy that will permit the handing over under perpetual grants of valuable riparian rights that should be leased but never sold.

GOOD NEWS FOR HOBOKEN.

Announcement that the Government has purchased the old Hamburg-American docks in Hoboken and contemplates a similar course with the former North German Lloyd piers holds out the promise that the Mile-Square City may return to her own again to enjoy the prosperity that was hers before the war.

The stoppage of the German liners, enforced by the outbreak of the war, was a body blow to Hoboken, and in five years has cost the city millions of dollars in lost trade and revenue.

How much of this former business will come back will depend on what use the piers are put to by the Shipping Board, which will have jurisdiction over them. However, the city has experienced at least a partial return of good times since the Government took over the docks for the accommodation of the Army Transport Service, and this fact, coupled with the announcement that the Government intends to improve and extend the pier property considerably, would appear to give Hoboken good grounds for feeling encouraged.

It would seem that brighter days are coming for the Mile-Square City.

Dispatch
June 24/19

PUBLIC DOCK FOR HOBOKEN SOUGHT

Plan to Get Scows and Pier for Garbage Removal; Fallon Draws Up Report

Corporation Attorney John J. Fallon is preparing a report for the Hoboken City Commissioners relative to the procedure for acquiring scows and public docking space for the removal of Hoboken's garbage.

There are now no dumping grounds for the garbage in Hoboken and the contractor is at present utilizing a private dumping ground on property of the government on the meadows, which he secured permission to do.

The Hoboken City Commissioners are making every effort to secure a public dock for the city and they are in hopes that the Government might be induced to part with one of the piers now under its control for this purpose.

Commissioners Harry L. Schmulling is beginning to see a big recreation pier if such fortune comes to the city. He has always had in mind a recreation pier for a public bathing pool.

HOBOKEN PIERS IDEAL FOR THE USE OF SHIPS

No Other Site Along New Jersey Side of the Harbor Has Anything Like Them

PORT DEVELOPMENT COMMISSION ACTION

The purchase by the United States Government of the former Hamburg-American piers at Hoboken was the principal topic discussed at the regular weekly meeting of the New York-New Jersey Port and Harbor Development Commission.

It was decided to write to President Wilson, calling his attention to the fact that, in the commission's belief, the piers just purchased are the most valuable for commercial purposes on the entire New Jersey water front within the Port of New York, and urging that nothing be done to remove them permanently from commercial use.

The letter to the President will be drafted and sent in time to reach him at the White House upon his arrival in this country. The commission assumes that the purchase of the Hoboken piers by the government removes those properties permanently from the field of private ownership, which has preempted practically the entire Jersey waterfront within the port. It is hoped, however, that the government will not devote the piers to its own exclusive use in their final disposition, but will make them available for public use.

No Policy Adopted.

While necessarily no definite policy toward the piers, beyond the expression of desire that they remain in public control and be made available for commercial use, can be formed by the commission at this time, it is understood to be the consensus of opinion among the members, and particularly among the Jersey members, that the government should turn them over, presumably by sale, to the proposed Port Authority, which would control the port under the projected compact between New York and New Jersey for unified port development, which is expected to be effectuated next year.

As it is expected that the North German Lloyd piers, now in the hands of the War Department, will likewise be purchased by the government from the Alien Property Custodian, a similar attitude would be adopted toward these piers in that event. The idea is that the government can find waterfront property elsewhere in the port quite as suitable to its purposes and not so valuable for commercial use. The shipping interests and public authorities of the port have been concerned for some time over the ultimate disposition of both sets of piers, the permanent withdrawal of which from commercial use would greatly contract the present available commercial frontage of the harbor.

Hoboken Ideal.

Hoboken, in fact, is the lowest point on the Jersey shore above Bedloe's Island which is practicable as a terminus for deep draft ships, the great flats that extend two-thirds of the way across the river between those points being a natural barrier to the fullest use of the shore line in that stretch, even if that frontage were not exclusively in private hands.

In the government's purchase of the Hamburg-American terminals and the potentiality of its purchasing the North German Lloyd piers, the port commission sees a great opportunity for the practical solution of a portion of the harbor problems resulting in the present congestion, and a solution which has a direct relationship to the scheme of port unification, development and improvement to which the states have committed themselves.

PRUDENTIAL SUING FOR PIER MORTGAGE

[Special to Hudson Observer.]

Newark, May 29.—The Prudential Insurance Company is complainant in an action brought against Francis P. Garvan, alien property custodian, to collect \$2,000,000 and interest from September 1, 1918, on a mortgage held by the insurance company on the North German Lloyd property at the foot of Second, Third and Fourth streets, Hoboken.

Papers in the action, which were filed yesterday in the clerk's office of the United States District Court at Trenton by Richard V. Lindbergh and Alfred Hurrell, attorneys for the insurance company, shows the North German Lloyd Dock Company, a New Jersey Corporation, was indebted in the sum of \$2,000,000 to the Mutual Life Insurance Company of New York, March 20, 1903.

This indebtedness, according to the complaint, was payable March 1, 1913, at the rate of 4½ per cent. a year, and the mortgage was protected by the North German Lloyd's property in Hoboken.

The Prudential complaint says on March 20, 1913, the dock company leased its property for 999 years to the North German Lloyd, an alien corporation.

The Prudential became the holder of the mortgage March 20, 1903, when, according to the complaint, the Mutual Life Insurance Company of New York assigned the document to the complainant for the sum of \$2,005,013.91.

The complainant says the interest on the bond for March 1, last, has not been paid by the alien property custodian and that over thirty days have elapsed and that all the arrearages with interest are due and payable to the complainant by the said North German Lloyd Dock Company and the North German Lloyd.

According to the complaint the sum of \$2,000,000 with interest at 4½ per cent is due the complainant from the \$4,784,205 paid the alien property custodian by the United States government after the seizure of the property in Hoboken.

Jersey Journal
May 29/19

HOBOKEN PIERS FIGURE IN SUIT

Trenton, May 29.—In a suit filed in the U. S. District Court here today by the Prudential Insurance Company, Francis P. Garvan, Alien Property Custodian, is made the defendant by the company in an effort to establish its interest or debt, estimated at \$2,000,000, in a fund of \$4,784,205, held by the custodian, the assignment of a mortgage on the property of the North German Lloyd Dock Co. and the North German Lloyd Steamship Company, at the foot of Second, Third and Fourth streets, Hoboken, is involved in the proceedings. The insurance company is seeking collection on the principal and interest of the mortgage. The suit has been brought under the Trading With the Enemy Act.

HOBOKEN WILL BE HOME OF LINERS TO SO. AMERICA

Government Will Assign Part of Former German Piers to the New Venture

MAY BE SOME WEEKS UNTIL SERVICE STARTS

Hoboken will be the terminal for the fast combination freight and passenger service to South American ports which the United States Shipping Board plans to inaugurate in the fall. The dock facilities of the old Hamburg-American and North German Lloyd piers as necessary will be set aside so far as needed by the government and devoted to the Latin-American trade. Instead of having her fortunes linked with Hamburg and Bremen, Hoboken will have them tied up to Rio de Janeiro, Buenos Aires and the other big South American ports—that is, if the South American project pans out.

Announcement that the shipping board would begin a fast South American service with three of the seized German liners now in the transport service—the Mt. Vernon, Agamemnon and Steuben—has already been made by Chairman Hurley.

It is expected that the use of the Hoboken piers for the debarkation of the expeditionary forces will dwindle after the middle of July. Some officials say that after August 1 the piers will be ready for commercial purposes but the ships that it is proposed to put in the new service will not be ready until some time later. The Navy Department has the custody of all transports and it will require an order from the President to transfer them from transport service to commercial routes.

Dispatch
June 20/19

HOBOKEN NEEDS A PUBLIC DOCK.

Hoboken has a mile of the finest water front in New York harbor, but the city hasn't got an inch of space, not even a street end, which it owns in its own name.

Now the city's garbage dumps have been filled up, and the garbage must either have a disposal plant or be shipped out to sea in scows. The latter plan is preferred, but Commissioner Londrigan must first arrange, if possible, to secure a dock to be used for municipal purposes.

It would be a fine thing if Hoboken could own a public dock, not only for the loading of garbage scows, but for the convenience of those who have need for docking within the city.

Then, too, it would be possible to have a recreating pier on the upper deck, and that would indeed be a blessing to the city.

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The Prudential became the holder of the mortgage March 20, 1903, when, according to the complaint, the Mutual Life Insurance Company of New York assigned the document to the complainant for the sum of \$2,005,013.91.

The complainant says the interest on the bond for March 1, last, has not been paid by the alien property custodian and that over thirty days have elapsed and that all the arrearages with interest are due and payable to the complainant by the said North German Lloyd Dock Company and the North German Lloyd.

According to the complaint the sum of \$2,000,000 with interest at 4½ per cent is due the complainant from the \$4,784,205 paid the alien property custodian by the United States government after the seizure of the property in Hoboken.

Jersey Journal
May 29/19

HOBOKEN PIERS FIGURE IN SUIT

Trenton, May 29.—In a suit filed in the U. S. District Court here today by the Prudential Insurance Company, Francis P. Garvan, Alien Property Custodian, is made the defendant by the company in an effort to establish its interest or debt, estimated at \$2,000,000, in a fund of \$4,784,205, held by the custodian, the assignment of a mortgage on the property of the North German Lloyd Dock Co. and the North German Lloyd Steamship Company, at the foot of Second, Third and Fourth streets, Hoboken, is involved in the proceedings. The insurance company is seeking collection on the principal and interest of the mortgage. The suit has been brought under the Trading With the Enemy Act.

HOBOKEN WILL BE HOME OF LINERS TO SO. AMERICA

Government Will Assign Part of Former German Piers to the New Venture

MAY BE SOME WEEKS UNTIL SERVICE STARTS

Hoboken will be the terminal for the fast combination freight and passenger service to South American ports which the United States Shipping Board plans to inaugurate in the fall. The dock facilities of the old Hamburg-American and North German Lloyd piers as necessary will be set aside so far as needed by the government and devoted to the Latin-American trade. Instead of having her fortunes linked with Hamburg and Bremen, Hoboken will have them tied up to Rio de Janeiro, Buenos Aires and the other big South American ports—that is, if the South American project pans out.

Announcement that the shipping board would begin a fast South American service with three of the seized German liners now in the transport service—the Mt. Vernon, Agamemnon and Steuben—has already been made by Chairman Hurley.

It is expected that the use of the Hoboken piers for the debarkation of the expeditionary forces will dwindle after the middle of July. Some officials say that after August 1 the piers will be ready for commercial purposes but the ships that it is proposed to put in the new service will not be ready until some time later. The Navy Department has the custody of all transports and it will require an order from the President to transfer them from transport service to commercial routes.

Dispatch
June 20/19

HOBOKEN NEEDS A PUBLIC DOCK.

Hoboken has a mile of the finest water front in New York harbor, but the city hasn't got an inch of space, not even a street end, which it owns in its own name.

Now the city's garbage dumps have been filled up, and the garbage must either have a disposal plant or be shipped out to sea in scows. The latter plan is preferred, but Commissioner Londrigan must first arrange, if possible, to secure a dock to be used for municipal purposes.

It would be a fine thing if Hoboken could own a public dock, not only for the loading of garbage scows, but for the convenience of those who have need for docking within the city.

Then, too, it would be possible to have a recreating pier on the upper deck, and that would indeed be a blessing to the city.

Obituary dispatch June 16/19
July 15/19

TO CONDEMN LANDS FOR MUNICIPAL PIER

**Hoboken Commissioners Act
on Ordinance at Meet-
ing Today.**

First reading was given to an ordinance at the meeting of the Hoboken City Commission this morning, authorizing the acquisition by purchase and condemnation of lands with pier and bulkhead, dock, slip, basin and other similar constructions and all lands on the easterly side of Hudson street, between Eleventh and Twelfth streets and to the river.

These lands will, if the purchase or condemnation is completed, be used for public purposes and will furnish an outlet for the disposal of garbage and city refuse, as the scows will be able to dock at this point.

Mayor Griffin said that these are the only lands available on the waterfront and that the owners have appealed against the assessment on the city valuation of \$1,160,763. In order to show that the city believes that this is the fair value of the land the city is willing to purchase at this figure and the ordinance provides for the issuance of bonds covering this amount. The case will also have a considerable bearing on other waterfront property, the city valuation of which is being contested.

In addition it is possible that a floating bath may be established at the pier, while the municipal pier would be a profitable asset to the city.

Smith, Mabon & Herr, acting on behalf of clients, objected to the issuance of a junk license to J. Kaplan, on the ground that he is not a resident as required by the law. It was ordered that both parties appear before the Commission on Tuesday next.

Application was received from Frank W. Rickard, of 528 Washington street, for appointment as special officer.

An ordinance appropriating \$100,000 for school purposes was read a third time and passed.

PUBLIC DOCK IS NEEDED BY CITY FOR OWN USES

**Refuse of City Can No Longer
Be Disposed of By Dumping
to Fill in Sunken Land**

**SITUATION IS GROWING
CRITICAL IT IS SAID**

The Hoboken City Commissioners are looking for a public dock in Hoboken. They have hopes that they may be able to induce the government to part with one of the docks now under their control, and while nothing in that direction has been done as yet, Commissioner James H. Londrigan admitted yesterday that such was the intention of the Commission if they could bring it about.

The entire question arises out of the needed facilities to dispose of the garbage in Hoboken. The old dumps on the western boundary of the city are all filled in and the garbage contractor has now only very little space on which to place the refuse of the city. Even at some points the filled in ground is above the grade, but it will ultimately sink to the street grade as now laid.

At the weekly meeting of the Commissioners yesterday a resolution was passed instructing the corporation attorney to make the necessary inquiries relative to the availability of scows to remove garbage from the city, and the procedure necessary to secure wharfage for the dumping of the garbage into the scows.

Speaking of the matter later, Commissioner Londrigan said that the city needed a public dock very badly and there was not a single space on the waterfront where the city could have ships discharge material for local manufacturers. This, he said, was a vital necessity for the city and every effort would be made to secure a public dock.

Commissioner McFeely said that unless the arrangements were completed soon for the removal of garbage via scows and disposal of it down in the bay the situation in Hoboken would be extremely serious.

Hard to Dispose of.

Some time ago the Commissioners considered the proposal of erecting a garbage disposal plant, but it was pointed out by Commissioner Londrigan yesterday that such a plant would not get rid of the question of ashes. While it was all right to say that the ashes could be sold he knew for a fact that there were some places in the vicinity where ashes were piling up and the owners were even paying contractors to take the ashes away.

Commissioner Schmulling verified that by stating that he had been able to secure ashes for the playgrounds all last year without cost, the owners being only too glad to pay to take the ashes away.

A strong protest was lodged with the Commissioners at the meeting yesterday against the street reimprovement on Clinton street, by Patrick J. Lynch who owns property on the section which is being reimproved, or for which plans are in hand for the re-improvement.

The property holder stated that the raising of the grade would entail considerable expense to him in regard to the basement properties. It was stated that Former Mayor Cooke was responsible for the low grade now prevailing, and Commissioner Londrigan declared that at the present time whenever there was a rainfall Clinton street was flooded with water because of the low grade prevailing.

Commissioner McFeely said that the protest of Mr. Lynch should be taken into consideration and every effort made to assist him in his difficulty. It was so agreed.

Dispatch July 16/19

HOBOKEN WILL SEEK TO RECOVER PART OF WATER FRONT FOR USES OF THE MUNICIPALITY IN FUTURE

Property on River Front From Eleventh to Twelfth Street Is Sought Through Condemnation Proceedings Which Will Be Instituted at Once; Price Offered by City Will Have Bearing Upon the Assessments Upon the Other Water Front Property.

The Hoboken City Commissioners are going to try and get back for the city waterfront property, and they are going about it via condemnation proceedings. The disposal of the city's garbage is at the back of the effort to get a strip of waterfront property between Eleventh and Twelfth streets, now owned by the Hudson Realty Company.

The proposal to bring back to the ownership of the city some of the waterfront was made known at the meeting of the City Commissioners in the City Hall yesterday, when an ordinance was given a first reading authorizing the purchase by condemnation proceedings for city purposes all that land with pier, bulkhead, docks slip and basins east of Hudson street to the river between Eleventh and Twelfth streets.

This is the old Savannah grounds property and is at present under the control of the government, six store buildings having been erected on it by the army since the United States entered the war.

The city is willing to pay \$1,160,763.

for the purchase of this property, believing it a fair price and the figure at which the land is assessed by the city as a fair valuation and which assessment the owners are fighting before the State Board of Taxation.

Pier Is Essential.

As the city does not own any waterfront property and, according to Commissioner James H. Londrigan, must have waterfront facilities for the purpose of disposing of garbage, via scows down the river which will require to be loaded at a municipal dock, the condemnation proceedings were started in order to get some action.

Also said Mayor Griffin, he believes that as the city has placed this value on the property as a fair value its offer to purchase the property at that figure is in itself an indication that the city believes the valuation placed upon it was a fair valuation. Should the condemnation proceedings be successful the move by the city will considerably strengthen the position of the city assessors in their valuation of other waterfront property which has been appealed against on the ground that it is too high.

Some time ago the city officials were discussing the necessity of securing

waterfront property for a public pier in view of the fact that within the very near future it would be necessary to dispose of the city garbage by some other means than dumping in the unbuild western section known as the "dumps."

There is practically no dumping grounds remaining for this purpose and the garbage contractor is required to look for other means of disposing of the garbage. A month ago Corporation Attorney John J. Fallon was instructed to advise the Commission as to what procedure should be taken in order to secure such facilities as would be required for removing garbage from the city by means of scows.

The answer to that is apparently the ordinance which was introduced yesterday and which was given a first reading.

Should the city be successful in its proceedings and eventually acquire possession of the waterfront property named it will be a big thing for the city.

Mayor Griffin discussing the affair yesterday following the meeting of the Commission, said it would open up vast possibilities for Hoboken, that it was necessary for the city to secure such waterfront property for city purposes and condemnation proceedings will be brought upon these grounds.

Dispatch
Aug 7

HOBOKEN PIERS TO BE HOME OF LINERS

Chairman Hurley Writes That Fort Pond Bay Was Never Seriously Considered as Home for Giant Liners; New York Pier Not Needed Either; Present Piers Ample.

REPLY SETS THE REPORT STRAIGHT

When the United States puts into commission the two big thousand foot liners which the Shipping Board proposes to put into competition with the big liners of other nations they will come and go from the Port of New York and not from any such unknown and bleak place as Fort Pond Bay. Further than that, they are going to dock in Hoboken.

New York Bay, the Hudson and Hoboken are good enough for them even if they are to be far and away the finest and best ocean going vessels ever planned.

When the fact the Government was to back the monsters, which will make the Leviathan look small, it was said they would make use of the plan of Austin Corbin evolved years ago for the benefit of the Long Island Railroad. Dock Commissioner Murray Hulbert of New York City took alarm at this and promptly notified the Government that New York City had built a pier that was ample for the new vessels and that the Government could have it and more too.

Now, back comes word that the Shipping Board is very grateful to New York City, or words to that effect, but that it was never seriously minded to

go to Fort Pond Bay. The New York piers will not be needed, either, for as Chairman Edward N. Hurley wrote relative to the Fort Pond Bay plan and Hoboken:

"The naval architect discussed it and I just mentioned it generally. There is nothing to be gained in going to Montauk Point, as we have piers at Hoboken to take care of the ships of the size mentioned. I think it would be a great mistake to try to develop Montauk Point as long as good service is given at Hoboken."

Dispatch Aug 13/19

WATER FRONT APPROPRIATION IS NOT OPPOSED

City Commissioners Advance Ordinance to Third Reading; Will Pass It Next Meeting

The people of Hoboken are apparently at one with the City Commissioners in their endeavor to secure public docks in the City of Hoboken, because no objections were made to the ordinance appropriating \$1,160,763 for the purchase of the property when it came up for a hearing at the meeting of the Board yesterday.

The purpose of the ordinance is to secure by purchase or condemnation proceedings the docks, piers, bulkhead and lands lying west of Hudson street between Eleventh and Twelfth streets.

The price named in the ordinance is that at which the city has placed a valuation on the land for taxation purposes which valuation is being attacked by the owners on the basis that it is excessive. To demonstrate to the taxation authorities in the state that the valuation is fair and just the city is ready to purchase the property at the valuation placed upon it by them.

It is the intention of the City Commissioners to secure this docking property on the water front for the purpose of making facilities for disposing of the city garbage by placing it on scows and taking them down the bay. This would be a loading point for the scows, and at the same time a public docking place would be constructed.

The ordinance was given a second and final reading when no objections were received against the ordinance.

Dispatch
Sept 20/19

WAR PORTS TO BE LEASED FOR TRADE TO PRIVATE FIRMS

Coast Terminals Built by
Army To Be Rented by
Government.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Monday.

The elaborate system of port terminals built on the Atlantic and Gulf coasts, by the army during the war, is to be put to commercial uses as rapidly as the return of army ordinance and supplies from France permits.

It is the intention of the government, Secretary of War Baker announced today, to lease these terminals, located at South Brooklyn, Port Newark, Boston, Philadelphia, Norfolk, Charleston, and New Orleans, to private shipping enterprises, the government retaining title to the properties so as to assure their use by the army in the case of war emergency.

Government supplies, Secretary Baker said, would be removed from the terminal warehouses as soon as possible and stored at interior warehouses, leaving the terminals free to receive and discharge commercial business.

The decision is the result of a report on the terminals recently made to the Secretary of War by a special board of army and navy officers composed of Brigadier General F. T. Hines, army embarkation officer; Rear Admiral H. P. Jones, Major General William M. Black, of the Port and Harbors commission of the Shipping Board; R. S. Macelee, of the Department of Commerce, and Lieutenant Colonel Pratt, of the Coast Artillery Corps.

The report, which will be submitted to President Wilson when he returns to Washington, concludes that the terminals constitute port facilities too valuable as such, to be used as warehouses and suggests that they be leased by the government. Arrangements also may be made for the handling of commercial business on a fee basis until the terminals are cleared of government business and the entire property is leased.

Under existing law the War Department can lease the terminals for a period of only five years. Congress, Secretary Baker said, will probably be asked to extend the period to twenty-five years. Under this arrangement the terminals can be leased with the title remaining in the hands of the War Department.

THE JERSEY JOURNAL,
SEPTEMBER 22, 1919.

GERMAN LLOYD TO OPERATE AS AMERICAN LINE

Hoboken Piers to be Turned
Back by U. S. Govern-
ment.

From an authoritative source it was learned this morning that the Government will in a short time turn back to the original owners, the North German Lloyd Co., the three Hoboken piers which were taken over when this country entered the war, and which have since been used as army piers.

There will, however, it is understood, be an influx of new capital both from this country and Germany, C. H. C. Jagels of the Jagels-Bellis Coal Co., and the Mutual Life Insurance Co., being the new factors. The latter concern holds a mortgage of two million dollars on the properties, and offered chief protest against the proposed action of the Alien Property Custodian in taking over the piers and the ships permanently for the Government. The fact that the insurance company is an American corporation served to defeat the move of the Alien Property Custodian.

A man who is well versed in the affairs of the North German Lloyd Co., said that the ships will operate under the American flag, and that the company will be chartered as an American corporation.

An effort, it is said, is now being made to secure the services of the former captains of the big ships, who are now in Germany, but who must secure citizenship papers here before they can recover their old jobs.

Mr. Jagels could not be located this morning, and it was learned that he is in Washington in the interests of the company.

NEW YORK HERALD,

OCTOBER 22, 1919.

\$328,500 a Year for Use of Hamburg Pier

Murray Hurlbert, Dock Commissioner, announced yesterday that he had issued a permit to the Luckenbach Steamship Company to occupy the big pier at the foot of Thirty-third street, South Brooklyn, at a rental of \$328,500 per annum. This pier was leased in March, 1913, to the Hamburg-American line for ten years at \$75,000 per annum with two renewals. The lease with the Hamburg-American line was suspended by agreement with the city when the United States went into the war. Commissioner Hurlbert subsequently turned the pier over to the Navy Department which has recently surrendered it again to the city.

The Alien Property Custodian claims title and possession under the Hamburg-American lease and an interesting legal controversy is expected. The Luckenbach Steamship Company formerly leased the sister pier at Thirty-fifth street. The lease was cancelled by Dock Commissioner R. A. C. Smith and the Luckenbach Company forcibly put out of possession, it being alleged that they were subletting the pier at a profit of eight hundred per cent.

Commissioner Hurlbert said that the permit issued to the Luckenbach Company contained a provision, specifying that if ships other than those owned or operated by that company were berthed at the pier, no more than the legal rate of wharfage should be charged, which is three and one-half cents per ton ships registered.

OBSERVER, SATURDAY EVENING, SEPTEMBER 20, 1919.

Piers May Be Leased To Private Company

Rumor Has President Jagels of Second National Bank in
Washington to Conclude Negotiations—Govern-
ment to Have War Option.

Rumors have been in circulation for some weeks past regarding the manner of the return of the Hoboken Army Piers to commercial purposes. This morning it was stated that a corporation is being formed with German and American capital and Government support, for taking over a section of the piers.

The name of H. C. H. Jagels, President of the Second National Bank of Hoboken, is being mentioned in this connection, but it was not possible to get into touch with him. According to statements Mr. Jagels has been in Washington during the week conducting negotiations in connection with the proposed corpora-

tion. Others who might be in position to know, refuse to discuss the story.

Another angle of the proposition is to the effect that the piers will be leased by the United States Government for a twenty-five year period, to private concerns with an option for the immediate taking over of the piers by the government in the event of an emergency arising.

At the present time, however, it is not possible to secure any definite information regarding the disposal of the piers. The matter is of vital interest to Hoboken as if the piers are used by private enterprise they will continue to pay taxes to the city.

GRIFFIN OPTIMISTIC AFTER CONFERENCES AT CAPITOL ON LOCAL PIER SITUATION

Hoboken Mayor and Party
Return From Washington
—Consulted With Attorney General Palmer, Secretary Tumulty and Judge Payne, of the Shipping Board — Data Left for President Wilson — City Executive May Have to Make Second Trip.

HOPE THAT CONGRESS WILL TAKE ACTION

After a three-day stay in Washington, during which conferences were held with Attorney General A. Mitchell Palmer, Secretary to the President, Joseph P. Tumulty and Judge Payne, of the United States Shipping Board, Mayor Patrick R. Griffin, of Hoboken, and members of his party returned home last night. Mayor Griffin, interviewed by a Hudson Observer reporter, said that nothing of a definite nature had been done relative to the pier situation, but was optimistic as to the final outcome.

In the Mayor's party were Corporation Attorney John J. Fallon and Palmer Campbell, president of the Hoboken Chamber of Commerce. Governor-elect Edward I. Edwards was in Washington with the Hobokenites and attended the conferences, but did not return, saying that it was his intention to rest up in the South after his campaign. Congressmen Eagan, McGlennon and Minihan also spoke for Hoboken.

Mayor Griffin said that the city administration hopes now that Congress will take favorable action on Hoboken's application that taxes from the Army Piers be not lost. He left data for President Wilson concerning the present situation and it is expected that the President, in his message to Congress on December 1, will define the attitude of the country on the question of shipping.

It is hoped that the President will recommend that favorable action be taken in Hoboken's case, in order that the city's loss of taxes amounting to \$200,000 annually shall not go on. This action may come either in the form of an act of Congress or a concurrent resolution of that body, awarding Hoboken the pier taxes. This is the only way in which the city can secure revenue from the piers should Government control continue.

Should the Government decide to operate the mercantile marine under the direction of the Shipping Board, Hoboken may secure its taxes, for the board has the status of a corporation or private concern.

Should the piers be sold by the Government to the highest bidder, as other alien property has been disposed of in the past, Hoboken will bid for them, but the city will be satisfied also if they go to an American company or syndicate, for that also will insure the payment of taxes. Should the piers be placed under the control of the Shipping Board, it is likely that the Government will retain a "string" on them inasmuch as the piers may be used for auxiliary purposes in the event of war. Everything now rests upon the defining of the nation's shipping program for the future.

Mayor Griffin may go back to Washington before the end of the month if he receives notice that further details on Hoboken's stand are necessary. "If we only can get the President to express a desire in his message to Congress," he said, "I have no doubt it will clarify the situation."

at \$45, \$50, \$55 and \$60.
Here Are Being Retained in

HUDSON DISPATCH,
NOVEMBER 8, 1919.

WILSON LINE IS TO ENLARGE THE HOBOKEN PIERS

Lampport and Holt Line Extends
Its Property Also and Port
Success is Now Assured.

HOBOKEN WATER FRONT WILL BE IMPORTANT

Residents of Hoboken will be interested in the news of a transaction just completed involving the acquisition of a large stretch of waterfront by the Wilson Steamship Line. Palmer Campbell, president of the Hoboken Land and Improvement Company, announced yesterday that all the waterfront stretching from Castle Point to the present northern boundary of the Wilson Line property, approximating some 1,000 feet of land, has been leased to the Wilson Company.

The transaction means much towards making Hoboken a still greater unit in the great Port of New York. As the shore along the newly acquired property of the Wilson Line is quite shallow it will be necessary to build bulkheads similar to those now in use at the Port of Embarkation piers. Possession of the property will be taken over December 1 and work on the construction of the docks will begin immediately thereafter.

In addition to this deal, Mr. Campbell announced that the Lampport and Holt Line has obtained a lease on the piers at Sixteenth and Seventeenth streets, Hoboken, known at present as the Scandinavian-American Line. The present lease to this property expires in 1922.

HUDSON OBSERVER,
DECEMBER 20, 1919.

ANOTHER LOCAL PIER IS TAKEN BY PANAMA LINE

Company Holds Three—Only
Three Remain Under
Army Control.

The Panama Line, which recently acquired Pier 1 and part of Pier 2 of the Army Piers, Hoboken, has now secured all of Pier 2 and also all of Pier 3, it became known yesterday. This, it is understood, will be the full extent of the company's holdings.

These three piers comprise all of the former North German Lloyd holdings in the city, and there is, therefore, no longer any possibility that these piers will revert to German use. There now remain Piers 4, 5 and 6, formerly used by the Hambourger American Steamship Line, and the rumor that this company will secure the use of one or more of them is persistent.

The Panama Line, which is running direct between Hoboken and the Isthmus, is rapidly extending its business. It now has fifteen vessels running, and while they carry mainly cargo, they also have extensive accommodations for passengers. They are bringing in ore, hides, coes, coconuts and, in season, bananas.

These three piers are now open to the public, and the government passes are no longer required, excepting on Piers 4, 5 and 6. There is still a quantity of government property on Piers 1, 2 and 3, but this will shortly be moved when the piers will revert entirely to commercial uses.

Meanwhile the fact that the Panama Line has secured a lease and the indications that the other piers now used by the army will shortly be leased also, makes it appear that the government will not seek to deprive the city of the revenue from the piers. There is now every possibility that the city will continue to collect from the pier property and this will considerably relieve the financial situation in Hoboken.

With the progress in the extension of the Wilson Line and the extension of the Lampport & Holt Line uptown Hoboken will shortly become one of the most important centres on the Hudson waterfront, and one of the most important ports in the United States.

HUDSON OBSERVER,
DECEMBER 17, 1919

PANAMA LINE TAKES OVER HOBOKEN PIERS

Army authorities yesterday, turned over to the Panama Railroad Steamship Company, Piers 1 and 2, in Hoboken, which were held by the North German Lloyd Line before the war. The first commercial liner to use these piers since the Government took them over, docked there yesterday. She was the Panama Company's steamer, General W. C. Gorgas, formerly a German liner.

The steamer had on board sixty passengers and formerly docked at North River piers.

While the Panama Line is a commercial one, it is practically under Government control, as nearly all the stock is owned by the United States Government. The Secretary of War is the recognized head of the company.

OBSERVER, SATURDAY

DECEMBER 13, 1919

PANAMA LINERS TO DOCK AT HOBOKEN

Company Gets Permit to Use
Army Pier Number
One.

The Panama Line, it was announced this morning, has secured pier quarters in Hoboken. Permission has been granted by the government to officials of the company, which had offices and piers in New York, to make use of Army Pier No. 1 for freight and passenger service between Hoboken and the Canal Zone. Service will be started in a short time.

Permission to operate from the army piers has been granted to the Panama Company in the guise of a revokable license. The Panama Line is looked upon as really a government transportation agency, making connections with the Panama Canal and the Panama Railroad. It was emphasized that the venture was not one of a commercial nature.

The Panama Line will operate ten speedy steamers of a little more than ordinary tonnage between Hoboken and the Canal Zone. They will carry passengers and freight.

Pier No. 1, given over to the steamship company, is a former pier of the North German Lloyd Line. During the war and for more than a year after the armistice the great amount of shipping which came into Hoboken prevented use of the pier for any other than strictly government purposes. The decrease in marine activities at the local piers, however, has enabled the Panama Line to secure quarters here.

DISPATCH, WEDNESDAY

DECEMBER 17, 1919.

ALL PIERS WILL SOON BE OPEN TO COMMERCIAL USE

Pier One and Part of Pier Two
Turned Over to Panama Line
Yesterday Morning.

MANY SHIPS TO DOCK
WITHIN A FEW DAYS

That the army will in the not distant future, "evacuate" the old German piers which formed the American Port of Embarkation at Hoboken, was indicated yesterday when the steamship General William C. Gorges of the Panama line, which had arrived from Cristobal with passengers and cargo, was docked at Pier 1, at the north end of the reservation.

Coincident with the docking of the ship a statement was given out by Brig.-Gen. Shanks, in charge of the Port of Embarkation, to the effect that Pier 1 had been turned over to the Panama line with partial use of Pier 2.

Gen. Shanks said that while many application to rent the piers had been made by commercial companies, he did not think it was the intention of the War Department to turn any of the piers over to shipping corporations for the time being, except the one released to the Panam line. He added that as this was a Government controlled line provision was made for it.

President Drake of the Panama line said that because of the recent dock strike a number of the vessels of the line happened to be due at this port within a few days. This made docking space short here and application was made for one of the army piers.

During the war period the Panama line used the Royal Mail pier at the foot of Morton street, Manhattan, as well as its regular piers further up the North River. Recently the Royal Mail service has been resumed and Pier 42 returned to that company.

PANAMA STEAMSHIP CO. WILL COME TO HOBOKEN

Permission has been granted by the government to the Panama Railroad Steamship Company to locate in Hoboken at army pier No. 1, formerly the property of the North German Lloyd Line. Ten passenger and freight steamships will be operated between this city and the canal zone by the company, which now uses a New York dock. Service will be started shortly.

NEGOTIATIONS ARE ON FOR LEASING OF ONE OR MORE OF PIERS TO GERMAN LINE

This Is Learned on Reliable Authority—The Hamburg Company Said to Be the Concern in Question — North German Lloyd Ships May Also Dock Here—U. S. Government Will Retain Control of Property, However—Nothing Definite as to When Army Will Vacate.

GERMANY HAS GREAT SHIPBUILDING PROGRAM

It was learned this morning on reliable authority that negotiations are progressing for the leasing of one or more of the Hoboken Army Piers to the Hamburg-American Line, one of the two German shipping lines which formerly held possession of what are now the Army Piers.

Nothing has been allowed to transpire as to the time when the army will relinquish occupancy of the piers. While the work there is virtually completed, there are still a number of transports due to bring home scattered outposts of the A. E. F. The Powhatan is due to arrive from Brest to-day with 925 troops, and the America is also due to-day from the same port with 740 troops.

The work of bringing home the A. E. F. is, however, practically at an end, and it is expected that the tenancy of the army at the Hoboken piers will shortly be terminated. In the meantime nothing has been announced officially as to what will be done with the piers.

The coming of the Panama Line to the piers, however, is an indication that the piers will be leased for commercial purposes and, if this is so, the revenue from the piers will be saved to Hoboken. For some time past rumors have been in circulation to the effect that one or both of the German lines, the other being the North German Lloyd, would secure leases of the piers, and the information received this morning would indicate that there is a very considerable possibility of this being the case.

It was stated by the same informant that the negotiations for the leasing of the piers to the Hamburg-American Line are being held up by the failure to ratify the peace treaty. It was suggested that, as soon as the treaty is ratified, announcement of the leasing of a section of the piers to the German line will be made.

At the same time it is understood that there is not the slightest possibility that either of the German lines will ever again secure the grip on the piers they formerly had. The Hamburg-American Line will, it is understood, be allowed to lease a section of the piers, but the lease will be in such form as to give control to the U. S. Government at any time that this should become necessary.

It is interesting, in this connection, to note that, according to the same informant, the Germans are building 1,000,000 tons of shipping per year. So far as is known this is the first time that announcement of this fact has been made. The Germans have to turn over 200,000 tons of shipping to the Allies each year, leaving them with a balance of 800,000 tons per year.

It was also stated that the German shipbuilding yards were busy during the war and were ready to swing into line for the production of shipping the moment the armistice was declared. In this way a considerable start was made and it was suggested that the Germans have already every prospect of exceeding their annual program.

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pt. 2

ACTION WILL DEAL BLOW TO GERMANY'S TRADE AFTER WAR

Plan Said to Be Favored by President Wilson and Is Forecast by David Lawrence of the Evening Post in Exclusive Story.

PALMER TO TAKE OVER PROPERTY

All the huge steamship piers, vessels and other property of Germany in Hoboken and other parts of the United States will soon be legally taken over by the Government and sold at auction to the highest bidders—with the preference to Americans, according to an exclusive story published last night in the New York Evening Post under the name of David Lawrence, the White House correspondent who is known to be exceedingly close to the administration.

The story written by Mr. Lawrence follows:

Washington, February 28.—America is about to take a step that ought to make Germany think twice about whether or not the United States is in earnest in her determination to use her trade power as a means of forcing a democratic peace. For the Government of the United States, through the alien property custodian, A. Mitchell Palmer, is arranging to take legal possession of the Hamburg-American and North German Lloyd Steamship lines, and, if Congress says the word, the enormously valuable dock facilities of the port of New York will be sold to the highest bidder, preferably American interest.

Wilson Approves Plan.

This step, which has long been in contemplation, has the personal approval of President Wilson. It does not mean that the sale of the dock facilities, which incidentally could be replaced by Germany only after years of building and the payment of high prices for other waterfront property, is to be consummated immediately. It does mean, however, that the Government of the United States is about to take over the Administration of the two big steamship lines and control of their stock here, and an after-the-war question of prime importance has been raised.

The value of the German line docks has been estimated to run way up in the millions. Certainly, if Germany should lose them, it would be a body blow to her trade, which she expects to recover promptly after peace is declared. But her boats have no docking space, Germany cannot resume trade relations the moment peace is declared, as she has been planning to do. Her statesmen have noted the fears of Germany's business men by saying that America was bluffing, that American selfishness would prevent any discrimination against Germany after the war.

Might Bar Germans.

Of course, the treaty of peace, if it is of the right kind of peace, as Mr. Wilson himself hinted in a recent message to Congress, could prevent any discrimination against Germany. The President himself expressed the idea thus:

"The worst that can happen to the Government of the German people is this, if they should still, after the war is over, continue to be obliged to live unambitious and intriguing masters, instead of being permitted to live as free peoples of the world could not permit it might be impossible to admit the partnership of nations which henceforth guarantee the world's peace. It might be impossible, also, in the most favorable circumstances, to admit to the free economic intercourse which must inevitably spring out of the partnership of a real

States to do if Germany does not make her deeds square with her words when once peace negotiations are begun.

Origin of the Plan.

The plan had its origin in a curious way. Two big ships of the Hamburg-American Line, now lying in Mexican ports, were sought by the United States Shipping Board. Being in neutral ports they could not be seized or commandeered. So negotiations were entered into with agents of the Hamburg-American Line for the purchase of the vessels. The latter set a very high price for the ships, but declared that the money was needed to put the docks and terminals in shape for the resumption of business the very day peace was declared. Also a fund was to be established by the Hamburg-American Line to pay pensions to its employees.

To Dispose of Property.

In other words, if the United States Government agreed to the deal, it would be in effect helping Germany to keep her shipping organization intact during the war and prepare otherwise, too, for after-the-war trade. Holding up the American Government for a high price had the opposite effect, however. President Wilson himself took a personal interest in the matter, and one day last week dropped in at the Alien Property Custodian's office to find out about those docks and terminal facilities. The result is that the stock of the German steamship lines, and the Atlas Company, which owns the Hamburg-American Line's building, at 45 Broadway, will pass into the hands of the Alien Property Custodian, who will appoint a board of directors to administer the properties.

Just now the docks are being used by the War Department, having been commandeered under general authority of Congress when war was declared, and the offices of the Hamburg-American Line are being occupied under the same statute by the navy. But when the war is over that authority ceases, and under the terms of the Trading-with-the-Enemy act, property owned by Germans either can be returned to the owners or otherwise disposed of, as Congress may indicate.

Economic Weapon at Hand.

Should the Alien Property Custodian decide to sell any German property and give the money to the owners, he can do so, but in all probability Congress will be asked specifically to authorize the sale of the big docks and facilities. And a request by President Wilson to have such a sale would undoubtedly be granted. Therefore it would not be surprising to find that even before the war is ended, the big terminal facilities will pass permanently into the hands of the United States Shipping Board or private concerns composed of American citizens. Thus is America already using not merely her military resources, but her economic power to bring home to the German people that only by setting up a Government that can be trusted hereafter to keep the peace can they be assured of an opportunity to recoup their immense financial losses entailed by the Hohenzollerns war.

BUSH CONTROLS HOBOKEN DOCKS

Army Piers Will Be Co-ordinated With Brooklyn Terminal as Shipping Unit.

The Hamburg-American and North German Lloyd piers in Hoboken, now Government docks, have been combined with the Bush Terminal in South Brooklyn into one large unit for shipping Government supplies "over there."

Irving T. Bush, president of the Bush Terminal Company, who has been named Director General of Harbor and Terminal facilities, has been placed in charge of the Hoboken docks as well as the Bush Terminal. All lessees of space in the Bush Terminal not engaged in work for the Government will have to vacate their quarters and give over that space to the Government.

The order placing Mr. Bush at the head of this large shipping unit was issued yesterday by Gen. Goethals, the new Quartermaster General. The highly trained Bush employees will remain in the employ of the Government.

U. S. WILL TAKE OVER NORTH RIVER PIERS

Those Between 42d and 58th Streets Are Needed for Military Purposes.

(Special to The World.)

WASHINGTON, Jan. 4.—Secretary Baker said to-day the War Department is "in process of taking over the docks on the Manhattan side of the Hudson River extending from 42d to 58th Street." The property will have the same status as the great Bush Terminal in Brooklyn, taken over a few days ago on recommendation of Major Gen. Goethals.

The Secretary said the need of further dock and warehouse space for military purposes was the sole cause for the Government's latest acquisition.

When his attention was called to a statement made by Irving T. Bush, head of the Terminal Company and Chief Executive Officer of the Harbor War Board, that he had no advance information of the War Department's intention to take over the Bush properties, Mr. Baker said:

"That is true. When Mr. Bush came here as head of the Harbor War Board one of the gentlemen present suggested the Government might find it necessary to take over the Bush properties. Later Mr. Bush wrote me a letter calling attention to this and stating that possibly his position as executive officer of the War Board might be embarrassing in the event that the War Department should take over the Bush Terminal."

"I wrote in reply, advising Mr. Bush that his connection with the terminal property need not embarrass him in the least if we found it necessary to take it over, since we could do so without consulting him under the existing emergency. That is why he was given no advance notice."

Mr. Baker said that so far nothing had been determined as to the compensation for the Bush property.

HOBOKEN'S DOCKS UNDER BUSH'S RULE

New Director-General of Harbor Will Control Army Embarkation Points.

OWN TERMINAL BIGGEST

Military Guard Increased and Restrictions Tightened—Lessees to Get Time.

As Director-General of Harbor and Terminal Facilities Irving T. Bush will have executive charge of all of the army embarkation points in the port of New York, including of course his own docks of the Bush Terminal in South Brooklyn, the great plant of 200 acres and 130 warehouses of 33,000,000 cubic feet storage capacity, which has been taken over by the Government.

The Bush Terminal will form the most important link in the federated chain of docks and piers now controlled by the Government. It required twenty-five years for Mr. Bush to build up the plant, which has docking facilities for forty-two large vessels and which contains the largest pier in the world. Yesterday there were twenty-five vessels of the allied nations tied up in the terminal.

Another important plant controlled by the new Director-General at this port is the Hoboken system of docks taken over by the Government from the Hamburg-American and North German Lloyd Steamship companies. Mr. Bush was at work yesterday developing his plans for centralizing and systematizing the vast problems of storage and shipping. He said that readjustment will be effected gradually and in such a way as will not embarrass or disrupt private shipping.

Bush Employees to Remain.

Lessees of piers and of berthing space will be given time to find other quarters in the port. Holders of contracts for storing goods in the big warehouses of the Bush Terminal will be given time to find other storage places.

For the present, it was stated, the Bush Terminal's organization of freight handlers and warehouse men, together with its lighterage system, all employing many thousands of men, will remain intact. The large factory buildings at the plant, many of them housing munitions manufacturers, are not affected by the order, Mr. Bush announced.

The organization of the seized Government piers in Hoboken and the Bush Terminal into a working unit will give the Government unprecedented facilities for embarking troops and supplies. It is considered the most important step ever taken as regards the handling of shipping at this port. The Brooklyn plant extends from Thirty-ninth street to Fifty-second street and from the bulkhead line to First avenue. The Hoboken army terminal takes in all of the big double decker piers that were used by the Hamburg-American and North German Lloyd lines.

Military Guard Increased.

Although the Government did not take physical possession of the Bush Terminal yesterday, the effect of the order commandeering the plant was to be observed in an increase of the military guard and in a tightening of vigilance. All entrances to the rectangle were closed with the exception of the main gate at the foot of Forty-third street, and this was guarded by infantrymen with fixed bayonets. Other streets were closed by high picket fences and guarded by troops. Sentry boxes are dotted here and there throughout the plant and no person is permitted to pass unless he can show credentials.

Mr. Bush takes charge of shipping here by order of Gen. Goethals, the new Quartermaster General. The order was made public yesterday at the office of the Port War Board at 45 Broadway.

Observer
Mar 6/18

PLAN TO BUY LOCAL PIERS IS OPPOSED

Senate Committee Asks for More Light on Reasons for the Move.

Washington, March 6.—Conflicting forces in the Senate Judiciary Committee clashed in their first test of strength on the Overman Empowering Bill to-day. Opponents of the bill, which empowers the President to reorganize war agencies as he sees fit, moved to refer it back to a subcommittee with instructions to reopen hearings.

If this motion carries, it will put the majority of the committee on record in favor of amending the bill to limit the powers conferred on the President to certain specific acts of reorganization. As drawn now, the bill puts practically no limitation on the shifts or reorganizations the President might make.

If the bill is re-referred to a subcommittee Postmaster General Burleson, who carried the measure to the Capitol and got Senator Overman to introduce it, will be asked to tell whether any specific reorganization program has been worked out to speed up and make more effective the war machine.

Conferees on the railroad bill resumed their argument over the length of government control after the war. They temporarily shelved the dispute over the ratemaking power, when it was learned a compromise is being worked out, which, it is understood, the President and Director-General McAdoo will agree to. Conferees to-day persisted in being optimistic for an agreement within a short time.

With many Senators in open insurrection, the War Finance Corporation Bill was again taken up by the Senate. Angered by an attack on the Finance Committee late yesterday by Senator Hollis, of the Banking and Currency Committee, backers of the Administration plan for bolstering up business, were determined to smash down all opposition. A leading advocate of the substitute bill prepared by Senator Owen, chairman of the Banking Committee, admitted to-day that the Twin Bill stands no chance.

The Senate Appropriations Committee to-day resumed discussion of the President's request for authority to buy the piers of German steamship lines at Hoboken. Senator Martin, chairman of the committee, said he believed he could convince the committee the legislation is necessary. The committee yesterday refused to agree to the request until informed why it is necessary to buy the piers, already seized by this Government.

The House to-day continued to work on the Legislative Appropriation Bill.

World Mar 6/18

If the German shipping companies' docks in Hoboken are taken over for all time by the United States Government, the German owners, after the conclusion of peace, may receive the equivalent in money. But where will they find piers for their ships, and where will German commerce with this port secure an outlet equally commodious? It must gradually dawn upon intelligent leaders of industry in Germany that the sacrifices their country has been compelled to make are only the beginning of the more durable penalties.

NY American Mar 6/18

NATION TO TAKE HOBOKEN PIERS

President Asks Congress Action on North German Lloyd and Hamburg Docks.

WASHINGTON, March 5.—Action on a request made by President Wilson to-day for legislation authorizing him to acquire for the Government complete legal title to the German-owned piers of the North German Lloyd and Hamburg-American lines at Hoboken, N. J., was postponed until to-morrow by the Senate Appropriations Committee. This was done because certain members insisted upon knowing the reason for the proposed action.

Several Democratic and Republican Senators opposed the granting of the request until the Administration submits reasons for acquiring the extensive German properties, with an estimate of cost. They expressed fear that the step might commit the Government to permanent shipping ownership and operation.

The President called Senator Martin, of Virginia, Democratic leader and chairman of the Appropriations Committee to the White House to-day and asked for the legislation. Later he sent by personal messenger the draft of an amendment to the urgent deficiency appropriation bill authorizing acquisition of the docking facilities by condemnation or otherwise.

A lively dispute in the committee followed and it was decided to hear a representative of the Administration on the subject to-morrow. As the Government has commandeered the piers and is now using them, members of the committee argued that there should be an explanation of the necessity for further action.

Administration leaders urged that the President's request be granted without calling on him for detailed reasons. They were confident that at to-morrow's meeting the amendment would be approved and added to the Appropriation bill, which is slated for prompt passage in the Senate.

WILSON ASKS FOR TITLE TO GERMAN PIERS AT HOBOKEN

At His Request Senator Martin
Will Amend Urgent Deficiency
Bill to Provide for Purchase
or Condemnation.

SOME OF THE COMMITTEE
INSIST ON KNOWING WHY.

Think Plan a Step Toward Per-
manent Shipping Operation by
the Government—Administra-
tion Will Explain To-Day.

(Special to The World.)

WASHINGTON, March 5.—President Wilson to-day asked Senator Martin, Chairman of the Appropriations Committee, to have the Senate authorize him to take over the titles to the Hamburg-American and North German Lloyd Steamship Companies' piers at Hoboken, N. J.

Senator Martin said this afternoon that the Urgent Deficiency Bill now in his committee would be amended so as to authorize the President to acquire the titles to these piers by purchase or condemnation.

The President did not state reasons why he wanted this done, but Senator Martin said that was not necessary and he would have the legislation introduced.

The War Department now has charge of these piers at Hoboken, the Government having commandeered them.

President Wilson called Senator Martin to the White House for the special purpose of urging him to have this legislation considered at the earliest possible moment. He said it is very necessary that the United States take legal title to the properties.

Sent Draft of Amendment.

Later he sent by a messenger the draft of an amendment to the billion dollar Urgent Deficiency Appropriation Bill, authorizing acquisition of the docking facilities by condemnation or otherwise.

To-morrow morning, when the Appropriations Committee meets, Senator Martin will insist upon an amendment making the necessary provision for following out the President's wishes.

The announcement of Mr. Wilson's request started a debate in the Appropriations Committee between Senators who oppose Government ownership and those who favor it. Senator Martin expected to get final action on the Urgent Deficiency Bill to-day, but the request about the Hoboken piers delayed it.

Several Democratic and Republican Senators joined in opposition to granting the request until the Administration submits reasons for acquiring the extensive properties, with an estimate of cost. Some members expressed fear that the step might commit the Government to permanent shipping ownership and operation.

Some Members Demand, "Why?"

A lively dispute in the committee followed and it was decided to hear a representative of the Administration on the subject to-morrow. As the Government is now using the piers, members of the committee argued there should be an explanation of the need of further action.

Administration leaders urged that the President's request should be granted without calling on him for detailed reasons. They were confident that at to-morrow's meeting the amendment would be approved and added to the Appropriation Bill, which is slated for prompt passage in the Senate.

A. Mitchell Palmer, Alien Property Custodian, has asked for authority to sell the terminal properties of the Hamburg-American and North German Lloyd Lines. That action would deprive German shipping companies of their base in the United States.

Observer
Mar 5/18

PRESIDENT ASKS POWER TO SELL HOBOKEN PIERS

Alien Property Custodian
Seeks Sanction of the
Proposed Action.

VIRGINIA SENATOR PRESENTS REQUEST

Would Deprive Hamburg-American
and North German Lloyd Lines of
Landing Places in this Country and
is a Drastic Step Towards Curtail-
ment of German Trade After War.

Washington, March 5.—President
Wilson to-day asked Congress for
authority to take over piers owned
by German steamship lines in the
United States.

The President sent his request to
Congress through Senator Martin,
Virginia, chairman of the Senate
Appropriations Committee. Martin
announced he would offer an amend-
ment to-day to the urgent deficiency
bill giving the President the neces-
sary authority.

Alien Property Custodian A. Mit-
chell Palmer asked authority to sell
the terminal properties of the Ham-
burg-American and North German
Lloyd steamship lines.

This would appear to be a step to
Americanize enemy property in this
country—a wide departure from the
policy pursued heretofore.

It also is tremendously significant
in view of the President's veiled
threat—backed by industrial America
—to declare a boycott on German
trade after peace comes, if Germany
fails to come to terms.

Sale of the great German piers
would deprive Germany of possession
of her own landing points on Ameri-
can shores—a drastic step toward
curtailment of German trade in the
future—with this country at least.

Observer

GOVERNMENT IS TO TAKE OVER MORE PROPERTY ON HOBOKEN'S WATER FRONT

Additional Quarters Needed
to Provide Adequate Fa-
cilities for Work Being
Done in City—German
Seaman's Home Is Likely
to Be Included—May Be
Used to House Some of the
Men Stationed at Port
of Embarkation—Inmates
Will Have to Go Elsewhere.

DETAILS OF PLANS ARE NOT YET KNOWN

It was stated officially this morn-
ing that it is the intention of the
United States Government to take
over some other properties along the
Hoboken water front and adjacent
thereto, for the purpose of providing
further and more adequate facili-
ties for the work that is being done
there. Just what properties are to
be taken is not as yet known.

According to a number of reports,
it is probable that the German Sea-
man's Home, at 64 Hudson street,
will be among the buildings of which
possession will be taken by the au-
thorities. The home has been under

surveillance for some considerable
time past and it will not be surpris-
ing if the place is taken over for the
purpose of providing barracks for
some of the men stationed here.

The superintendent of the home
said this morning that he had re-
ceived no notification regarding a
possible removal.

It is considered probable that the
statements contained in the Hudson
Observer a couple of weeks ago re-
garding the place may have led to
an investigation on the part of the
Government. Prior to the registra-
tion of German enemy aliens it was
stated by the superintendent in
charge of the place that there were
not more than twenty or thirty men
housed there.

SEVENTY IN HOME.

When the registration of enemy
aliens was taken up, however, it was
found that there were seventy men
in the place, all of them German
enemy aliens and most of them hav-
ing relatives fighting in the ranks
of the Kaiser. These facts were
given full publicity at the time, to-
gether with the fact that the place
is within a stone's throw of the
Army Piers, but just outside of the
barred zone.

In addition, it has frequently been
pointed out that the place is exempt
from taxation on the ground that it
is a charitable institution. It has
been a puzzle to a great many people
why this should be so, in view of
the fact that it is not possible for
a man to get a bed or a meal there
unless he has the money to pay for
them.

It is suggested that it is the inten-
tion of the Government to utilize
the place for barracks for soldiers.
In this event it will require a thor-
ough overhauling, as it is not be-
lieved to be in a condition to be
conducive to the welfare and health
of men who may be housed in it.

Herald
Mar 6/18

Senate to Discuss Taking of Hoboken German Piers Today

Appropriations Committee Asks
President Wilson for Informa-
tion About His Request.

JUDGE ADVOCATE GOES OVER RECORDS

Washington, March 5.—President Wil-
son sent word to Congress through Gen-
eral Martin of Virginia today, that the
Government wanted to buy the docks
and terminals in this country, of the
German line steamships. The appropri-
ations committee which received the re-
quest, following Senator Martin's visit
to the White House, insisted upon more
particulars. The Committee holds that
the President now has full power over
the docks.

It is understood that in case peace
were declared the German docks now
held by the Alien Property Custodian
would have to be returned.

Alien Property Custodian A. Mitchell
Palmer conferred this afternoon with
Senator Martin. The appropriations
committee will discuss the matter again
tomorrow.

The Hudson Dispatch last week was
the only newspaper reprinting in Hud-
son county the exclusive story under
the signature of David Lawrence in the
New York Evening Post, in which it was
predicted that President Wilson would
ask to take over the German property
in Hoboken and other parts of the coun-
try.

It was learned last night that mem-
bers of the Judge Advocate's Depart-
ment have been going over the papers of
the Hamburg-American Line for the past
few weeks, as there are a number of
mortgages on the property in Hobo-
ken.

Observer
Mar 7/18

DELAY TAKING OVER PIERS.

Senators Postpone Action Regard-
ing German Docks in Hoboken.

WASHINGTON, March 7.—Consid-
erable opposition to the plan of the
President to take over the North
German Lloyd and Hamburg-Ameri-
can piers at Hoboken is developing
in the Senate.

Senator Martin, Chairman of the
Appropriations Committee, and lead-
ers of the Senate hoped to get a
favorable committee report on the
amendment to the Urgent Deficiency
Bill yesterday, but postponed action
until to-day, so that A. Mitchell
Palmer, Custodian of Alien Property,
could give the reason for the Presi-
dent's purpose to secure the

SALE PLANNED OF PROPERTY OF BIG GERMAN BUSINESS

Kaiser's Holdings to Go Under Hammer, But Private Estates Not to Suffer.

HOBOKEN PIERS WILL
SURELY BE OFFERED

Washington, March 3.—Property in the United States owned personally by the Kaiser, former Chancellor von Bethmann-Hollweg, the German "junkers" generally and the German Government itself will be the first to go under the hammer under the plans of A. Mitchell Palmer, Alien Property Custodian, to sell German owned property here to the highest bidders.

Mr. Palmer's testimony to the Senate Appropriations Committee proposing necessary legislation was made public last night. It makes plain that properties of merely minor individuals probably will not be sold.

"The time has come," Mr. Palmer told the Senators, "when the ownership of some of these great German properties should be permanently separated from German capital. The enemy might as well know that the connection which he has been able to maintain with American industry and commerce is broken, not simply during the war, but broken never to be restored."

"The German Empire, through its financial operations, has put an industrial and commercial chain all the way across the country and throughout insular possessions. We have become thoroughly convinced that it would be wise and highly desirable at this time if the ownership of some of these properties could be permanently taken away."

The Hamburg-American and North German Lloyd wharves and docks at Hoboken, N. J., Mr. Palmer told Senators, are "a part of the

German Empire's commercial grasp upon this continent."

Senator Owen of Oklahoma, said he understood part of their stock is owned by the Kaiser, represented by Herr Ballin.

"There is no earthly question about the intimate relationship of some sort between the German Government and the Hamburg-American Line," Mr. Palmer replied. "Neither is there any doubt about the relations between the German Government and a large number of other great industrial enterprises in this country which have come within the control of the Alien Property Custodian."

Plans of the German shipping lines to hold their dock properties for extension of German commerce after the war were disclosed by Mr. Palmer, who added:

"That is a fair indication of the hope and purpose of enemy capital that not a day shall elapse when the war is over before they again put their grip upon the commerce and industry of America. You cannot strike a heavier blow at the enemy to-day than to make him understand that he has lost his connection with the industry and commerce of the American Continent."

"Where a German subject has an investment over here of a private, individual character, we ought not to disturb it. But these great industries, these great concerns financed by the Deutsches Bank, supported by the Junker class, are the kind we ought to Americanize."

In one city Mr. Palmer did not name, he said seven or eight great mills were entirely German owned.

"It is a part of the German trust in this country," he said. "I am making chocolate in Connecticut, rails in Pennsylvania, woollens and worsteds in New Jersey, chemicals in New York, lumber in Florida, raising sugar in Porto Rico and Hawaii, tobacco in many States in the South, making beer in Chicago, lead pencils in New Jersey and conducting all these concerns, many of which are making enormous profits by reason of the very conditions for which the enemy is responsible—war conditions. If I must simply sit here, with the possibility of returning both principals and profits to the German owners at the end of the war, I am doing a tremendous favor to the German Empire."

"The desire is that the title as well as possession shall be permanently taken away from the German owners."

Mr. Palmer issued a statement last night assuring enemy aliens in this country there is nothing in the proposed amendments to change the definition of enemy within the meaning of the law or to change the status of resident alien enemies.

"Under the Trading With the Enemy Act," he said, "the test of enemy character is solely one of residence. Nationality cuts no figure in the matter. No action is contemplated which will affect the money, bank deposits, postal savings or other property of subjects of enemy countries resident within the United States."

TO SELL KAISER'S U. S. HOLDINGS FIRST

Alien Property Custodian Plans
to Separate Permanently All
Big Enemy Properties
From German Capital.

WOULD END EMPEROR'S
"JUNKERS" HERE FOREVER.

Declares Shipping Lines Plan Ex-
tension of Foe's Commerce
in America Immediately After War.

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Commercial Grasp Here.

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Plans of the German shipping lines to hold their dock properties for extension of German commerce after

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Won't Bother Individuals.

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"The desire is that the title as well as possession shall be permanently taken away from the German owners."

American interests in Germany are negligible compared to German interests here, Mr. Palmer said.

"She is now doing with us exactly what we are doing with her," he added.

It is his intention to use the proceeds of enemy property to buy Government bonds.

Mr. Palmer issued a statement tonight assuring enemy aliens in this country there is nothing in the proposed amendments to change the definition of enemy within the meaning of the law or to change the status of resident alien enemies.

"Under the Trading With the Enemy Act," he said, "the test of enemy character is solely one of residence. Nationality cuts no figure in the matter. No action is contemplated which will affect the money, bank deposits, postal savings or other property of subjects of enemy countries resident within the United States."

NAVY CARRIED 854,496 MEN OVERSEAS

Commander Belknap Tells
Story of Its Part in War to
Merchant Marine Ass'n.

By Universal Service.

WASHINGTON, Jan. 24.—The thrilling and inspiring story of how the navy put a great army in France, and built up a merchant marine for Uncle Sam on the side, was told for the first time—and by the man who was in charge of it all.

Commander Charles Belknap, in charge of the overseas transportation service of the navy, a man who, during the war, established for himself in Washington the reputation of being an individual of but few words, but of unexampled efficiency, told the story and gave the figures. In the simple, unelaborated sentences of the sailor he is, here is the story. It was told by Commander Belknap to the American Merchant Marine Association formed here for the purpose of developing and advancing America's interests on the high seas. Commander Belknap said:

"At the time the war broke out the United States Navy totalled 44,000. That immediately jumped. The merchant marine and the navy that is, in the merchant marine to-day is approximately 60,000.

NAVY NEEDS MARINE.

"In giving these figures and in telling what the navy has done I want it understood that in speaking of the navy I am speaking of the Coast Guard and the Naval Reserve as well as the regular navy. I am not boasting, I am simply trying to show you a source of supply for the American merchant marine of the future.

"The Navy needs a merchant marine. Without an American merchant marine the Navy could not under any possible circumstances take a campaign abroad. Without the American merchant marine in this war we could under no circumstance have undertaken the military programme in France. We had to create the Emergency Fleet Corporation to supply that need. We had to call upon our friends, the Allies, to help us out. We did not have sufficient American tonnage.

"We entered into the merchant marine and ran for the first part of the year forty-four ships. The first trip was made on June 1, 1917, and the last on November 15, 1918, four days after the signing of the armistice. The average turn-around of the entire fleet was 40.9 days. During that time we carried a total of 854,496 troops without loss of life.

"The Leviathan carried in ten trips a total of 93,599 troops, and the largest number on one trip was 10,860. The Great Northern and Northern Pacific were, however, the

French Warship Mine Victim.

PARIS, Jan. 24.—The French torpedo boat No. 325 struck a mine and sank off the coast of Tunis. Eighteen men of the crew are missing.

two most efficient ships we had. They carried an average of 3,000, but the tonnage of the Great Northern was only 8,000, as compared to the Leviathan's 54,000. Her operation was much more economical.

"In addition to manning troop ships, the navy supplied 384 armed guards and the guns they fired for merchant ships on which we had no crews and over which we had no control.

"The navy convoyed 2,169 merchant vessels across the seas, and in the naval overseas we manned and controlled 376 merchant vessels.

PRaises NAVAL RESERVE.

"We had to call on people who had never been to sea before to man these ships, and I want to say that, without the Naval Reserve, the United States never could have attained its end.

"I hope to see the navy backing further legislation—to help get legislation to put the flag back on the sea again. I have travelled in a great many ports, and I have yet to see our merchant marine flag in the Far Eastern ports, with but few exceptions. It has been every flag but our own. The navy is one of the best friends the merchant marine has to-day. It will back every effort to advance it, not merely from the sentimental reason of seeing the flag on the sea, but because it needs it—it can't live without it."

HANDLE WOUNDED WELL AT HOBOKEN

Nearly Thousand Are Moved Comfortably Out of That Port of Embarkation Every Day.

PERFECT SYSTEM IS USED

Thousands of men are transported by the government every week in hospital trains. In perfect comfort and amid ideal surroundings from the port of embarkation, Hoboken, every day. Yesterday, the busiest one since the shipment of sick and wounded was begun, 2,009 men left the port. The men are sent in almost every case to hospitals near their homes, where they may receive their relatives, and where, with the cheering knowledge that they are within a short distance of the place they most long to be, more rapid recovery is assured.

This is being done by the government under the direction of Colonel James M. Kennedy, Surgeon Port of Embarkation; Major H. N. Kearns, Evacuation Officer, and his assistant, Major Charles E. MacDonald, Medical Corps. Since the beginning of the war these officers have had charge of the traffic at this port and understand the system thoroughly.

From the time a wounded or sick man is removed from his ship in New York harbor until he is in a train these men direct his every movement. They see that he is placed in a train made up of ten cars, every one of which is owned by the government and especially built for the purpose. One of the cars is a kitchen, another car contains an operating room and still another for the most seriously wounded. All of the cars are fitted with the most approved type of hospital or ambulance beds and with electric lights. The beds are so arranged that they can be converted into reclining couches for the walking cases in order that the men may rest with the greatest degree of comfort.

Well Appointed Trains.

Each train is provided with soldier cooks and two Pullman chefs who prepare delicate and tempting food for the injured men. From 200 to 300 men can be fed in full trains and they are well fed too. Paper dishes are used, for these can be discarded and the labor of washing avoided. Well stocked linen closets are in every car. Cleanliness presents no problem, for water and fresh paint is continually applied.

When the removal of the men first began in December, from 500 to 700 men were transferred each week. The traffic has grown so rapidly that in the week ending March 15, 5,600 men left the Hoboken terminal. The biggest day so far was one when 1,543 men began their journeys homeward.

All of the trains are owned by the government, only the locomotives belonging to the railroad companies. Some of the trains have been sent through to California, while others have made for stations nearby. In some cases the trains have stopped at a station and left one of the hospital cars on a siding, picking it up empty on the return trip.

There are at least nine medical officers on each train, and they in turn are assisted by an adequate force of nurses and orderlies. The ranking medical officer is usually a captain, and he has complete command of the train, including the crew and engineer.

Newark Call
Sunday
Mar 30/19

PIER NO. 4 IN HOBOKEN HAS BECOME HISTORIC

Many Great Persons From Abroad Have Been Landed There
—Great Vessels Taken From Germany During the War
Have Tied Up There—Can Accommodate Any-
thing That Floats Now.

"Then the illustrious arrival stepped quick time both the Leviathan and down the carpeted gangplank upon the flag-canopied Pier No. 4 and was upon American soil."

This, in effect, is the newspaper description that time and time again in the months since the armistice has told readers of the prominent part played by Pier No. 4, Hoboken, in receiving the distinguished as well as the ordinary.

There are two reasons why Pier No. 4, of the dozen or so piers at Hoboken, has played this part. The first is that its docks, on either side, are the only ones spacious enough to receive the large vessels that distinguished personages have come on. The second is that it is the best equipped of all the docking places at the Hoboken reservation.

Like all others of the series of piers at River Street, on the long river-front block extending to within a block of the tube terminal, No. 4 was German-owned before the war. The Leviathan, then the Vaterland, made her dockings there for the reason that the depth was the greatest there and the double-decking of No. 4 accommodated her high-reaching decks. The Germans planned to dock the Emperor there. The Americans, by taking over that massive craft, have saved the Germans the trouble.

Though these are the longest passenger craft in the world, there is still considerable space between the stern of either ship and the edge of the pier, so far into the river does No. 4 extend.

It is no uncommon thing to see both the Leviathan and the Emperor towering high above No. 4 on either side of that pier and seeing the molossals compared with the other craft at adjacent piers.

The Leviathan and the Emperor make all their dockings there. It was from this pier that the Leviathan during the war took more than 23,000 troops to France. And it is to this pier that the Leviathan since the armistice has returned many thousands more than 100,000 troops. The pier is so extensive that in

the Emperor could unload their entire human cargoes, and the Leviathan has brought back at any one time as many as 16,000 persons, and cause no congestion other than shunting some contingents into the wings of the connecting passages between the several piers.

In construction, No. 4 is a model pier, for its accommodations were made by the Germans with an eye to the many needs of the Leviathan and the Emperor. Its large cubic spaceage is sufficient to store until loading time the entire cargoes of both these craft. Three ordinary city blocks would still leave considerable space there. A five-minute walk from end to end of No. 4 is an active stunt. The upper deck of the pier is used in large part for and was employed during the war for the storing of army supplies. High piles of packing cases are seen at every hand. The aroma of coffees and cigarettes and other goods blend into a not discordant mixture of fragrance. Here too are the Port of Embarkation lunch counters and supplies sold or given to the personnel of the Port of Embarkation.

C deck of the Leviathan and of the Emperor, used as the main deck, lead out upon the upper stratum of No. 4. So does the main deck of the George Washington. For that reason, the upper deck of No. 4 is a mass of Allied flags and American colors, arranged in a long canopy extending from the gangplank landing out to the stairway leading into the army yards and to the street.

Along the upper deck of Pier No. 4 have come President and Mrs. Wilson, King Albert and Queen Elizabeth, Gen. Pershing, Secretary of War Baker, Secretary of the Navy Daniels and other distinguished persons.

HUDSON OBSERVER,

SEPTEMBER 27, 1919.

GENERAL M'MANUS WILL LEAVE PIERS

Brig.-Gen. McManus, who, for many months, has been second in command at the Port of Embarkation, will leave here on October 1, and will go to Norfolk, Va., where he will be in command. He is a regular army man, and has had a lengthy period of service in all parts of the United States.

General McManus, as he is generally known, is one of the best liked of the officers in charge of the piers. For many months he has been the troop movement officer and he played a large part in the work of transporting the American troops overseas and back again.

Quiet and efficient, always courteous and ready to render any assistance in his power General McManus established himself an enviable record at the piers. A keen disciplinarian, he was nevertheless beloved by the men with whom he worked. In his new sphere of activity he will carry with him the good wishes of all with whom he came in contact during the period of his service in Hoboken.

HUDSON OBSERVER,

FRIDAY EVENING, NOVEMBER 7, 1919.

Big Development On Hoboken Waterfront

Wilson Line Leases Shore From Castle Point to the
Northern Boundary of Company's Holdings—
Big Piers to Be Erected—Lamport & Holt
Gets Scandinavian Piers.

It was authoritatively announced this morning by Palmer Campbell, president of the Hoboken Land and Improvement Company and of the Hoboken Chamber of Commerce, that the Hoboken Land and Improvement Company has leased to the Wilson Steamship Line all of that section of the waterfront extending from Castle Point to the present northern boundary of the Wilson Line holdings, making a total holding for the Wilson Line of over 1,000 feet.

Owing to the fact that the shore at this point is extremely shallow bulkheads will be built similar to those at the present Army Piers, thus giving a tremendous development to

the pierage in Hoboken. The Wilson Company will take possession on December 1, and the work of construction will be started immediately.

President Campbell also stated that the Lamport & Holt Line, which has piers at Fourteenth street, Hoboken, has secured the lease to the piers at Sixteenth and Seventeenth streets, at present operated by the Scandinavian-American Line. The latter company will surrender possession when the present lease expires in 1922.

These changes will mean tremendous new developments in Hoboken, making it one of the most important ports in the East.

Dispatch - June 17/19

TAKING THEM OVER AND THEN BRINGING THEM BACK AND THE PART THE NAVY PLAYED IN IT

**Captain Smith Who Substituted
For Admiral Gleaves Gives
Interesting Talk Before Ho-
boken Chamber of Commerce
Forum Luncheon**

EXPERIENCES AT SEA RELATED BY CAPTAIN

That Vice Admiral Albert Gleaves, chief of the Cruiser and Transport Service, who is given credit for taking the soldiers to France, was preparing for war before the United States declared war on Germany, was brought out by Captain R. Drace White, commander of the transport Great Northern, at the Forum luncheon of the Hoboken Chamber of Commerce yesterday.

Vice Admiral Gleaves was scheduled to be the chief guest at the luncheon, but the previous afternoon was called to Washington on an important mission. He was to tell the business men and manufacturers of Hoboken on how "they took them over and are bringing them back."

Captain White, who was under Vice Admiral Gleaves on the flagship of the Transport Fleet, the Seattle, and was with the first convoy that left the United States with troops two years ago on Saturday, explained how it was that the destroyer force of the U. S. Navy was able to proceed direct to Europe right after the declaration of war and get into the fighting as soon as they reached British waters.

Urged Preparedness.

"I was with Admiral Gleaves when he was in command of the destroyer force," said Captain White. "I saw a copy of the letter he sent to the War Department before the war urging that the destroyers be put on a war footing. He saw war was inevitable and it is fortunate that his urgings were heeded and the destroyers were put on a war footing, so that when the call went out and the first group went to England they were ready for immediate action."

Captain White made some interesting revelations in connection with the convoy work. He declared that while he was on the Seattle they were only allowed three depth bombs to combat the submarines, which was of no consequence whatever. They were poorly equipped to install theme and were practically at the mercy of the U-boats.

"It was very hard work and very uncomfortable during that period," he continued, "when we did not know just how to combat the submarines. We were crowded down with coal and some of the men I have seen sleeping on deck with their feet in water."

Dangerous Rolling.

"On several occasions I was awakened by a terrible noise on the ship when I turned out to realize that some 300 pounds of T. N. T. had just rolled down the ladder."

It was while captain of the Orizaba that Captain White was severely injured when a depth bomb exploded. His executive officer was killed and he himself had his left jaw broken. He managed to get to the bridge, however, he said and got clear of the particular U-boat that was causing annoyance.

He made some astounding statements regarding the conduct of the war in its blackest days. He was on the Seattle when Secretary Baker went over the first time, and he was on the War Secretary's staff in France.

Were Dark Days.

"When I returned from that first trip I was very much in doubt as to the outcome of the war. Anyone of several things would have given the Germans easy victory," he stated. "The shipworkers in England were on the verge of Bolshevism, were doing little work and less and less every day. In Italy they were only two days from starvation and a consequent revolution."

"In France they were despondent and heartily tired of the war. The French women, while sending their sons and husbands back to the trenches, were ready to have peace at any price."

"There was an army of manoeuvre on paper. There was no army of manoeuvre in fact among the Allies. There was no unified command. All the men were in the battle lines and the Allies did not know where the blow was going to fall, but they knew it was coming."

Foch's Appointment.

"The appointment of Foch as the commander-in-chief of the Allied commands was more or less the result of an accident. A London newspaper had printed a dispatch that Foch had been appointed commander-in-chief, in mistake for his appointment of commander of the army of manoeuvre, which existed only on paper."

"Largely through the intervention of the United States Foch was actually appointed about seven days later to the unified command."

Captain White went on to speak of the turning point in the war with the arrival and forward action of the United States troops.

Tribute to Hoboken.

"I want to pay a tribute to Hoboken," he continued. "It was through your port that the men who started the turning movement of the enemy toward the Rhine went on their way to France. If any port deserves the name of the Port of Liberty it surely is Hoboken."

It was the best meeting held by the Forum of the Chamber since its inception. There were over 170 seated at luncheon, and unfortunately several members were unable to take part in luncheon. It was only the previous afternoon that Vice Admiral Gleaves was called to Washington and Max Schalscha, chairman of the Forum, tendered the regrets of the Admiral at not being able to be present.

In introducing Captain White, the chairman said he understood that Admiral Gleaves could not have delegated a better substitute. The captain prior to his task, because he said he was not going to give an address, said he hoped that they would excuse his elocution because of his broken jaw.

Those at Guest Table.

At the guest table were Palmer Campbell, chairman of the Chamber of Commerce; Brigadier General Davidson, in command at the Port of Embarkation, and Colonel Robinson and others were also present, also a number of Army and Navy officers from the Port of Embarkation were present.

Secretary Richard Malia and Assistant Secretary Otto Klie were hard put to it to provide additional tables for the unusually strong representation of the members of the luncheon.

Following the interesting talk by Captain White, Chairman Schalscha proposed a rising vote of thanks, and Mr. Campbell said he almost wished for a broken jaw to be able to talk like the captain. Confidently a few minutes later "Bob" Grear whispered in Mr. Campbell's ear that he had apparently got it in the neck when he wanted it on the jaw.

OBSERVER, TUESDAY
JULY 15, 1919.

SAYS CROWDING IS NECESSARY TO EXPEDITE RETURN

**Gen. Shanks Explains Cause
of Complaints Con-
cerning Ships.**

Major General David C. Shanks, commander of the Port of Embarkation, yesterday evening received the newspapermen in his office on the Army Piers, Hoboken, and read to them a statement regarding the complaints which have been received by him of the manner in which officers are being brought over from France. He said in part:

"It is likely that neither the public nor the officers who have made the complaints are aware of the conditions which have made it necessary for the embarkation officials at Brest to assist officers to other than first-class accommodations."

"On July 1 there were awaiting transportation in France approximately 32,000 officers, nurses and welfare workers, male and female, who were entitled to first-class accommodations. In the ordinary course of events, utilizing all of the troop space for troops alone, and attempting to give first-class cabin accommodations to all of the young officers and male welfare workers would have resulted in great delay and tremendous expense."

"It should be borne in mind that many of our troops are being brought home in ships that a year ago were ordinary cargo vessels. This has been a matter of necessity because many of the liners which were utilized in sending troops abroad have been withdrawn by the British government for repatriation of Canadian or Australian troops and for commercial purposes. It was a matter of necessity to convert cargo vessels into troop transports."

"But in assigning officers to troop space more than one-half of the space occupied by the officers remained unassigned. Every officer had a standee bunk, with mattress, pillow and sheets, and there was kept unassigned an extra bunk for his baggage. While the space occupied was troop space it was far from being assigned in the way it always has been when troops were carried."

"I understand," he said, "that that about 80,004 men will be held for some time to come on the German borders. If this estimate is correct we will have all of the troops with the exception of these back in America or on the seas on their way home by the 15th or the 20th of next month—in about a month from now."

THURSDAY MORNING, APRIL 24, 1919.

APRIL 24, 1919.

OBSERVER, THURSDAY

GENERAL SHANKS TELLS OF WORK DONE AT PORT

In Address Before Hoboken
Chamber of Commerce Tells
of Things Accomplished

GIVES SAMPLE OF ARMY'S RED TAPE

Hoboken's share in the war was again ably set forth yesterday at the Forum meeting of the Hoboken Chamber of Commerce when on Army Day Major General David C. Shanks, commander of the Port of Embarkation, set forth some figures showing just how many men had been handled in the port during the war and since the armistice was signed.

There was a big attendance at the meeting and they listened to a short soldierly address, brief and to the point, by General Shanks, who said a whole lot in a few words and incidentally told one or two stories which had a big punch.

He has seen 40 years' continuous service in the army and had been during the war connected with the work of the Port of Embarkation, and there was no glamor or romance connected with that branch of the service, he declared.

Speaking of what had been accomplished in Hoboken, however, during the war, he set forth that 2,545,515 troops had been sent to France and of that number 1,653,913 through Hoboken and from the attached parts of the port 1,798,500. Of those there had been brought home 720,593, of which 523,897 came through Hoboken.

Big Rush Home

The greatest troop movement, said General Shanks, in any one month had been 305,000 troops, and this was expected would be topped in July and August. General Peyton C. March, he said, when he was at the port a few days ago, said that this was the standard which has been set so that returning troops will flow back to this country at that rate.

There are now engaged in the Port of Embarkation, which includes Hoboken, Camp Merritt and Camp Mills, 2,570 officers and 19,449 men. Perhaps nothing could have been better explained regarding the desire of those men to go overseas said the General, than a monument which had been erected at Camp Merritt.

It was enclosed in a white fence and the words on it read: "Sacred to the memory of our hopes of going over which died here on November 11, 1918."

"That expresses the sentiments of most of the men who were held here and wear, like myself, silver service stripes. They had a hard job. It took a good deal of loyalty to stay here and see other organizations, one after another, going across, while they were left here to do the hard work."

"One of the great accomplishments of this war has been the spirit of the men. It has been fine. And that applies equally to those men, women and children who were left here at home, who inspired the men who went to war, and those who were left at home are entitled to just as much credit as those who went to France."

His Costly Blunder

The General told a story about himself when he was a lieutenant, and it referred to red tape in the army. He related how he had been sent from a camp in the South to bring back a squad of recruits. He was provided with the money for the mess on the trip South. They had no apparatus for making coffee en route, so directions were wired ahead at different stopping stations to have coffee ready. The bills were paid and receipts taken by Lieutenant Shanks, and he made out his report and sent it to Washington. Later, some four months later, he received a notice from the War Department that he had been docked \$3.70 for violating the army rules, the violating being to the effect that he had used purple ink in making out part of his report, while the regulations specifically called for reports to be written in black ink.

"Of course," said General Shanks, "those regulations were made by Congress and the army has to obey the regulations set down by Congress."

Other guests who attended the Forum luncheon yesterday were Brigadier General McManus, Colonel Oliver, Chief of Staff; Colonel Kennedy, head of the hospital; Colonel Robertson, Lt. Col. Bartlett, Major D. Craig, Commander Gill of the Navy; Captain Blamer and Captain Morgan, also of the Navy.

MORE THAN HALF OF FORCES WENT FROM LOCAL PORT

Maj. Gen. O'Shanks Tells the
Chamber Members of Ho-
boken's Part in the War.

With that military precision which has characterized all of his work in Hoboken, Major General David G. S. Shanks, Commissioner of the Port of Embarkation, yesterday addressed an audience at the Forum meeting of the Hoboken Chamber of Commerce. "On the first of July next," he declared, "I will have seen forty years in the service of the United States Army. During all of that time I have found no time and but little inclination to learn the art of speechmaking. Therefore, I am not going to make any speech this time, but I will tell you one or two of the facts regarding this side of the war which may prove to be of interest to you, although I am aware that statistics are not very acceptable."

"The total number of troops transported overseas during the time America was in the war was 2,540,515. Of this number 1,650,913 were shipped from Hoboken. Up to today there have been returned to this country 620,593 men, and of these 523,897 have come to Hoboken."

"The greatest troop movement in any one month was more than 305,000, and we confidently expect, during the coming July and August to exceed this record in the bringing of the men back home."

"The port of embarkation includes Camp Merritt and Camp Mills. The work here has been carried on by a staff of 2,530 officers and 19,449 men. The one great thing with which we had to contend was the anxiety of these men to get overseas. They had to stand by and watch one cheering organization after another leave for the front while they had to remain behind, doing the work over here, while the others went across to take their part in the great adventure."

"If you go to Mills or Merritt you will see in many places freshly turned graves, graves tenderly and affectionately tended, with a white cross over them. On this cross you will read the inscription, 'Sacred to the memory of our hopes of going over, which died November 11th, 1918.'"

The speaker then went on to relate some of the incidents of the war that took place on this side. He mentioned that some little time ago he received a communication from a woman out West who stated that she had seen a picture of a ferryboat carrying troops across the Hudson and among them had recognized the picture of her son, who had twice been officially reported dead.

"She enclosed the picture and it was certainly very clear. By making inquiries we were able to inform the mother a day or two later that her son was in a hospital in New York City and was rapidly recovering his health."

"A great deal has been said regarding the spirit of our American boys at the front and the need of praise to be bestowed on them cannot be too great. But it must be remembered that the stream cannot rise higher than its source and that they had to draw their inspiration from the spirit of the men, women and children who remained at home and so it is that to these should be paid the highest mode of praise for the success which has crowned the efforts of America."

Among those also present were Brig. Gen. McManus, Col. Oliver, Chief of Staff Col. Kennedy, Col. Robertson, Lt. Col. Bartlett, Major Craig, Chief of the Military Police, Commander C. C. Gill, U. S. N., Capt. Blamer and apt. Morgan.

HUMAN INCIDENTS AND EPISODES AT HOBOKEN TROOPSHIP PIERS

(Continued from Page One)

Perhaps one of the most amusing examples of the insistence of guards to stick to the letter of their orders occurred on one of the incomings of the Leviathan. Gen. McManus started to board the gangplank. The army guard saluted and passed him. But the navy guard at the other end turned him back because orders had been issued that none board the ship for several minutes. Came Capt. Casey B. Morgan of Vice Admiral Gleaves's staff. He didn't get to the other end of the gangplank, for at the pier end of the plank the army guard refused to let him pass. There was much said.

Capt. Casey Morgan's handwriting isn't the most legible in the world. A reporter presented a pass at the Leviathan gangplank one day. He was refused admittance. For an hour the reporter fumed and fretted in vain. It was the Leviathan's first return and she had a big story. Editions were being missed. Finally, they telephoned to Capt. Morgan. He heatedly demanded to know when things had so altered in the navy that a sailor guard could refuse to recognize a Captain's signature. The sailor stammered something about the writing.

On another occasion a tall, severe-

featured officer in naval Captain's uniform came upon a reporter squabbling at the gangplank of the Leviathan with a sailor guard. "What's the matter, son?" asked the naval officer. "Oh," replied the reporter in disgust, "the damned Captain of this blooming old tub gave orders keeping us off his skiff. He's some bird, that Captain."

"A Captain like that ought to be court martialed," agreed the officer. "Come along, maybe I've got enough pull here to sneak you aboard."

They strode the gangplank. At the top the officer was saluted by every naval man within saluting distance.

"Now," he said, "go to it and dig up a lot of stories. There are a lot here." "Say, I'd like to know your name," urged the reporter. "I'm very grateful to you."

The severe features of the officer relaxed in a grin. His keen eyes sparkled and he whispered, "Son, I'm Phelps, that damned fool Captain you spoke about on the pier."

That's Capt. Phelps. He can look at you as though you were going to be shot at sunrise, and inside he's laughing all the time. The crew like him tremendously. He insists on discipline—has to on a ship like the Leviathan's size and responsibility. But they know, too, that he's going to give them all a square deal. He doesn't "bawl out" a malefactor. He will inflict punishment and will take the man aside, talk it over with him in kindly, understanding spirit, and set the man right.

"Darn it," says Capt. Phelps. "So much paper work in my job I never get a chance to see the bridge." Yet, his officers will tell you, "He's never away from the bridge, and still finds time to accomplish his many duties in the making out of reports. Ask Lawton, the naval man who is always at his side, an American to the core, with relatives in the army. Lawton will hold you for hours, relating to you the great deeds of his great Captain."

These few lines are about one of the most hustling men in the world. He's Capt. Walter E. Bernard, boss of the piers. From the moment a transport shoves her nose around the edge of the berth she belongs to him. Until she has glided back into the ever bound for France, she is his protégé. He has a handful to help him, not a tremendous staff. It's a one-man responsibility, he explains, therefore, a one-man job.

During the war, from this port were sent 957 ships, with an aggregate of

1,705,874 soldiers. Twenty-three sailed in one day. Nine were sent out in the dead of night in ninety minutes. That was Aug. 31, 1918, when a total for the day of 52,423 soldiers, a record-leaker, was achieved. These nine big transports of the night were sent off without the flashing of lights or the sounding of bells or tooting of whistles. All signals had to be by whisper and wigwag, even in the dark. There could be no taking chances. It would have been a great stunt to get one ship away under those handicaps. Capt. Bernard got nine away in ninety minutes—ten minutes to a ship.

"For days in those critical months last summer we went without sleep, and only a bite of food now and then. We were worn and played out, but stuck to the job because it was our bit. We were feeding soldiers to the Allied forces, and our soldiers were stopping the Boche. That's what kept us inspired."

Capt. Bernard has been in the army's transport service more than two decades. He was trained for the docking and undocking of the troopships in this war by a special period of service in New York Harbor just before he was designated by both Secretary Baker and Secretary Daniels to superintend the big job he now holds.

Under his jurisdiction are the piers at Hoboken, a number at the Bush Terminal, several on the Manhattan side of the North River, and a few at Jersey City. Constantly on the jump, always responsible for the safe docking and undocking of troopships, he has made a special study of the tides. The navy asks, "We are going to send out the George Washington Tuesday, what time can you let her go?" He says, "Two-thirty in the afternoon." For at that hour he knows tide conditions are proper. A wireless comes from the President Grant, "Reach Ambrose at 6 A. M." The navy transmits the flash to Capt. Bernard. He says, "Hold her down the bay until 9

and bring her to the dock at 10." For at 10 the proper tide for a good docking will obtain. He picks out the dock most suited for the ship and orders pier hands to be ready to run out gangplanks from this or that section of the pier. He knows each ship's peculiarities of construction, and therefore knows just at what point of the pier a gangplank will have to be run out.

Holding down a swivel chair doesn't mean that the occupant hasn't seen active service. Commander C. C. Gill, Flag Secretary to Vice Admiral Gleaves, for instance, has two gold service stripes. On the flagship Seattle, and later on the George Washington, he served during a number of submarine engagements. He has recently written his conclusions of the naval developments of the war into an interesting book, "Naval Power in the War."

MAJOR GEN. SHANKS LEAVES FOR EUROPE

Major General David C. Shanks, Commander of the Port of Embarkation, accompanied by Major General Willard A. Holbrook and Brigadier General William T. Wood, sailed for Europe on the Leviathan from Hoboken yesterday.

Before sailing, Major General Shanks told the Hudson Observer reporter that he was going to make a personal study of the embarkation port and camps with a view to doing everything possible to facilitate the return of the troops. He added that he expects all of the troops to be back by the end of July.

COL. KENNEDY GETS SAN FRANCISCO POST

Colonel James M. Kennedy, chief surgeon at the Port of Embarkation, has been assigned to the command of the Letterman Hospital, San Francisco, regarded as one of the best posts in the army medical circles. The Colonel expects to take charge of the coast hospital about the middle of September.

The California post was given to Colonel Kennedy as a reward for his splendid work in the health and medical departments of piers, transports and hospitals in ports from Halifax to Baltimore, of which he was in charge, with headquarters in Hoboken. His post was one of the biggest of the war, but was held down to perfection.

Colonel Kennedy is one of the most popular officers in the army. He is quiet and unassuming, but thoroughly efficient and has remarkable executive ability. He is a regular army man and a veteran of three wars.

It is not generally known that the Army Piers are now known as the debarkation piers, instead of the embarkation piers. The troops are now coming back instead of going "over there."

General Shanks in Command.

Editor Hudson Dispatch:—Who is the commanding officer at the Army piers in Hoboken? PRIVATE.

Answer:—General Shanks is in command of the Port of Debarkation, which includes the Hoboken piers.

Observer, May 26/19

INCIDENTS AND EPISODES AT HOBOKEN PIERS; FROM A REPORTER'S NOTE BOOK

Wounded Doughboy Has Fun With Father McDonald—Snappy Questions Fired From Transports as They Creep In—A Bus Ride to Fort Lee Ferry—Little of Militarism in the Thoughts of the Home-Comers—Apparently No Rancor in Their Hearts.

There are numerous incidents connected with the daily arrival of transports and the debarkation of troops that seldom are told of in print, for they are lost sight of in the rush for stories of adventure and achievement on the battlefield.

However, a reporter for The World who has met scores of troopships in the last four months, and in that period has interviewed thousands of soldiers and men and women connected with their debarkation, has preserved notes of his observations. Some of them are presented here.

Mingled Humor and Pathos Attend Docking of Successive Transports

He was a Texas lad, pink-checked very boyish. Father McDonald, chaplain of the Leviathan, visiting the sick-bay, came upon him.

"Sit down and chin with me, Father," urged the doughboy. The chaplain seated himself just inside the edge of the cot. The doughboy's grimace of pain caused Father McDonald to lean forward

anxiously and ask: "What's the trouble, lad?"

The Texan demanded: "Get off, Father; you're sitting on my legs!"

The padre leaped away from the cot, flushed and profusely apologetic, whereupon the man on the cot laughed: "Don't take it to heart, Father. I was just kidding you. See?"

And flinging back the covers he

showed two stumps. Both legs had been shot away.

It was the boy's way of keeping cheerful—to "kid" others by "kidding" himself.

It doesn't matter what boat they come home on, or what unit they belong to, or the extent of their martial experiences, there is a unanimity about their first questions. One could safely bet that next Tuesday or next Friday, or on this boat or that, these will be the first shouts from the olive-drabbed deck rails:

"Hey, is the town dry?"

"What's the price of beer?"

"Where do we go from here?"

"Hey, civilian, come here; let's look at your clothes. Oh, boy, wait till I get back in civies again!"

"Hey, have you got a paper?"

"Who won the war? The M. P.'s. Booh!"

"Hooray for the Red Cross!"

Usually, the shouts are in that order too, the last two as the troopship slips into her dock.

It is no secret that the American private who has fought in France and lived in its towns and bought its goods is "off the French." They deride the French methods of sanitation, or, rather, lack of attention to sanitation. They denounce the high prices exacted of Americans by shopkeepers in France. There was one, however, broad of mind and of an inquiring turn, who said to the reporter: "You can't blame the boys for being sore at the way they were soaked for anything they bought. But it mustn't be overlooked that the French have lost tremendously in the war; that goods are scarce and wholesale prices high. The French have to charge high prices to each other to make a living."

No more courageous band has ever been organized than the group of Red Cross women that has been meeting troopships, for it takes real stamina and strong mental fibre to come out, day in and day out, for week after week, to meet the docking ships. Not a few of the women in blue uniforms and capes are of a position in life that a few years ago would have caused them to scorn any suggestion of manual work.

Yet, these women of refinement and culture are at the piers, day in and day out, in rain or mist or gloom, waving flags in the cold, shouting

greetings to the boys on the decks, lugging heavy pails of buns. It is with a smile and a cheery word that they pass down the lines of soldiers at rest when the doughboys have marched down the gangplank and onto the pier, and ladle out hot coffee and hand out large buns.

Some of these women have sons in the service. Others are doing the work without that incentive. Their noble sacrifice of comfort and time to mingle with the homecoming troops and give them the warming edibles and cheering greetings has won the earnest commendation of Gen. Shanks and all others who have seen them at their tasks.

Emphasis on the Red Cross women is not intended to belittle the work of the smaller group of Salvation Army men and women, who, too, meet every ship and whose great work draws cheers from the men in the ranks. The Y. M. C. A. has representatives present when the ships come in. So do the Jewish Welfare Board and the Knights of Columbus.

Incidentally, the K. of C. hut in River Street, directly opposite the piers, has developed into a centre of gathering for parents and friends of incoming boys. There, in comfort and warmth, they wait away the anxious hours until word comes that the boys have started to march on the pier and toward the trains in the army reservation. Follows a grand rush from the K. of C. hut to the iron fencing of the reservation for a chance glimpse of Johnny.

Scene: Tenafly, N. J. A dozen men of the 27th Division are stalled because of a trolley strike. No trains due for an hour. A bus rolls up. "How much to Fort Lee ferry?" they call. "Six bits a head," replies the driver. "Sold," the doughboys agree. It's double the railroad fare, but what's a bit or two to a soldier going home on his first leave from camp after reaching America?

"Cut 'er wide open, kid," they urge. And, "Make out you're a bocne and we're chasin' you. Speed it up. Show some dust. Only don't stop to holler 'Kamerad.'"

As the big motor car rumbled through Englewood three girls on a sidewalk cast smiles upon the lads in the machine. "Sorry I can't stop," grinned back one of the New Yorkers. "Too busy to-day. Got to see my own gal. She's gray haired, too."

When the car careened down the long slope leading to the ferry, one of them, lips parted wide in glee, exclaimed: "Gee whiz! There's good old New York right across the brook. Can't believe I'm going home."

Another responded: "Maybe the Hudson isn't some nice baby, eh?"

And then they all insisted: "Hey, driver, don't straggle. There's half an hour of the twenty-four gone already."

Strangely, there is no war spirit in the returning boys. Rather, they are "fed up" on things military. There was nothing glorious about the war. It was a gory mess. It lost them pals. It was a hell of filth and drudgery and plodding along in dirty trenches or on muddy roads; no food, no sleep, no drink for long hours running into days.

"It was a nasty job but it had to be done," said a returning Ohioan. "We went over, did the job, and now we want to get back to where we left off and forget all those rotten months."

No self-exploitation by these boys. No seeking of notoriety. They had rolled back their sleeves some months before. They had planted their wallop and felled the bully. Now they wanted to roll down their sleeves and resume work where they left off.

More strange than the fact that the thrills of war have dulled rather than bred a war spirit is the fact that there is little talk of hatred of the Germans among the returning American soldiers. In many cases they are ready to testify to the bravery and fighting ability of the foe. They seldom speak with rancor. Perhaps that is because Americans did not come in contact with boche brutality as did the maimed French and enslaved Belgians and air-raided English.

To the men who served on the Leviathan through the war the massive transport will ever be a topic for an epic. Some of its officers have now been transferred to other craft, among them Commanders Farwell and Blackburn. It was Commander Blackburn's big job—and he did it so well as to win frequent praise—to run the organization aboard the ship. As executive officer he was Capt.

Phelp's right hand man. The details of crew management and organization of the tremendously large troop units was up to see to it that supplies Farwell had to see to it that supplies were sufficient for all hands and in the days and nights in the submarine zone, when messing continued through twenty-four hours a day because of the large number of soldiers aboard, it was up to him to see that all were fed plentifully and without confusion.

There are few dismaying features of the system at Hoboken. Of the few, one of the most vexatious to reporters is the continued attitude of hostility of some of the guards. Despite the kindly co-operation of Major Gen. Shanks and Brig. Gen. McManus and the co-operation of Capt. Snell, it has been impossible to drill into some of the privates and corporals and sergeants and sometimes lieutenants on guard duty at the pier that reporters are there on business and not curiosity.

Although each story printed of a returning hero is a boost for the army, things have been none too easy for the reporters seeking these stories that parents and friends and the general public want to read. Quite apparently hostile, a guard will frequently, after reading a pass declaring the bearer is a reporter, demand, "Well, what's your business here?" And again, spotting a reporter with a brassard, a guard will insist that he rummage through his packets and produce a pass, despite the fact that, obviously, the brassard would never have been issued without possession of a pass.

These conditions continue despite the efforts of high officers to do away with the obstinacy of the guards. And in truth there are always a few reporters and photographers whose attitude invites hostility.

Apr 20/18

GOVERNMENT TAKING OVER ALL STEAMSHIP PIERS IN HOBOKEN; TO BE CHIEF EMBARKATION PORT

Holland Line Pier, Wilson Pier, Scandinavian Pier, All Owned by Hoboken Land and Improvement Company, to Be Operated for War Purposes.

GOVERNMENT CONTROL FOR ENTIRE RIVERFRONT

By securing control of the Holland-American Line piers and property in Hoboken the United States Government has increased its hold on the Hoboken waterfront, and within a few weeks the entire waterfront, as far as shipping facilities is concerned will be under the control of the Government, and will be part of the Port of Embarkation.

Negotiations are now under way for the leasing of the Scandinavian-American line piers at the foot of Seventeenth street, and there is no doubt whatever but what this property will also be taken by the Government.

The Wilson line piers at the foot of Sixth street are also to be turned over and the consummation of the latter deal will see practically the entire river front in Hoboken under the control of the United States Government.

At the present time the six piers formerly of the North German Lloyd and Hamburg-American lines, the Lamport and Holt piers at Fifteenth street, and the Twelfth street and Savannah piers are now being used by the army.

With the taking over of the Holland-American, the Wilson and Scandinavian piers the Government will have an unbroken water front in Hoboken, with the exception of that section used by the Fletcher Iron Works, and the Tietjen & Lang dry docks, at both of which places practically only Government work is being done.

It is understood that the Government intends to concentrate on Hoboken as the port of embarkation. The Bush Terminal, in Hoboken, and the Hoboken piers will then be made the most important of the Government's shipping facilities in the country.

There are no more sailings from the Holland-American line piers since the Government took over the ships of that company, and for over two years the tonnage of the Scandinavian line has been employed in trade in this country. The only sailings from the Scandinavian line piers is about one a month at present, and Captain V. Lassen, superintendent of the piers in Hoboken, stated that the company would not have any difficulty in getting a berth for the one vessel a month from the home country.

The Holland line pier, the Wilson line pier, and the Scandinavian line pier are all property holdings of the Hoboken Land & Improvement Company, built by

that company and leased to the foreign steamship companies for long terms of years.

UNCLE SAM SOON TO TAKE CONTROL OF WATER FRONT

Negotiations Now Under Way
to Take Over All Ho-
boken Piers.

HOBOKEN WILL BE SHIPPING CENTRE

Report that Holland-American Line Docks Were Already in Hands of the Government is Denied—Leasing of Other Piers Now Pending.

The United States Government is soon to be in complete possession of all steamship lines along Hoboken's waterfront. This is evident in the face of negotiations now under way whereby the Government will secure control of these piers and steamships.

From indications, the mile-square city is destined to become one of the greatest shipping points in the world. The entire system is to be coordinated under Federal direction. Well founded report has it that Hoboken will be the headquarters of the Shipping Board. That it is destined to become the chief port of embarkation during the war and the centre of a huge merchant marine service after the great world struggle now in progress seems inevitable.

There was a persistent report today that the Holland-American line piers had been taken over by the Government. The report was denied by Superintendent A. Roggeveen. He stated that the Government had not formally taken over the piers and said that the knew of no contemplated action of the sort. That the Holland line piers are being used for the docking of American vessels is known, however.

Negotiations are now under way for the leasing of the Scandinavian-American line piers, at the foot of Fifteenth street. Captain V. H. Lassen, superintendent of the Scandinavian line, has virtually admitted this fact. The Government, it is known, is also angling for the Ellerman-Wilson line piers, at the foot of Seventh street. With the former German Lloyd lines, the Savannah piers at the foot of Twelfth street, and the former Lamport and Holt line piers, foot of Fifteenth street, now in possession of the Government, the taking over of the Holland, Scandinavian and Wilson line piers will place practically every foot of waterfront property in Hoboken in Federal hands.

Because of this, Hoboken will afford unparalleled facilities for the shipment abroad of men and munitions. It will be rivalled in this respect only by the great Bush Terminal in Brooklyn.

The method of procedure with regard to taking over the Holland-American, Scandinavian and Wilson Line piers will be different than that put into effect with regard to the Hamburg-American and North German Lloyd Lines. The latter were seized, and government ownership to them will be kept for all time, according to the authorities at Washington. The other piers will be leased to the government for a certain period of time, perhaps for life, but title to them will remain with the present owners.

Dispatch May 16/18

ENTIRE WATER FRONT IN GOVERNMENT USE

Wilson Line, at Sixth Street,
Taken Over for War
Purposes.

The last of the Hoboken water front passed into the control of the United States Government the other day when the Wilson Line piers were taken over by the army, and soldiers posted on the dock.

It will take a month for the Wilson Line officials to clear up the freight which has accumulated on the docks there. Pier 1 has been entirely cleared, all the freight being moved to pier 2. This is being shipped on barges and lighters to the Fifty-seventh street pier in New York city, which has been secured by the Wilson Line company for the continuation of their business.

United States soldiers now guard the entire waterfront and there is no approach to the waterfront which is not now barred by an armed sentry.

Observer June 18/18

The Holland-American line offices have been shifted from the piers at the foot of Fifth street to the store at 934 Washington street. Superintendent A. Roggeveen is in charge. The shift was made necessary by the taking over of the Holland piers by the government some weeks ago.

Observer June 3/18

ANOTHER HOBOKEN PIER IS TAKEN OVER BY U. S.

It was announced this morning in Hoboken official circles that another pier had been taken over by the U. S. government. It is known as Pier 12 owned by the D. L. and W. Railroad Company.

It is only a question of time, it is reliably said, that the entire waterfront of Hoboken will be acquired by the government and that this city is determined to be the greatest railroad terminal and shipping place in the world.

Observer June 19/18

GOVERNMENT WILL KEEP THE HOBOKEN DOCKS.

The United States Government has taken permanent possession of the docks of the Bremen and Hamburg lines in Hoboken. This fact is made known in the following official statement issued by the Treasury Department Bureau of Publicity:

"The taking over by the United States of the title and possession of the docks, piers, wharves and other shipping property on the Hudson River, owned by the German steamship companies, the North German Lloyd and the Hamburg corporations, is greeted with universal approval by the American people. The property is to be retained by the Government and not turned back to its former owners at the close of the war.

"Purchasers of Liberty Loan Bonds and War Savings Stamps, who supply the money used for this purpose, may feel especial gratification. These docks and piers and wharves are strategic points of great importance and value, and it is intolerable that they should remain in enemy hands, or that they should ever revert to German ownership. German commerce has been shown to have been so indissolubly bound up with, and so much a part of German militarism, that it is just and right that it should suffer all the penalties of war."

Observer May 27/18

U. S. TAKES OVER SCANDINAVIAN PIERS

The big Scandinavian-American Line piers, at the foot of Seventeenth street, Hoboken, have been taken over by the Government. Mayor Patrick R. Griffin was notified today by Rear-Admiral Nathaniel R. Usher, U. S. N., that the Navy Department had taken over the docks for its own uses for the duration of the war. The Scandinavian docks will come under the jurisdiction of the Third Naval District, of which Admiral Usher is head.

It is expected that accommodations will be found at an Atlantic pier, one steamer plying between Sweden and the United States.

HOUSE APPROVES DOCKS PURCHASE

Bill Authorizes U. S. to Take
Over Big Piers.

SITUATED AT HOBOKEN

Power of Alien Property Custodian Increased.

WASHINGTON, March 27.—The House gave final approval yesterday to the conference report on the urgent deficiency appropriation bill, which contains legislative riders for the purchase by the Government of the Hoboken docks, owned by the Hamburg-American and North German Lloyd Steamship companies and increasing powers of the Alien Property Custodian to sell property in his possession.

"No greater blow and no more legitimate blow can be struck in this country against our enemy, Germany, than by depriving her of the industrial control that she had through ownership of many corporations and industries in America," said Chairman Sherley of the Appropriation Committee.

"A recital of hours might be made showing instance after instance where the German control of industries in this country is great enough to have very far reaching influence upon the life and trade of this country. I think we all recognize the need of ending that commercial influence and control and the desirability of safeguarding the disposition of this property, which runs into the hundred of millions."

Representative Longworth asked if the Hamburg docks were to be sold at public sale to the Government.

"I should have said," explained Mr. Sherley, "that where the sale is to the Government it does not require that it be a public sale. Unquestionably where the Government is to buy there is no reason for requirement of a public sale when the Government would be compelled to bid against others to acquire property it might need and does need for war purposes."

"If the Alien Property Custodian already has vested title to the Hamburg docks how can the property be sold to the Government?" asked Representative Cooper of Wisconsin.

"You apparently fail to distinguish between the title the Alien Property Custodian has under the law and the title the United States will get under purchase," replied Representative Sherley.

"The Alien Property Custodian takes over property which he holds as a common law trustee, but this legislation provides that when the President shall have bought these docks and taken them over the fee simple title vests in the United States."

Mr. Sherley said the city of Hoboken would suffer a financial hardship with Government ownership of the Hoboken docks.

"This property paid annual taxes to Hoboken of \$140,000," said Mr. Sherley, "and it will not be subject to that tax under United States ownership. This loss of revenue to Hoboken is serious, and the committee was impressed with the argument of the gentleman from New Jersey, Mr. Eagan, that the municipality ought not to be thus penalized and an exception should be made in that this property differs from Government property in an ordinary sense and could and would be used in a commercial way. But to acquiesce in this proposition would establish a far reaching precedent, and we did not feel we could do so."

The urgent deficiency bill authorizes the President to acquire the Hoboken docks by purchase if he shall deem it necessary for national security and defense or to acquire the property by condemnation if the docks cannot be procured through purchase negotiations.

PRESIDENT INSISTS THAT GOVERNMENT TAKE TITLE TO PIERS FOR ALL TIME

Dispatch Mar 27

AGREE ON SELLING OF HOBOKEN PIERS

Senate and House Conferees to
Make Their Report
Today.

Washington, March 22.—After a long wrangle over the provisions in the urgent deficiency bill for the sale of German-owned property within the United States, the Senate and House conferees agreed today, and will make their report to both houses tomorrow.

As amended by the conferees the alien property custodian is given authority to sell at public auction to the highest bidder all property in this country owned by German interests, the sales to be made only to American citizens. In certain specified instances, where the public interests require it, sales may be made privately after due notice.

The purchase by the President of the Hoboken piers now owned by German steamship companies is also authorized by the bill.

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 reconstruction going on at the present time.

Wilson Opposed to Any Other Plan, Says Mayor Griffin on Return From the Capital—Executive Appreciates Gravity of Situation, Confronting Mile Square City, Says the Mayor, and Will Endeavor to Discover Way to Give Assistance—Other Officials Ready to Aid.

HOPEFUL OF FINDING SOLUTION TO PROBLEM

Mayor Griffin, of Hoboken, returned home last night after a series of conferences in Washington relative to the future ownership of the German piers and bulkhead property in this city.

As pointed out in the Hudson Observer on Monday last the passing of the title to this property to government ownership would result in a loss of ten per cent, already inflicted by the dry zone order, would result in a loss of twenty per cent, of taxable property to Hoboken, one of the most serious blows the city could suffer.

Mayor Griffin's mission to Washington was for the purpose of finding some way out of the difficulty. As a result of his work he was able to state this morning that he feels hopeful that a plan will be formulated whereby the city will be able to hold on to the taxes.

VISIT TO PRESIDENT.

Corporation Attorney Fallon and myself got into touch with Congressman Eagan," he said, "who was present at all of the conferences held. We went to the White House and submitted our case to the President. We then saw Swager Schirley, chairman of the House Committee on Appropriations. The bill had then passed the Senate without debate or amendment. Schirley stated that it was the intention of the Government to take title to the piers and hold them for all time.

"We then saw Mitchell Palmer, Custodian of Alien Property, who expressed the opinion that some way could be found out of the difficulty, some way in which, when the Government was ready to take title, the city could be protected in the taxes. He suggested that the bill be not touched, but passed in its present form as it affected all alien corporations in the country, which they were anxious to get started on. Later on, he said, a way would be found whereby the city could be assisted.

ADVANCE SUGGESTION

"Corporation Attorney Fallon and myself then suggested that the city be permitted to buy the property and lease it to the Government for the period of the war or for all time at a price to pay the city the interest on sinking fund charges on the bonds and taxes in addition. This proposition was submitted to the President.

"The President replied that he appreciated the gravity of the case to Hoboken, but was unalterably opposed to anything but the Government taking title to the piers for all time. He added that he would give serious consideration to see if a way could be found whereby Hoboken could be assisted in the matter of the taxes."

The bill is now in the hands of the Senate and will be passed.

Observer May 31 /19

Passes Curtailed At The Army Piers

**Demands So Heavy That It Was Impossible to Cope With
Them—Curtailement Follows Opening of the
New Hostess House.**

Just when the new hostess house, capable of accommodating some hundreds of people, has been completed at the Army Piers, Hoboken, an order has been issued which considerably curtails the issuance of passes to relatives of the returning soldiers.

The reason for this new order is the fact that the demands for the passes were so heavy, consequent on the general belief that they were issued to all relatives who applied for them, that it becomes a physical impossibility for the authorities to cope with them. It was therefore decided to materially cut down the supply and the following order has been issued by Brig. Gen. G. H. McManus, Troop Movement Officer:

"The report recently published in one or two papers to the effect that friends and relatives of returning soldiers can hereafter meet them at the pier is erroneous. It is impossible,

with the facilities at hand, to have more than a very small number looked up and put through the sanitary process, which is necessary prior to meeting friends at the waiting room adjoining the pier. To undertake to handle more would cause great confusion, and seriously delay the movement of troops to camps and to their homes. It would thus work to the disadvantage of the great majority.

"Those to be looked up and brought to the waiting room must be limited to those cases where the officer or soldier is not required to go to camp or where there is some urgent reason, such as sickness in family, or where persons have come a distance and hardship will result by waiting to see the person in camp. First consideration will be given to members of the immediate family. Those not related will be excluded, except for urgent reasons."

CANNOT MEET THE TROOPS AT PIERS

Brig.-Gen. McManus, Troop Movement Officer at the Hoboken Port of Embarkation, issued the following today:

"The report recently published in one or two papers to the effect that friends and relatives of returning soldiers can hereafter meet them at the pier is erroneous. It is impossible, with the facilities at hand, to have more than a very small number looked up and put through the sanitary process, which is necessary prior to meeting friends at waiting room adjoining the pier. To undertake to handle more would cause great confusion, and seriously delay the movement of troops to camps and to their homes. It would thus work to the disadvantage of the great majority. Those to be looked up and brought to the waiting room must be limited to those cases where the officer or soldier is not required to go to camp or where there is some urgent reason—such as sickness in family, or where persons have come a distance and hardship will result by waiting to see the person in camp. First consideration will be given to members of the immediate family. Those not related will be excluded, except for urgent reasons."

HUDSON DISPATCH,

JUNE 3, 1919.

SOLDIERS CANNOT BE SEEN AT THE PIERS

The report recently published in one or two papers to the effect that friends and relatives of returning soldiers can hereafter meet them at the pier of the Port of Embarkation is erroneous. It is impossible, with the facilities at hand, to have more than a very small number looked up and put through the sanitary process, which is necessary prior to meeting friends at the visiting room adjoining the pier. To undertake to handle more would cause great confusion, and seriously delay the movement of troops to camps and to their homes. It would thus work to the disadvantage of the great majority. Those to be looked up and brought to the waiting room must be limited to those cases where the officer or soldier is not required to go to camp or where there is some urgent reason, such as sickness in family or where persons have come a distance and hardship will result by waiting to see the person in camp. First consideration will be given to members of the immediate family. Those not related will be excluded, except for urgent reasons.

THE EVENING SUN,

SEPTEMBER 4, 1919.

WHY PIER PASSES ARE LIMITED

Collector Newton Says It's to Prevent Smuggling.

The limiting of pier passes at the office of Byron R. Newton, Collector of the Port of New York, is explained by Mr. Newton as a necessary regulation in connection with the efforts of the customs officials to prevent smuggling, much of which, they have reason to believe, is being attempted.

Mr. Newton said that the refusal to allow friends and relatives to go on the pier to meet passengers on incoming vessels was not a wartime order but was intended solely to reduce pier congestion, and give the inspectors better opportunity to examine incoming baggage. Friends and relatives are allowed up to the gate in the middle of the pier, and if it is necessary any one on the boat may go talk with them. In the case of illness friends or relatives are sent down on a cutter with a nurse if necessary. Mr. Newton said that his office will take letters and deliver them at quarantine for any one coming in.

Soldiers' Property Unclaimed On Piers

**Vast Accumulation of Baggage on Hand Which Has Arrived
from Overseas Without Owners—Red Cross Proffers
Its Aid in Finding Them.**

There are present approximately 150,000 pieces of lost baggage belonging to members of the American Expeditionary Forces on the government docks at Hoboken made up of 20,000 trunk lockers, 15,000 bed rolls, 5,000 suitcases, 110,000 barrack bags which have come from overseas unclaimed by their owners.

Much of this baggage is marked with the names only and cannot be forwarded to the owners. In all cases a new shipping address is required. All owners of lost baggage are urged to forward their claim and present address to the lost bag-

gage branch, pier 2, Hoboken, with an accurate description of the missing property.

A complete card index permits prompt identification and the baggage will be forwarded by express at Government expense if at Hoboken.

The Red Cross has offered to assist any man from overseas to recover his lost property as well as to help the Government to dispose of this onerous accumulation. Every owner of lost baggage probably feels a grudge against the service which it is the aim of the Red Cross to dispel.

HUDSON DISPATCH, FRIDAY

MORNING, NOVEMBER 28, 1919.

SOLDIERS' BAGGAGE HELD UP.

Down at the Army piers in Hoboken are tons of baggage, small mountains of baggage belonging to service men who have long since got back to civil life, but who have been unable to get their baggage, including their highly cherished souvenirs. Shortage of help is given as the excuse, but it should not be. It is probably negligence on the part of the War Department. It may seem to the War Department like a comparatively unimportant thing, but for men to be deprived of their baggage, after having given up business and home and everything to win the war, is inconsiderate, and even the United States Government should not be inconsiderate of personal feelings, in time of peace.

THE EVENING POST,

OCTOBER 2, 1919.

"LOST" BAGGAGE OF A. E. F. WAITS OWNERS

**200,000 Pieces Stored On
Hoboken Pier.**

**Government Delivering 15,000
Pieces a Day, as Fast as
Owners Can Be Found.**

More than 200,000 pieces of personal baggage, belonging to officers and men of the American Expeditionary Forces, are stored on the Government piers at Hoboken, it was announced to-day by Col. R. R. Pickering, who has charge of the task of trying to identify and deliver this baggage to the proper owners. This baggage consists of 130,000 barrack bags, 30,000 trunk lockers, 20,000 bedding rolls, 10,000 suit cases and a number of nondescript pieces, most of which has practically no identification, said Colonel Pickering.

If "Col. John Smith, Chicago," "Capt. George Brown New York," or "Private Holmes, Indianapolis"—or even "Second Lieut. Ralph Jones" (who thought it unnecessary to put any address on his baggage, believing that everybody knew him) have not yet received their baggage, they must not conclude that the Government has simply confiscated it to help equip the personnel of the regular army. The Lost Baggage Department is working as hard as it can to find out where they live and see that each piece of baggage is delivered to its owner.

Twenty-seven officers, fifty-three enlisted men of the regular army and 437 civilians, stenographers and clerks have been assigned to the Hoboken piers to try to find out to whom this baggage belongs and are working with break-neck speed to make sure that everybody who had baggage sent from abroad will get it as soon as possible, and that as few souvenirs as possible will be missing when it arrives. Colonel Pickering and Capt. P. E. Walker, who is assisting him in the organization of the work, have begun a publicity campaign to try to let everybody know what he can do to help obtain his baggage.

The question has arisen as to how to let Private Kowalski, who perhaps lives at West Branch, Ia., know that his barrack bag was not stolen by the Government when he threw it into the hold of his home-coming ship and to inform him that if he will only send his name and a description of his bag or its contents to the Lost Baggage Branch, Pier 2, Hoboken, N. J., he will stand a pretty good show of getting his barrack bag as soon as possible shipped to him by express and at Government expense. "Kowalski probably thinks," said Captain Walker, "that the Government intended all the time to take away all his souvenirs and not let him prove to his family that it was really he who captured those twenty Germans single-handed; and that's just the reason why we want to let him know that if he had marked his baggage properly he would have

received it long before now, and that he will yet get it if he will send us his name and address, no matter where he may live."

Practically all of the baggage has been assorted and put into tiers with as accurate a description as can be made. There are stacks of barrack bags as high as the ceiling, all of which have been given separate numbers and are simply waiting there until the owners send their names and addresses with a description of their baggage that corresponds to that given by the Government workers. The baggage that has no name attached is gone through by an army officer to find any marks of identification as to contents, and "incidentally," said Capt. Walker, "We take out any Government property we find."

One of the ways employed by Colonel Pickering to notify former officers and soldiers of the A. E. F. that their baggage is well cared for is through the news feature motion picture companies, which have taken pictures of the work on the piers. These companies will show the films in all the "movie" houses throughout the country, and if Antonio Giuseppe happens to see the film and can read English, he will know what to do in order that he may secure his baggage.

The work is by no means halted, however, for lack of requests for shipment, Colonel Pickering said. Requests are coming in by the thousands from those who already know what to do, and the force is now shipping out from 15,000 to 20,000 pieces daily.

The army has also made arrangements with the American Express Company in Paris to have brought to Hoboken all baggage stored by officers and men in the American Express warehouses in Paris. The baggage will be shipped to Hoboken and held there until the storage is paid by owners of the baggage, and then it will be shipped to the address given.

HUDSON DISPATCH,

SEPTEMBER 30, 1919.

HUGE MOUNTAIN OF BAGGAGE UNCLAIMED

**150,000 Pieces On Army Piers
in Hoboken; They Came
From France**

In an effort to reduce the mountain of unclaimed baggage now occupying considerable space on the army piers in Hoboken, the Red Cross has been asked to help locate the owners. The baggage consists of approximately 150,000 pieces belonging to members of the A. E. F. It includes 20,000 trunk lockers, 15,000 bedding rolls, 5,000 suit cases and 110,000 barracks bags, which have come from overseas and remain unclaimed by their owners.

John Magee director of military relief for the Atlantic Division of the American Red Cross, has sent out a circular letter to all Chapters of the Red Cross in the Division, asking their help. Much of the baggage is described as being marked with names only. In all cases a new shipping address is required. All owners of lost baggage are urged to forward their claim and present address to the Lost Baggage Branch, Pier 2, Hoboken, with an accurate description of the missing property.

Observer Jan 10/19

Seek To Use Troops As Strikebreakers

Armour & Company, of Jersey City, sent to the Debarkation Piers, at Hoboken, this morning, for soldiers to man the company wagons and protect them against striking drivers and meat cutters. A squad was sent. Then Chief of Police Battersby got on the job and had a live-

ly session with the packing officials. He objected to the use of soldiers as strikebreakers and said the police could give all the protection that was necessary. Finally it was agreed that the military should man only those wagons that were used to deliver meat to the Army Piers at Hoboken.

Dispatch Feb 5/19

SECRETARY OF WAR IS A VISITOR IN HOBOKEN

Secretary of War Newton K. Baker was in Hoboken yesterday and paid a visit to Major General David C. Shanks at the Army piers. He made a tour of the Debarkation Headquarters and later went to New York unattended to see the discharging of the troops from the White Star liner Cedric.

It is also understood that he made some investigations into the handling of the soldiers' mail in Hoboken, and this may result in some of the delays being rectified.

World - Feb 9/19

RETURNED SOLDIERS MUST BE CLEANED

Surgeon General's Orders That
All Must Have Sanitary Baths
Being Enforced Here.

Officers of the port of debarkation yesterday called attention to the requirements of the Surgeon General's office that all men returning from active service must be examined for infection with trench fever and other communicable diseases peculiar to the war. More binding still is the requirement for sanitary baths—"de-lousing," as it is called in the blunt language of the army.

This statement was occasioned by the complaints made by a few officers who arrived Friday on the Adriatic and thought they should have been allowed to go ashore at once instead of being held until morning. To have debarked these men and to have met the requirements of the Surgeon General's office would have meant that they could not reach camp until after midnight and not have been free for some hours after that. For this reason they were held on the Adriatic. The complaint was voiced by a handful of officers only.

Obs. Mar 13/19

LIEUTENANT POGGI NOW IN NEW MEXICO

Hoboken members of the Hudson Observer staff have received post-cards from First Lieutenant Nicholas A. Poggi, formerly attached to the staff of Major H. C. Craig, head of the intelligence service at the Army Piers. Nick, as he is familiarly known, is now stationed at Fort Bayard, New Mexico, where he was assigned after his unremitting crusade against violators of government laws had undermined his health.

Poggi requests that his friends drop him a line now and then, addressing him at Fort Bayard, N. M. Things down there are lonesome after being in Hoboken, he says. He sends his regards to all his Hoboken friends.

During the war period Poggi, with Lieutenant William Wiley, did splendid work in Hoboken, saloonkeepers who sold in the barred zone or to sailors being their especial quarry. They cleaned up also several big cases with others of Major Craig's staff, Poggi playing a leading part. Wiley is now out of the service, and has resumed his duties as a police official at East Orange. Poggi is a Regular Army man.

Observer - Feb 18/19

President Decides To Land In Hoboken

Change Made From Boston Possibly to Avoid the Militant
Women Suffrage Who Had Planned a Demon-
stration—Due Here on February 26.

The United States steamship George Washington will dock at Hoboken and not at Boston. She is due Wednesday, February 26. The plan was changed by wireless, it is said, yesterday afternoon. One of the reasons advanced for the change is that the militant woman suffragists had planned to assemble a mighty force at Boston for a big demonstration and to fire a barrage of placards and literature at President Wilson and his party. Whether this is or is not the cause, the change from Boston to

Hoboken has been made.

Aboard U. S. S. George Washington, Feb. 17.—President Wilson spent the greater part of the day resting. The first fair and warm weather since leaving Brest was encountered to-day, and the Presidential party left the seclusion of their cabins for the decks. Most of them attended the ship's movies last night.

The George Washington continued to make good time and was scheduled to pass the Azores to-day.

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Observer - Mar 31/19

\$5,000,000 IN GOLD SHIPPED FROM PIERS

Five million dollars in gold was placed on board the steamship Von Steuben yesterday at Hoboken. It was later started on its way to France, for the American soldiers. The first shipment of the kind, the money will be used to pay returning troopers.

The gold, in five cases, containing \$1,000,000 each, was brought from the Sub-Treasury in New York by automobile truck. A guard of eight armed men from the Quartermaster's Department, watched over the treasure on its way from New York to Hoboken Army Piers. While no announcement had been made that the shipment was to be made, nevertheless a crowd had collected in the vicinity of the piers to watch the gold-laden vehicles.

Captain A. E. Cronhardt, in whose charge the money was placed as soon as brought on shipboard, stated that shipments amounting to approximately \$10,000,000 a month are to be made for the men overseas until demobilization. The Von Steuben sailed yesterday afternoon.

Heretofore American soldiers, returning to the United States, have been bringing in French money and exchanging it at a loss. It is to prevent this that the shipments of American gold have been started.

Observer - April 4/19

Court Martial Is Held At Hoboken

Findings of a court martial which has been in progress for the past ten days at Navy Headquarters, in the Steneck Building, Hoboken, have been forwarded to Washington and the result will be made known from there, it was stated this morning by officials at the Naval Headquarters.

The discovery of two English girl stowaways on the American transport Louisville, which brought more than 2,000 returning troops into the port of New York on February 8, resulted in the general court martial of two officers and two seamen of the transport. The court martial board was presided over by Rear Admiral Swinburne. The men on trial are:

Ensign Henry Hathaway, charged with conduct prejudicial of good order and discipline, and falsehood; Gunner F. W. Wurth, charged with neglect of duty and conduct to the prejudice of good order and discipline; Apprentice Seaman H. Rice and Mess Attendant D. J. Sullivan, charged with conduct to the prejudice of good order and discipline.

When the Louisville left Liverpool on January 31, she carried 75 brides

in addition to her cargo of troops. When the vessel was three days from port, Miss Bowie Bell and Miss Margaret Smith, both residents of Liverpool, were found in a stateroom. They were not listed as passengers, and they carried passports made out to other names. They were pronounced stowaways and their presence was reported to Captain Hartley, commander of the vessel, who ordered the arrest of the two deck officers as well as of the seamen. None of them could explain the presence of the two women.

When the vessel docked at Hoboken the matter was reported by Captain Hartley to Vice-Admiral Albert Gleaves, commander of the Cruiser and Transport Force, who directed that a court-martial be convened. The two young women were sent back to Liverpool on the next vessel bound for that port.

Joseph Goldstein, of New York, was retained as counsel by the accused. Commander John E. Pound was Judge Advocate at the trial.

Not until the Secretary of the Navy has approved the report of the findings of the court-martial will that report be made known.

HUDSON OBSERVER,

APRIL 12, 1919.

MAJOR CRAIG IN CHARGE OF BIG CIVILIAN FORCE

Will Continue Intelligence
Work—Infantry to Be
on Guard Here.

A position of huge responsibility has devolved upon Major H. C. Craig during the two years of war head of the Guard and Fire Companies at the Army Piers. He has been relieved of the command of these units, composed of military police and firemen, recruited from municipalities of the East, and has been named as officer in charge of the civilian guard at the Port of Embarkation.

Major Craig has under his direction now between 1,000 and 1,100 men, all civilians, stationed at Hoboken, Port Newark, Manhattan, the Bush Terminal in Brooklyn, and at the Army Supply Base, in Brooklyn. Troops of the 13th Infantry will assume military guard duty at the Army Piers within a very short time, it is said. Companies C and D of the 13th Infantry, regulars, are now doing duty in Hoboken, and Companies A and B are expected almost daily.

Major Craig will continue also his intelligence work at the Port of Embarkation. He assumes his new duties in a military capacity and will continue as such. Assisting him will be Lieutenant John J. McCarthy, his aide, and Sergeant Joseph Pierce, who during the war worked with Lieutenants Foggi and Wiley in running down Government offenders in Hoboken, Newark and other cities.

The machinery by means of which Major Craig established so splendid a record in Hoboken during the tense war days will continue in operation. He will, in addition, be afforded the opportunity of displaying his qualities of diplomacy and tact, for the handling of civilian workers is a distinctly different proposition than that of controlling men under military regulations.

Obs. Apr. 21/19

M'CLELLAN GETS DISCHARGE HERE

Lieut.-Col. George B. McClellan, former Mayor of New York City, and a son of Major-General George B. McClellan, "Little Mac," who, during the Civil War commanded the Army of the Potomac, was mustered out yesterday at the Port of Debarkation, Hoboken. Major-General David C. Shanks himself officiated at the ceremony. During the war Col. McClellan headed the ordnance department at this port.

Lieut. William Howard Taft, 2d, nephew of the former President, was also mustered out here yesterday. He returned on Thursday with the 161st Artillery Regiment on the Kaiserin Auguste Victoria.

Obs. Apr. 21/19

GENERAL O'RYAN IS MUSTERED OUT HERE

Major-General John F. O'Ryan, commander of the 27th Division, composed of New York boys who broke the Hindenburg line, was mustered out of the Federal service to-day at the Identification Bureau at the Port of Debarkation, Hoboken. With him were mustered out Lieut.-Colonels William T. Starr and James L. Kincaid, of the 27th Divisional Staff.

Other officers of the 27th will receive their discharges at Camp Upton.

Obs. Apr. 22/19

GEN. PEYTON C. MARCH VISITS HOBOKEN PORT

Hoboken was visited by General Peyton C. March, chief of staff of the U. S. Army, yesterday. He arrived just as the cruiser Charleston was landing 1,340 troops, mostly casual companies from every section of these States. Major Gen. David C. Shanks showed his superior around. General March said his visit was incidental to a general inspection of terminals and camps and was not a subject for publicity.

JANUARY 16, 1919.

D. S. MEDAL FOR MAJOR-GEN. SHANKS

It was officially announced from Washington this morning that Major General David C. Shanks, commanding officer in charge of the Port of Embarkation, Hoboken, has been awarded the Distinguished Service Medal.

While the official announcement is confined to the recital of the fact that the award has been made, it is known that the medal comes as a fitting recognition of the work accomplished by Major General Shanks in connection with the entire program of activities at the Hoboken Army Piers.

Major General Shanks took over complete charge of the Port of Embarkation at a time when the task was sufficient to test the ability of any man. He made good.

Obe. May 24/19

GEN. MARCH THANKS PORT WAR WORKERS

Major-General D. C. Shanks, commanding officer of Port of Embarkation, this morning received a letter from Major-General Payton C. March, Chief-of-Staff, praising the numerous war activity associations which did so much to make the conditions at Hoboken more pleasant for the men. The letter, in part, follows:

"As the close of the war draws near it is now possible to realize how great a contribution to the welfare and contentment of soldiers has been made by the many societies and individuals who have conducted welfare activities at ports of embarkation and at the camps operated in connection therewith.

"These associations embrace not only those directly authorized by the War Department, such as, the Young Men's Christian Association, the Knights of Columbus, the American Red Cross, the Young Women's Christian Association, the Salvation Army, the Jewish Welfare Board, the War Camp Community Service and the American Library Association, but also many other local societies and individual citizens who have given unstintingly of their time and of their means to strengthen the spirit of our men as they started overseas and to accord them the proper welcome on their return.

"The Secretary of War desires that you convey to each of these organizations, and as far as may be practicable to all of the individuals concerned, his gratitude and hearty appreciation of the services performed and he desires that you express to each the hope that all this effort may crystallize into permanent forms of benefit to our service.

"PEYTON C. MARCH,
General, Chief-of-Staff."

JUNE 19, 1919.

D. S. M. GIVEN TO GENERAL M'MANUS

Executive Officer of Port Is
Cited For Efficient
Services

The award of the Distinguished Service Medal to Brigadier-General George H. McManus, executive and troop movement officer of the Port of Embarkation, was announced yesterday after the receipt in Hoboken of a War Department circular bearing that information.

"Through his very able organization and administration of these important offices," says the citation, "the transport of troops and supplies overseas has been materially aided."

The D. S. M. also has been conferred upon Major John P. Axton, chaplain, for his administration of the welfare activities at the port, which promoted the comfort of the enlisted men.

S.C.S. May 6/19

SEC'Y BAKER IN HOBOKEN

Says Millionth Soldier is On
Way Home—Speaks in
Caldwell.

Assurances that the millionth American soldier will have left France by the end of this week was given by Secretary of War Newton D. Baker, who was a passenger on the transport George Washington which docked in Hoboken late yesterday, bringing more than 6,000 soldiers. The ship left Brest on April 21 and had a smooth crossing.

"By the end of this week the millionth American soldier will have sailed for home," said Mr. Baker; "I visited the Third Army on the Rhine front. It is in splendid condition, its equipment is ideal—the best in the world. Before I left France the embarkation officers told me that they expect to send home 300,000 men in June."

Informed that Major General March had placed the number of soldiers to return home next month at 350,000, Mr. Baker said:

"That's splendid; better than I had hoped for."

Mr. Baker said that conditions at Brest are ideal. He was asked if conditions had improved after this camp had been criticized.

"Earlier in the war there might have been a little confusion, and some criticism may have been justifiable," he answered, "but at present they are ideal."

Mr. Baker said that he would remain in New York to witness the parade of the 77th Division to-day.

Secretary of War Baker raised \$125,000 for the Victory Loan in Caldwell last night in a three minute address. Mr. Baker went there to visit his brother, Frank H. Baker.

MAY 28, 1919.

DEPARTMENT AGENT HAS NARROW ESCAPE

Special Agent of the Department of Justice Joseph Holmes, of Hoboken, had a narrow escape from sudden death yesterday evening. He went to Pier 4 to witness the sailing of the Leviathan and was standing at the extreme end of the pier as the giant liner pulled out from her slip.

The vessel gathered considerable speed as she went out of the slip and edged toward the dock. Immediately there was a crashing and grinding of wood as one of the immense wooden fenders attached to the dock was transformed into pulp under the pressure. The ropes holding the fender to the dock suddenly began to twist about and twined around near the limbs of Holmes.

Holmes began a lively dance to avoid being pulled into the water. For thirty seconds he stepped at a lively measure while the Port of Embarkation Band played a jazz "melody." His agility saved him.

JULY 4, 1919.

GENERAL, CHAPLAIN ARE GIVEN MEDALS

Work of General McManus and
Major Axton Are Decorated
With D. S. M. by Barry

Brigadier General McManus and Major John T. Axton, chaplain at the Port of Embarkation, were the principals in an unusual ceremony at the Officers' Club, Governor's Island, where Major General Barry pinned on them the Distinguished Service Medals, recently awarded them by the War Department.

Brigadier General McManus has been stationed at the Port of Embarkation as a troop movement officer and had charge of the sending from this port the bulk of the A. E. F. which was sent from this country.

The record handling of troops on their arrival from France has also been a matter on which General McManus has been widely congratulated.

DISCONTENT AT THE PIERS IN HOBOKEN

"The strike of laborers on the Army Piers the other day is another instance of labor discontent that is to be heard about these piers. The employers of labor can't expect much at \$3.20 per day when they have to employ twice the number of men and have less accomplished. The Government officials should set an example in treating men as they would like to be treated if the conditions were reversed.

"Many of the men have done their 'bit,' both in the army and navy, and are entitled to a decent show, and believe they would get it if the whole outfit was in the hands of civilians. They would give us a job quicker, and a better one, than knaki fellows fellows with shoulder straps," says a with shoulder straps," says a rookie.

Port Officers Will Lose Wartime Rank

Wholesale Demotions Scheduled for Hoboken, July 23 — Reports are Current that Many Regulars Will Accept Civilian Positions.

"Bastille Day" will be revived at Hoboken, July 23, when some 250 United States Regular Army officers will find their war rank decapitated to a peace time basis. Eagles will fly from the shoulders of colonels and the leaves of majors will fall to mere bars of a first lieutenant in some instances with a corresponding reduction of pay, with the result that there is much gambling about the embarkation station and open threats to seek work in civilian life where the pay is more nearly equal to the high cost of living.

Major General David C. Shanks will drop back to a brigadier general. Major Generals George B. Duncan and Robert Alexander will be ordinary colonels. Brigadier Generals George H. McManus and Peter W. Davidson will become lieutenant col-

onels. Eleven colonels will become majors.

Majors Clifford H. Tate, Thomas R. Phillips and Neal A. Harper will drop back to first lieutenants. Captains Frank H. Richey and Will T. Taber will go back to second lieutenants. The official orders show that any number of lieutenant colonels will become captains and lose the pay they have been receiving. All the officers demoted by the orders of the War Department have received highly technical educations at the expense of the Government, and almost any one of them would command a fancy salary if employed by big business firms. The general reports around Hoboken are that many of the demoted officers are being sought by corporations because of their superior training.

LIEUT. POGGI, ON LEAVE, IN HOBOKEN

Hale and hearty again, Lieutenant Nicholas A. Poggi, who during the war was chief operative in the intelligence system perfected by Major H. C. Craig, of the Army Piers, visited Hoboken yesterday while on a furlough from Fort Bayard, New Mexico, where he is stationed.

Lieutenant Poggi's arduous work during the many months of war in Hoboken caused him to lose weight and become ill. After the signing of the armistice he was transferred for the benefit of his health to the New Mexico post. He has fully recovered and declared yesterday that he weighs more than he ever did before.

Poggi's meeting with Major Craig, Lieutenants McCarthy and Bennett and his other colleagues at the Army Piers yesterday was in the nature of a surprise party. He received a warm welcome. Poggi also got into touch with Lieutenant William Wiley, his partner in the intelligence work here, now an officer of the East Orange police, a position he held at the time of his enlistment.

Poggi also received a warm welcome at Police Headquarters. "Gee, I never knew I had so many friends in Hoboken," he exclaimed.

D. S. MEDAL FOR TWO OFFICERS AT LOCAL PORT

Brig. Gen. McManus and Major Axton Are the Recipients.

The Distinguished Service Medal has been awarded by the War Department to Brigadier-General George H. McManus, U. S. A., Troop Movement Officer at the Port of Embarkation, Hoboken. The award is made in General Orders, No. 69, issued by the War Department.

The citation reads as follows: "For exceptionally meritorious and conspicuous service as Executive Officer and Troop Movement Officer, Port of Embarkation, Hoboken, N. J. Through his very able organization and administration of these important offices the transport of troops and supplies overseas was materially aided."

It is a well-known fact that the speed of transport attained in sending American troops overseas last year, and in bringing them back now, is due mainly to the efforts of General McManus. His position at the port through which passed three-fourths of America's contribution to the Allied forces, and through which they are passing now also, home-ward bound, was one of the most difficult in the military establishment, but he proved his ability and took hold of the situation in a manner which reflected glory upon American arms and upon himself.

The distinguished service medals is awarded also to Major John P. Axton, chaplain, U. S. A., ranking chaplain at the Port of Embarkation. The citation reads: "For exceptionally meritorious and conspicuous service in organizing and administering numerous welfare activities connected with the Port of Embarkation, Hoboken, N. J., and New York City, whereby provision was made for the comfort and pleasure of enlisted men."

Major Axton's welfare work has made him a noted figure in military circles. He is a veteran in point of service. Major Axton also held a

responsible position and proved that he was eminently qualified for it. His work embraced not alone Hoboken and New York, but Camps Merritt, Mills, etc. He was ready to render service at any hour of the day or night and his genial disposition made him a favorite with his fellow officers and an idol in the eyes of the enlisted men.

Refit Transports To Carry Officers

Four Large Vessels Being Rebuilt to Transport 25,000 Officers Now in France to America—Secretary Lansing on Way Home.

Four troop transports will be refitted to carry only officers from France to the United States, it was learned today in Hoboken when the transport America docked. They are the America, the Agamemnon, which arrived yesterday; the Northern Pacific and the Great Northern. The bunk rooms heretofore occupied by enlisted men will be improved. In the case of the America the changes will require eight days.

There are approximately 25,000 officers in France, who it is desired to return to the United States within thirty days. It is intended to give them accommodations as good as those of the usual first cabin, to which regulations entitle them.

On the America, which sailed from Brest on July 13, were 7,003 officers and men, the last of the Fifth Division. Included were: The Sixth Infantry, 97 officers and 2,175 men; Tenth Infantry Brigade Headquarters, 6 officers and 21 men; Nineteenth Field Artillery, 49 officers, 1,312 men, and the Fourteenth Machine Gun Battalion, 29 officers, 622 men. Col. Isaac Newell, of the regular army, commander of the Sixth Infantry, was in charge of the troops aboard.

A wireless received at the Port of Embarkation, Hoboken, says the Rotterdam, carrying Secretary of State Lansing, is expected to arrive at Sandy Hook at 1 p. m. and to dock at Pier 7, Hoboken, at about 2:30 o'clock.

The arrival of troopships in Hoboken during the past week reached a point not equalled since returning soldiers began to disembark here last. Added tonnage and increased speed make it certain that the high tide of returning troops of the past week or so will continue.

Port Laundry Bonus.

Editor Hudson Observer:

Sir—Will you please rectify a mistake I've made in your columns recently? It should have read, "As a civilian employed at the Port of Embarkation Laundry, Hoboken, am I entitled to the bonus or back pay given by the government? Also to whom may I apply for same?"

AN EMPLOYEE.

A bonus of \$120 or thereabouts is coming, but just when it will arrive is problematical. The names of all those who have worked at the laundry for at least six months have been turned in for the bonus. Employees who have not served at least six months or who leave before the bonus is given out are not included.—Ed.

GENERAL SHANKS TELLS WHY MANY OFFICERS KICK

Owing to Crowded Condition at Brest There Is No Other Course Left Open for the Government.

OFFICERS ALL HAVE PLENTY OF SPACE

Major General David C. Shanks yesterday issued a statement regarding the method of bringing back army officers and others entitled to first class passage as standees in third class accommodations on the transports.

Major General Shanks said that if the present method had not been decided upon it would require three more months to bring back the first class passengers and cost the government \$1,500,000.

Incidentally he stated that all of the troops would be home, or on the high seas by August 15, with the exception of 8,000 men in the Army of Occupation and 20,000 in the S. O. S.

General Shanks' statement was issued following a conference with Major General Hines in order to explain the reasons for the changed conditions of travel. His statement is as follows: "There have recently appeared in the public press various criticisms on the part of officers returning from France in space on the transports which has been previously utilized for the accommodation of enlisted men.

"It is likely that neither the public nor the officers who have made the complaints are aware of the conditions which have made it necessary for embarkation officials at Brest to assign officers to other than first class accommodations. On July 1 there were awaiting transportation in France approximately 32,000 officers, nurses and welfare workers, male and female, who are entitled to the first class accommodations. In the ordinary course of events, utilizing all of the troop space for troops alone, and attempting to give first class cabin accommodations to all of the young officers, and male welfare workers would have resulted in great delay and tremendous expense.

"It should be borne in mind that many of our troops are being brought

home on ships that a year ago were ordinary vessels. This has been a matter of necessity because many of the liners which were utilized for sending troops abroad have been withdrawn by the British government for repatriation of Canadian and Australian troops and for commercial purposes. It was a matter of necessity to convert cargo vessels into troop transports. Many of those cargo vessels have very scant first class accommodation—for instance the six converted cargo vessels of the Luckenbach Line carrying more than 15,000 troops have a first class accommodation for not more than 200 passengers. Taking the first class accommodations of the vessels now in service it would require more than three months' constant service to bring back first class passengers if all the 32,000 were to be provided with first class cabin accommodations.

"To expedite the transportation of these passengers and to reduce the tremendous expense to the government it was decided by the War Department to utilize some of the troop space on the best and fastest vessels. The Leviathan, the Imperator, the Cap Finisiers are types. On her trip in June the Leviathan carried 12,400 passengers, including the crew. On her last trip she carried only 7322 passengers, of whom about 2800 were officers, occupying troop space. During the rush season of a year ago every berth was occupied in both first class and troop space. This has been a rule also in returning troops from abroad.

"But in assigning officers to troop space more than one-half of the space occupied by the officers remained unassigned. Every officer had a standee bunk with mattresses, pillow and sheets, and there was kept unassigned an extra bunk for his baggage. While the space occupied was troop space it was far from being assigned in the way it always has been when troops were carried.

"Many officers of high rank have returned on some of our converted cargo vessels, requiring ten or twelve days for the trip. The Leviathan and the Imperator require seven days for the trip. The ventilation on the larger and faster vessels are infinitely better than slow converted freight ships. If the officers brought over on the troop space on the Leviathan had remained behind until she could bring them all over in first class cabin space it would have required three months and cost the government much more than a million dollars. It would take fully three months to bring home 32,000 first class passengers if the movement could not be expedited in some way. The young officers who have made these complaints have been travelling on the best and fastest ships at the disposal of the government. They have had much more space and many more comforts than any of our enlisted soldiers had in going over.

"It is to be regretted that all cannot be brought home in first class accommodation, but the reasons set forth above will show why something had to be done to expedite the bringing home of the numerous first class passengers still in France and who are clamoring loudly to return."

OBSERVER, THURSDAY
JULY 17, 1919.

HANDLE 120,000 WOUNDED OR ILL AT LOCAL PORT

Big Volume of Evacuation Work Is Carried on Without Hitch.

The evacuation work of the Port of Embarkation, at Hoboken, has been effective and successful and the system used has been original and constructed by experimental work. The evacuation work has been carried on with remarkable effect in moving patients from the Debarkation hospitals, always with a view to prevent a "glut," and to have sufficient bed room for the receiving of sick and wounded, and at times this has been a lively task, as on some days as high as 2,100 sick and wounded were sent to various hospitals in the U. S., twelve trains leaving the different terminals. Up to date over 120,000 sick and wounded have been handled through this office and with exceedingly few accidents.

Patients carried were at times a delicate risk, all were carried on Pullman cars and fed. The food being more attractive than on any dining car service. General army nurses also rendered service on the hospital trains and their service was of a high type and effective.

The evacuation work was so closely applied to the Debarkation Hospitals that hospital men were never crowded and were able to close promptly at early dates. This office at Pier 14, Hoboken, kept the pace set by its scheduled, and the machine had never been stalled in anyway, but prepared to do unlimited work, the bigger the movements, the more effective work.

The evacuation work at the port of embarkation has been of an advanced type and the result of comparative system, old and new and both here and abroad.

The citizen has not had the opportunity to note any condition of overcrowding in hospitals or trains, or ill-treatment, as the soldiers travel in luxury and comfort, and the sick and wounded were moved out over the U. S. at such a brisk rate that the public hardly knew that 120,000 sick and wounded had passed through this port. The sick and wounded in all warfare have presented the most difficult problem to handle, all the way from the advance lines to their destinations in the U. S., but the problem has been well solved and handled.

Modern up-to-date methods of handling the sick and wounded have robbed warfare of much of its horrors and, considering the gigantic conflict carried on in the war zone and our part of the conflict, was a cardinal issue. With our well trained national army and well known medical department working vigorously, the man power of the army has been well used, protected and saved. Without correct and effective evacuation work, an army would be greatly handicapped.

The records of the local office are self-explanatory and of interest and make a fitting history sheet of our part in the war. Major Harry N. Kerns is the evacuation officer and Major Charles MacDonald is the assistant evacuation officer. Col. J. Wm. Kennedy is chief surgeon of the Port of Embarkation.

Observer - July 19/19

First Hospital Train Leaves Army Piers

Carries Two Hundred and Seventy-five Men From
Transport Northern Pacific to the Camp
Merritt Base Hospital.

The first hospital train to make a trip from the Hoboken Army Piers left yesterday from the Fourteenth Street Pier for Camp Merritt. It was destined for the Base Hospital at that camp and carried on board 275 Soldier patients brought to Hoboken on board the transport Northern Pacific.

The transfer of the injured and sick men to the Camp Merritt Base Hospital was rendered necessary owing to the closing of the Greenhut Hospital in New York City. The train will now make regular trips in the transfer of hospital cases to Camp Merritt from the Hoboken Army Piers.

The train is fitted up in accordance with the very latest methods in medical science. There is on board a complete medical and surgical outfit and the doctors in attendance on the train are in a position to render any assistance necessary to any of the urgent cases brought from the ships.

Lieutenant J. C. Ruddick, U. S. N., who was in charge, said none of the 275 men could walk when they were brought on board ship, but that nearly half of them were able to walk when the ship docked. None of them were war cases. All were accident victims. Fifteen had been injured in a train wreck in France.

HUDSON DISPATCH,

JULY 25, 1919.

"How Dry I Am" Barred to Band at the P. of E.

Officers Do Not Know or Will
Not Tell, Why This Is So But
It Is So They Admit

Since the home coming troops started to arrive at the Port of Embarkation several months ago it has been the custom to have the 113th Infantry Band meet the ships and greet the boys with a band concert at the end of the pier. As a rule, the first selection played by the soldier-musicians was "Over There," which was followed by "Home, Sweet Home," and generally wound up with "How Dry I Am."

But now comes an order to the Port of Embarkation officials for the band hereafter to refrain from playing "How Dry I Am." When the army officials were asked as to the reason for the order, the men in authority were non-communicative and gave out no further information except verification that such an order had been received.

Obs. July 19/19

YES, THE SOLDIER BOYS WILL BE MISSED

Editor Hudson Observer:

Now that the army is going through the process of demobilization, the residents of Hoboken will keenly miss some of the boys from other parts of the country who have been stationed here, and with whom we have associated during the past two years. We have come to consider them as our own, and it is with regret that they must go.

Hoboken will long remember Private Louria Knox, of McCallister, Okla., who is now in the Motor Truck Corps, and awaiting his discharge. His kindly disposition and his smiling face have won the hearts of all who have come to know him. He will be missed, particularly at the Jewish Welfare Board's social rooms, where he spent a great deal of his time when off duty, and where he was held in the highest esteem. He will long be remembered by his friends in Hoboken, and his little acts of kindness will always be pleasant reminiscences.

FRANK ELLER,
1013 Willow Ave., Hoboken, N. J.

Obs. Jan 24/19

PIER GUARD AND FIRE UNITS DISGRUNTLED

Members of the Guard and Fire Companies at the Army Piers, Hoboken, are indignant because of the fact that they have not yet been mustered out of the service. They show a circular letter, dated January 1, and signed by company commanders, sent to their parents and stating that "in a few days your soldier will receive his honorable discharge and start for home."

The phrase "in a few days," according to some of the soldiers, prevents parents and relatives from making any effort toward the release of their sons, brothers, etc., in the belief that they will soon be mustered out. The fact that twenty-two days have elapsed since the letters were sent to the homes of the soldiers entirely discredits the "in a few days" phrase, the soldiers claim.

Obs. Feb 13/19

MILITARY PIER GUARD IS BEING DEMOBILIZED

As stated in the Hudson Observer three weeks ago the military guards at the Hoboken piers are being gradually replaced by civilians and it is expected that in the course of the next few weeks all of the military guards will have been demobilized.

Yesterday Company 303, of the military guard, was mustered out and it is expected that another company will be released shortly. At the present time there are 350 civilian guards on duty at the piers.

The piers are, however, still guarded by the military police and will continue to be so far a considerable time to come.

Dispatch Apr 28/19

ARMY REPAIR UNIT IS NOW OUT OF SERVICE

The members of the Army Ship Repair Unit which has been in Hoboken for over a year, engaged in repairing transports at the army piers in Hoboken, have been discharged from service. They occupied the Continental hotel on First and Hudson streets and had a canteen on the first floor. The building has been vacated and turned back to its original owners by the government, but it not now in use.

Dispatch Aug 16/19

Embarkation Disbanded.

Port of Embarkation Band No. 1, formerly known as the Camp Merritt band, where it was organized and saw service for nine months, was disbanded in Hoboken yesterday and the men mustered out of service. Captain Fred Fabre who was in charge of the band was transferred to Port of Embarkation Band No. 4, the only military band remaining in Hoboken. It consists of sixteen members.

Colonel Kennedy Ends Service As Head of Medical Corps

*Passed on Physical Condition of More Than Two
Million Troops at Port of Debarkation
in Hoboken During War.*



COLONEL JAMES M. KENNEDY

Farewells are being said these days at the port of embarkation, in Hoboken, for the officers who have had charge of the shipment of the legion of Americans sent abroad and of their reception on their return, or either being dispersed to other stations, or are being returned to private citizenship. The brown clad host that for months eddied and swirled around the transport piers is rapidly diminishing and the biggest part of the work by the officers who had the care of the moving troops is finished.

One of the most important posts, a place that has carried with it the greatest responsibility, has been filled for a little over two years by Colonel James M. Kennedy, Medical Corps, U. S. A. In

that time he has been physician to two million men. And now, his job completed, Colonel Kennedy has been detached from the port and a week from tomorrow will become the commander of a large hospital at the Presidio, California.

Some idea of the magnitude of the job undertaken by Colonel Kennedy as surgeon of the port of embarkation may be had when it is known that the number of men inspected by his office before departing for overseas was 2,031,420. At one time there were under his direct command 9,111 officers and men. So it may easily be seen that although the surgeon of the port is classed as a staff officer, his work was that of a commandant. The army regulations thus define the duty of the surgeon of the port:

"The surgeon, port of embarkation,

is the sanitary adviser of his commanding officer in all matters pertaining to the medical department. He is charged with (1) the control of the port of embarkation hospital when it is not a branch of a general hospital; (2) the provision of medical attendance at the headquarters to which he is assigned; (3) the medical superintendence of the transport service; (4) the provision of medical supplies, including those required by transports; (5) the duties of camp surgeon of the concentration camp so long as it is controlled by the commander of the port of embarkation."

One would think that this involved fully enough labor for any man during his waking hours, but in the case of Colonel Kennedy the War Department thought differently and so stretched the regulations that the colonel had no reason to complain that time hung heavily. He was made responsible for the military hospitals for many miles around

was also directed to conduct a survey looking to the selection of structures available for use as hospitals for the homecoming wounded. He has done all of these things and has done them well. The best evidence of what he has accomplished is in the fact that the signing of the armistice found the metropolitan district not only equipped with hospitals containing 18,000 beds, but 6,000 additional beds in preparation.

In this connection Colonel Kennedy, who started the survey March 18, 1918, determined that three weeks would be ample time. It had to be ample, for he said so. He organized the real estate dealers of the area for the canvass and divided the territory into districts, wards and blocks. He soon had a complete list of the available buildings. His great task at that time was to get property owners and officials to consent to the use of their property. He had no such trouble with the officials of Hudson county, though, for they promptly offered the public buildings to him for any purpose. But everybody did not feel that way at first.

Using High School as Hospital.

One morning the colonel was visited by Dr. G. K. Dickinson of Jersey City. The doctor had heard that Dickinson High School had been selected as one of the available buildings for hospital purposes. He told Colonel Kennedy that the school had been named after his father, and that he felt a personal interest in the maintenance of the functions of the school. He thought, he said, that there should be no interruption of its work, and for that reason had called to object to its use as an army hospital.

"The time is not here and we are not ready to ask for the buildings," said Colonel Kennedy. "And when we are the government is not even going to ask you for the school building. You are going to ask us to take it."

Puzzled, Dr. Dickinson asked for an explanation, and it came.

"Thousands of young men of Jersey City are in France defending this country. When they come back wounded, I do not believe that you or any other citizen will want to have it said that the government had to send them to a distant city because you objected to the use of one of your buildings."

It did not take the doctor long to say that he agreed with the colonel and that Uncle Sam could have the school building any time he wanted it.

For some time the colonel had to proceed with the conduct of the several debarkation hospitals without a sufficient staff of assistants. Then one afternoon his telephone bell rang and he was informed that some person connected with the department in Washington was on the wire. A voice identified

"Colonel, we have received many complaints lately about Debarkation Hospital No. 3." The hospital referred to is the old Greenhut building in New York city.

"I have been waiting for this and I am glad to hear of it," responded Colonel Kennedy calmly.

"Wha-t!" came over the telephone.

"Just a minute," explained the colonel.

"Two months ago I applied for sixteen hundred men for that hospital. It has 3,000 beds. I have not enough assistants there to care for a hospital with 500 beds."

The conversation abruptly ended, and the next day a detail of 600 men reported to him for duty at the hospital.

The colonel has a way of getting at things that surprises his associates. When the armistice was signed he was prepared for it. He had intuitively sensed its coming. He knew that then he must evacuate all of the hospitals within his jurisdiction because their very nature would be reversed. The embarkation hospitals would become debarkation hospitals. They must be relieved of their patients in order that the incoming men could be accommodated. The sick and wounded were to be sent home first, and way had to be made for them.

The information came that not more than 10,000 men would be brought home each month for at least four months.

"We received and cared for more than twice that number between here and Newport News," said the colonel. "In one week we got 8,000 and over. One boat brought 3,500 and another 2,200."

Handling Returned Wounded.

No matter what happened, the incoming wounded had to be provided for. Beds had to be kept free in the several hospitals of the Metropolitan district for immediate occupation. And here arose a problem. The hospital trains especially constructed for the service were not sufficient in number to carry the wounded to the interior. Something had to be devised, and it was up to the colonel to do the planning.

He did. He called into the service of the army every club car, every private car, every available thing on wheels in which the men could be moved in comfort. In many cases the cars were without kitchens and had no provision for the meals determined to be necessary for the wounded and sick. So provision was made for the arrival of the trains at designated stations at certain times. At these points they were met by representatives of the American Red Cross and the proper meals provided.

The make-up of the passenger lists of the several trains supplied problems only to be solved by experts. The plan of sending the patients to hospitals nearest their homes was rigidly adhered to, and in order to avoid congestion on the one hand and waste of space on the other great care had to be exercised. At all times the patients bound for one general locality were in hospitals of the metropolitan area widely separated. Two of three men would be brought from the hospital at Camp Mills, five or more from the Fox Hills hospital, while others were to be transferred from institutions widely scattered. The several systems of transportation from hospital to train had to be so co-ordinated that quick transfers could be made from boat or ambulance to the train. No painful delays could be tolerated. And there were none. The hospital trains and unit cars carried 50,939 patients, traveling over distances aggregating 1,038,356 miles, and there was not a single hitch or delay. A total of 111,123 patients were moved from the hospitals. Some of these patients were handled three times.

But the most discouraging days for the colonel were not the busy ones. When he had something difficult to handle he went at it with enthusiasm, as did every one of his assistants. When the excitement and the bustle ceased his officers began to clamor for restoration to civil status. But he did not let this unduly disturb him.

"I know that you are making a great sacrifice," he would say. "But you must continue a while longer. The army needs you." And there was so much in his manner of saying it that the officer would go back and begin again to plug at his job.

The territory over which Colonel Kennedy has had jurisdiction has been very extensive, officers representing his department being stationed as far north as Halifax and Montreal. But distances do not bother the colonel, for during 1916, when the troops were mobilized along the border, he was the surgeon for the district of Arizona. Before that and since he has had many a big job. He is a thorough soldier, absolutely happy when engaged in any military work. Those with whom he has served for the last two years will regret his departure.

OBSERVER, THURSDAY EVENING, MAY 29, 1919.

Davison Commands Port Of New York

**Brigadier-General Takes Place of Shanks, Who Is on Way
to Europe — Transports Kroonland and Julia
Luckenbach Dock at Hoboken.**

It was announced this morning that the command of the Port of Embarkation, comprising the piers of Hoboken, New York and Brooklyn, has devolved upon Brigadier Peter Davison. Major General David C. Shanks is at present on his way to Europe, where he will remain until July 1. In the meantime it is understood Brigadier General McManus will continue at the port as second in command.

Three transports, the Kroonland, the Italia, and the Julia Luckenbach reached port to-day with returning soldiers.

The Kroonland, docking at Hoboken, brought the 79th and 70th Division Headquarters troops; 79th Division Motor Transport Detachment; Seventh Battalion, Headquarters and Medical Detachments, 20th Engineers; Headquarters, Sanitary Train Detachment; Headquarters Company and Companies A to F, 304th Engineers; 5th Mobile Ordnance Repair Shop; 304th Train

Headquarters; 17th and 18th Companies; 2d Regiment Air Service Mechanics; 648th Aero Squadron; Headquarters 3d Battalion, Sanitary Detachment and Companies K, L and M, 316th Infantry (79th Division).

The 319th Field Signal Battalion and some casuals were aboard the Italia, which docked at Bush Terminal.

The Julia Luckenbach's troops included the 309th and 310th Infantry Regiments of the 78th Division (New York, New Jersey and Delaware. This vessel docked at Hoboken.

Major General Kuhn, former military attache at the American Embassy in Berlin, who organized the 79th Division at Camp Meade, was aboard the Kroonland. Officers of the ship and men of the 79th aboard, who included the Division's Headquarters personnel, presented their commander with a gold watch during the voyage. Mayor Smith, of Philadelphia, was at the Hoboken Pier to meet General Kuhn.

HUDSON OBSERVER,
AUGUST 11, 1919.

COMMANDER SNYDER LEAVES ARMY PIERS

Commander John J. Snyder, who for the past four months has been Force Medical Officer of the Cruiser and Transport Forces, Hoboken, attached to the staff of Vice-Admiral Gleaves, left yesterday for Philadelphia. At the latter place he will be medical aide to the commandant of the Fourth Naval District.

The attaches of the Cruiser and Transport Forces gave the Commander a testimonial Saturday night.

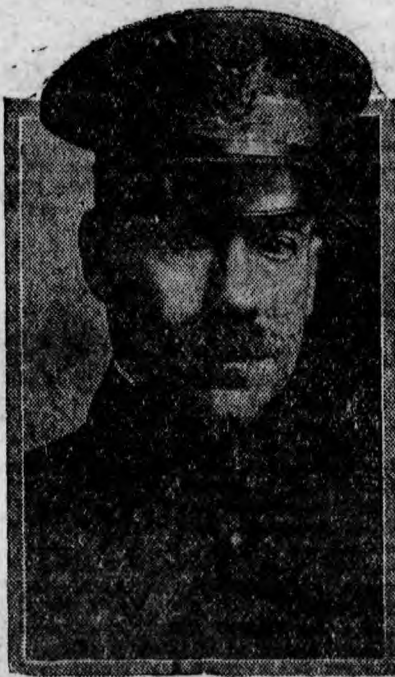
Sunday Call - Newark, N.J. Aug 24/19

New Surgeon of Port of Embarkation Has Had Active Career in France

WHEN Colonel James M. Kennedy leaves his post as surgeon of the port of embarkation at Hoboken to take command of the military hospital at the Presidio, California, his place will be taken by Colonel Henry Clarke Coe, who has just returned from France.

The new surgeon of the port has had a most active career in Europe and returns with honors gained through work of the most arduous character just behind the line. He has twice been promoted while in France, leaving this country when we entered the war a major and returning a colonel.

Colonel Coe was professor of gynecology in Bellevue Medical College before the war. In 1908 President Taft, who had been his classmate in Yale, appointed him to be a lieutenant in the Medical Reserve Corps. The colonel aided materially in building up the reserve force of surgeons. His first work abroad was in England, but from August 8, 1918, was in command of Mobile Hospital No. 3 in France. In July of this



COL. WILLIAM CLARKE COE.

year he was given charge of one of the large hospitals at Le Mans and from that post came to Hoboken to take over the duties of the surgeon of the port.

During the Chateau-Thierry drive Colonel Coe's command was on active duty at Coulommiers, Chateau-Thierry. He set up a tent hospital of 200 beds and another tent as an operating room with eight beds. At this time and later his command was attached to Evacuation Hospital No. 1.

The St. Mihiel offensive began September 12, 1918, and between that date and September 15, 2,752 wounded passed through and were cared for by Colonel Coe's command, eight surgical teams working smoothly in eight-hour shifts. From September 24 to November 12, Mobile Hospital Hospital No. 3 handled only serious, non-transferable cases.

Although the organization at the port has been perfected for some time, and although the flood of homeward-bound veterans is rapidly diminishing, the post given to Colonel Coe is still one of the most important in the country and there will be plenty of work for some time to come.

Obs. Mar 5/19

For the second time in history an American President left Hoboken this morning for foreign shores. All along River street last night the big crowd cheered as President Wilson's limousine passed on its way to Pier 4. Many heads were at windows along the route. Pier 4 was gaily decorated and was guarded by officers and enlisted men of the army. All standing at attention as the Presidential entourage entered the gates.

The Army Piers were well represented in the big victory pageant held on Saturday in New York. Almost a score of handsome floats, built during the past week at the piers, and portraying activities at the Port, were in line and received much applause. Entire office staffs were at their desks on some of the floats.

Owing to the great amount of business to be transacted, the Army Information Office at the Army Piers has been moved to the ground floor of the Identification Building, where the whole floor is now occupied. Captain Edward S. Murphy, information officer, is one of the busiest men on the piers these days.

The Hoboken Army Piers yesterday were the busiest places in Hoboken. Thousands of troops were handled during the afternoon in a manner that spoke volumes for the efficiency of the service maintained at the piers.

Never since the start of the war have the Hoboken piers been busier. There is a continuous movement of vessels into the piers and these are being cleared as fast as possible in order to allow of other transports coming in. The present schedule of arrivals, however, show many vessels diverted to Newport News and Boston, owing to the lack of docking room at present in Hoboken.

Records in returning American soldiers from France have been all but shattered during the week by arrivals at the Hoboken piers. If the number of troops landed here can be taken as a criterion, it is a fact that the American forces are being brought back faster than they were sent overseas. Another big home-ward movement of troops is looked for next week.

Double-Dence Regiment.
Editor Hudson Observer:
Sir—Can you tell me, through your valuable paper, where the 22nd Infantry, Co. K, Regular Army, is located?
K. E. R.
Governor's Island.—Ed.

SEARCHLIGHT BEAMS SWEEP RIVER BANKS

Amid strange silence scores of long shafts of powerful light swept the sky on Saturday night. The Hudson River was illuminated opposite North Hudson, as the giant beams flashed from the battleships in honor of the Easter holiday.

The white night eyes of the navy swept the Palisades with penetrating glances, and then played on the high brick walls near the river edge on the Manhattan side.

The big hospital ship, Mercy, anchored off New York, was outlined with a string of green electric bulbs. The impressiveness of the display was heightened by the absolute quiet that prevailed. Not a toot of a boat sounded on the river.

Obs. Aug 30/19

SAYS SOLDIERS DO STEVEDORES' WORK

Editor Hudson Observer:

Will you kindly answer this question through the columns of your paper if you are able.

Why are ex-soldiers and marines who are employed at the army piers in Hoboken as checkers and 'long-shoremen' laid off and men who are still in the service are put in their places and are only paid the regular soldier's salary, which is \$30 per month, and they have to work overtime and are not allowed any extra? The 'longshoremen' were paid \$3.20 per day, but were able to put in a little overtime and barely able to get along now they are out of a job. These men have done their bit, so why are they deprived of earning a few dollars by men who are still in the service?

Thanking you in advance for publishing same,

A FRIEND OF THE EX-SOLDIERS AND MARINES.

ASKS TUMULTY'S AID TO DIVERT TRANSPORT

Mayor Frank Hague this morning sent a telegram to Secretary to the President Joseph P. Tumulty to try and have the "Montpeller" docked at Hoboken. The telegram follows: "The steamship 'Montpeller' with members of the Seventy-eighth Division, most of whom are Jersey City boys, is now on the ocean and will dock at Philadelphia. We want this ship docked at Hoboken so that it may be properly welcomed at it comes up the bay by the people of Jersey City. Will you please use your influence to this end."

Obs. Mar 31/19

\$5,000,000 IN GOLD SHIPPED FROM PIERS

Five million dollars in gold was placed on board the steamship Von Steuben yesterday at Hoboken. It was later started on its way to France, for the American soldiers. The first shipment of the kind, the money will be used to pay returning troopers.

The gold, in five cases, containing \$1,000,000 each, was brought from the Sub-Treasury in New York by automobile truck. A guard of eight armed men from the Quartermaster's Department, watched over the treasure on its way from New York to Hoboken Army Piers. While no announcement had been made that the shipment was to be made, nevertheless a crowd had collected in the vicinity of the piers to watch the gold-laden vehicles.

Captain A. E. Cronhardt, in whose charge the money was placed as soon as brought on shipboard, stated that shipments amounting to approximately \$10,000,000 a month are to be made for the men overseas until demobilization. The Von Steuben sailed yesterday afternoon.

Heretofore American soldiers, returning to the United States, have been bringing in French money and exchanging it at a loss. It is to prevent this that the shipments of American gold have been started.

HUDSON OBSERVER,

MAY 28, 1919.

NEW HOSTESS HOUSE OPENED AT THE PIERS

Just before the sailing of the Leviathan yesterday afternoon in Hoboken, General David C. Shanks inspected the new Hostess House, which has been erected inside the embarkation grounds for the benefit of the relatives or returning soldiers. The house, which is a long, low, wooden building, is located between piers 2 and 4. It was opened to the public yesterday for the first time.

It was announced that hereafter if parents desire to see their returning boys they can either write or apply to General George McManus at the Port of Embarkation, or his aide, Captain King Snell, and their wishes will be granted.

The soldiers desired will be immediately put through a sanitary process and ordered to go at once to the Hostess House, where they will be met by their relatives. This will give aid and comfort to friends and relatives of returning soldiers who have come long distances to greet their boys, only to find that they could not get near them or speak to them. The new building has a capacity of several thousand.

N. Y. American - Sept 13/19

CITY GREETING TO SOLDIERS STIRS SHANKS

Commander of Embarkation Port
Thanks Mayor Hylan for All
Returned Men Welcomed Here

Says New York Met Patriotic Duty
in Excellent Way, and Pays a
Tribute to Citizens' Devotion

Major-General David C. Shanks
yesterday sent a letter to Mayor
Hylan thanking the City of New
York, through him, for the generous
and patriotic manner it has received
and entertained returning troops.

The letter follows:

"Headquarters, Port of Embarka-
tion, Hoboken, N. J.:
"Hon. John F. Hylan, Mayor of
New York City:

"My Dear Mr. Mayor—With the
return of the First Division and
the conclusion of the great parade
headed by General Pershing, the
home coming of our troops is al-
most completed. The compara-
tively small number of troops that
still remain in Europe will return
in smaller contingents and at ir-
regular intervals as their duties
abroad are completed.

CITY DID DUTY WELL.

"New York City has been the
great gateway of the nation
through which has poured both the
outgoing and incoming tide of our
soldiers, and the position of the
City of New York has thus been
unique in that it was called upon
to welcome and to provide for
many hundreds of thousands of
troops, the majority of whom hailed
from distant States.

"This patriotic duty has been
fully met in a most excellent way.
The Mayor's Committee of Wel-
come, headed by Mr. Rodman Wan-
amaker, has been an extremely
useful agency in conveying to our
home-coming soldiers the first in-
timation of the generous and genu-
ine welcome which they have uni-
formly received.

"At all hours and in all sorts of
weather I have seen boats carrying
faithful workers of the committee
go down the Bay, with colors fly-
ing and bands playing to cheer our
incoming soldiers and to distribute
creature comforts among them.

WELCOME APPRECIATED.

"The City of New York, by liberal
appropriations amounting to hun-
dreds of thousands of dollars, has
furnished facilities for parades of
various organizations hailing from
whatever State, and has provided
in liberal manner for both officers
and men.

"Under date of May 15, 1919, the
Chief of Staff of the Army wrote
a letter of appreciation (copy en-
closed) of the work of the various
welfare associations directly auth-
orized by the War Department, as
well as various local associations
and individuals who have given so
unstintingly of their time and of
their means in providing for the
comfort and pleasure of our sol-
diers.

"Many officers in passing through
this port have expressed to me
personally their high appreciation
of the welcome and the many cour-
tesies received at the hands of City
officials, welfare societies and
patriotic individuals.

GIVES THANKS TO CITY.

"It may well be doubted, however,
whether any considerable number
of officers or men, in the hurry and
excitement of their efforts to rejoin
their homes, found either time or
opportunity to make any acknowl-
edgment of the many acts of
courtesies and kindnesses which
they had received while in this
community."

"And so, in the name of our re-
turning officers and soldiers, I de-
sire to thank you for your efforts
and for your interest in their wel-
fare, and through you I desire to
thank the members of the Mayor's
Committee of Welcome for the
valuable services they have
rendered.

"As representative of the War
Department at this port and as a
daily witness of the cordial wel-
come which our soldiers have re-
ceived and of the kindness and the
hospitality which has been so
generously extended to them, I
desire to tender sincere thanks and
to express on their behalf a grate-
ful appreciation of all that has been
done for them by the city of New
York and by its various patriotic
societies, committees and indi-
viduals.

"Sincerely yours,

"DAVID C. SHANKS,

"Major-General, U. S. Army,
"Commanding, Port of Embarkation.

OBSERVER, SATURDAY

SEPTEMBER 13, 1919.

SHANKS SENDS THANKS FOR FIRST DIVISION

Major General David C. Shanks,
commanding officer of the Port of
Embarkation, Hoboken, has for-
warded to Mayor Hylan, of New
York City, a letter in which he stat-
ed how profoundly he was stirred by
the reception given to the men of the
A. E. F. by the city.

In the course of this letter he says
that with the return of the First Di-
vision the homecoming of the Ameri-
can troops is practically completed.
He points out that in their eagerness
to return to their homes and fami-
lies it was doubtful if many of the
officers and men who were greeted on
their return by New York City were
able to find time to express their
thanks, and he, therefore, on their
behalf, does so, expressing to the
city, through Mayor Hylan, the grati-
tude of the officers and men for the
splendid demonstrations which wel-
comed them down the bay and on the
streets of New York.

Obs. Oct 1/19

BRIG. GEN. M'MANUS LEAVES FOR NORFOLK

Brigadier General George H. Mc-
Manus, Troop Movement Officer at the
Hoboken Army Piers, left Hoboken
this morning to take charge of the
Army Supply Base at Norfolk, Va.
His place has been taken by Brigadier
General P. W. Davidson.

DISPATCH, FRIDAY MORNING, MAY 9, 1919.

ARMY ERECTING RECEPTION ROOM ON RIVER STREET

**Anxiety of Relatives to See
Soldiers Has Caused Many
Lapses of Discipline to Occur
When Units Were Leaving
the Piers in Hoboken**

TYPICAL CASE WHILE 77TH WAS LANDING

The recent demonstrations in front of the army piers in Hoboken by relatives of the soldiers who were returning from France without impairing discipline in the ranks.

A big reception building is now in process of construction in front of Pier No. 3, inside the fence of the army property there, for the special purpose of accommodating relatives who come to Hoboken to meet the soldiers.

It was stated at Brigadier-General McManus' office at the piers yesterday, that this was what the building in course of erection was going to be utilized as.

Some touching scenes have been witnessed on River street recently when the returning soldiers were marched from the piers and into the open space in front of them where they were lined up for roll call.

Soldier Stepped Out.

Only the other morning when one of the 77th Division regiments was being marched through the reservation, a middle-aged woman was frantically calling to "Benny," when one of the guards pushed her from the fence and she was in a struggle with the guard, tears streaming down her face, as Benny broke away from the marching column and rushing up to the pier gates and past the guards, clasped his mother in his arms.

Fortunately—for the guards—no further attempt was made to interfere with mother and son. There was a big crowd in the vicinity and there

surely would have been a riot between the military police and the crowd if

the woman had been further molested.

The reception building will be a big improvement under the present arrangements for giving relatives an opportunity of meeting their soldier boys when they debark from the transports in Hoboken.

THE WORLD:

NOVEMBER 5, 1919.

OFFICERS NOW SALUTE TO FORMER PRIVATES

**Demotions at Hoboken Port of
Embarkation Brings About
Novel State of Affairs.**

Canada, which reported a Colonel saying "Mister" in private life to a former Sergeant to whom he applied for a job, and Mexico, which told of a former Colonel, now a "Looie," kow-towing to his former Sergeant, now a Colonel, having nothing at all on Hoboken.

But of all such cases, the one that has commanded the most gossip is that of Brig. Gen. Davison and Col. Oliver. When Brig. Gen. McManus, Director of Troop Movements, was transferred a few months ago to Norfolk with the rank of Colonel, he was supplanted by Brig. Gen. Davison. Col. Oliver, through the war has served as Chief of Staff to Gen. Shanks, Commander of the Port of Embarkation.

A few days ago, in cutting the list of officers to 18,000, the War Department allotted 186 to the Port of Embarkation, making demotions necessary in the operation. Brig. Gen. Davison became a Lieutenant Colonel yesterday and Col. Oliver retained his rank.

The two men are old-time friends in the service. Col. Oliver used to go to the office of Brig. Gen. Davison. Now, since yesterday, Lieut. Col. Davison comes to the office of Col. Oliver.

When Davison entered Oliver's office yesterday, the latter stood up and saluted. Davison smiled and said, "Never mind that any more. You're my boss now and I've got to stand up and salute you." Oliver rejoined, "No, you'll probably be my boss again soon and I'm not going to get in bad with you."

The curtailment of the number of officers at the Port of Embarkation made necessary the resignation of many. Some of them, thus dropped to civil life, immediately re-entered military service as field clerks.

Now, a field clerk is a good and necessary fellow. But a peculiar thing, nevertheless, he is not commissioned and is above a non-commissioned officer. He gives salutes and gets none except in return to those he yields. He is sort of half and half. He just is, that's all.

Thus, there are men who recently were officers and won't to smirk at buck privates and bark at reporters and look pretty whenever the movie machine happened to swing their way, who to-day, as field clerks are swallowing reminiscent Adams apples as they "Sir" the Second "Looie" who was formerly the convenient receptacle of their grouches.

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HUDSON OBSERVER.

AUGUST 20, 1919.

GOVERNMENT TO SELL TWO THOUSAND RAFTS

Announcement comes from the War Department, office of the Port Utilities Officer, at Hoboken, that sealed bids will be received until noon of September 15 for the purchase of a part (not less than five) or all of 2,272 life rafts at the Twelfth street yards, Hoboken. Delivery will be made there, the government to furnish neither labor nor loading facilities.

These rafts are of the so-called "emergency" rectangular type, not built in accordance with rules of the U. S. Steamboat Inspection Service, and use thereof will not be permitted on any commercial vessel under American registry. They are approximately six feet long, four feet wide and seventeen inches deep over all, consisting of a wooden slat frame enclosing four tanks of No. 24 B. G. W. galvanized iron or steel, and fitted with "hang-on" ropes and wooden floats. They are supposedly in good usable condition, but are offered "as is" without guarantee. Inspection may be made at any time on application to the Operating Officer, foot of Twelfth street, Hoboken, by whom passes will be issued for the purpose. No bids will be accepted "subject to inspection."

Government Is Not Selling Its Autos

Despite official statements from the War Department in Washington, which have been given wide publicity, rumors continue to persist that the Government is disposing of excess automobile equipment at public and private sale. To set them at rest for all time, Lieut. George H. E. Robinson, in command of the Motor Transport Service in Hoboken, today gave out the following official communication received from Brigadier General C. B. Drake:

"1. The following is published for the information and guidance of all members of the Motor Transport Corps, and all others interested.

"2. Numerous and persistent reports have reached this office to the effect that various camps and depots of the Motor Transport Corps are

disposing of excess automobiles by private and public sale.

"3. None of these reports can be founded on fact, as there is no authority whatever for such action, excepting as regards equipment which has passed beyond the stage of usefulness on account of having been wrecked or worn out, and for this class a proper channel for disposal is provided in A. R. No. 717 as amended.

"4. All commissioned, non-commissioned, enlisted and civilian personnel of the Motor Transport Corps are directed to contradict in each case any such rumor coming to their notice unless same can be substantiated in which event an immediate report will be made to the office of the Chief Motor Transport Corps, (through channels), of any information bearing on this subject that may be likely to lead directly to the source of such rumor.

Observer.

EVENING, MARCH 14, 1919.

NEEDS MEN TO SERVE AS FIELD CLERKS

Uncle Sam needs more men to help bring back and demobilize his hero doughboys in France.

Under a recent ruling of the War Department, the opportunity to serve their country in this great work has been opened to able-bodied young men with some stenographic experience.

Hundreds are needed at Hoboken and in the demobilization camps near New York. Some may have the chance to visit France.

Those who pass the physical and stenographic tests will be appointed Army Field Clerks in the Adjutant General's Department. An Army Field Clerk ranks as an officer in the United States Army, but is not commissioned. He wears the regulation officers' uniform, without the bars—the insignia of rank. Those whose homes are near enough to New York may commute.

The minimum salary is \$1,200 a year, with additional commutation of quarters, light and heat amounting to more than \$30 a month, making the gross minimum salary nearly \$1,600. There is increased remuneration for foreign service.

The War Department is particularly desirous of assisting discharged doughboys by appointment to this branch, and their applications will be given special consideration.

Applications may be made by writing or applying in person to Mr. Burnett, Chief Clerk, Port Adjutant's Office, Pier 2, Port of Embarkation, Hoboken.

Dispatch Mar 15/19

MANY YOUNG MEN ARE NEEDED BY THE ARMY

Army Field Clerks Rank As Officers and Wear Similar Uniforms But Not the Bars.

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Field Clerks in Frat Houses

Through the efforts of the War Camp Community Service, the former Barr mansion, Eighth street and Castle Point terrace, Hoboken, once used as a "frat" house by students at Stevens, has been turned over to the Government and will be used by Army field clerks, stationed at the Port of Embarkation, as a barracks. In addition, entertainments and parties will be held there, it is expected. There are more than 400 field clerks at the piers in Hoboken.

Obs. MONDAY EVENING, JULY 7, 1919.

President Sees Men In Ship's Hospital

With His Wife Cheers Up Wounded Men by a Visit After
Completing Work on His Message to Congress—
Wrote It on His Own Typewriter.

Aboard U. S. S. George Washington, July 6.—President Wilson's message to Congress was practically completed today. Primarily, it is expected to be a report to Congress on what has been done in Paris, together with a broad analysis of the world situation following the conclusion of peace.

The President probably will explain the guarantees of permanent peace which have been exacted, as well as the manner in which the continued blockade assures Germany's observance of the terms imposed at Versailles.

It is also believed the message will outline economic factors necessary

for American business men to consider. The President is not expected to attempt detailed explanations, leaving those for the departmental reports of the Peace Commission. Observing his usual custom, the President has written the message on his own typewriter.

The George Washington ploughed through a heat haze Sunday which made only the upper decks endurable. Miss Margaret Wilson entertained returning troops this evening with a song recital on the lower deck, the soldiers singing the choruses. President and Mrs. Wilson spent a part of the afternoon visiting the wounded in the ship's hospital.

SHIP BEING PREPARED FOR THE PRESIDENT

The George Washington, which will carry President Wilson and his party back to France March 5, is being given a thorough inspection and swabbing down at Pier 4 in Hoboken to-day, preparatory to receiving the Presidential party.

Aside from a few army and navy officials, and the Presidential party, the passenger list will be small. Officials here have been instructed by the Navy Department to furnish no reservations to passengers unless ordered from Washington.

DISPATCH, THURSDAY

AUGUST 28, 1919.

GLEAVES HOISTS FLAG AS FLEET HEAD ON MONDAY

New Admiral Officially to Take
Command of Asiatic Fleet
on South Dakota

WILL MAKE ADDRESS
AT COMMERCE CHAMBER

Vice Admiral Gleaves has been made a full admiral and will hoist his colors on the U. S. S. South Dakota when that warship, which will serve as his flagship, arrives in the harbor on Monday. The ceremonies attending the hoisting of the flag of the new admiral of the Asiatic fleet will be elaborate and will be attended by many naval and army dignitaries.

His final farewell to the Port of Embarkation will be given on Wednesday at the forum meeting of the Hoboken Chamber of Commerce, where Admiral Gleaves has consented to make an address.

The announcement that Admiral Gleaves would deliver an address in Hoboken was made by Richard F. Mallia, manager of the Chamber of Commerce yesterday afternoon, when the admiral had gladly accepted the invitation of the chamber to be a guest at Wednesday's luncheon of the members' forum.

Admiral Gleaves was in command of the destroyer squadron when war broke out and he had considerable to do with having that squadron in fighting trim when the United States went to war. He was assigned to command the cruiser and transport squadron and has been in direct charge of ferrying the American army to France and of bringing it back again after the victory achieved on the battlefields of France.

Almost 2,000,000 soldiers were sent to France through the Port of Embarkation and the big task of bringing them back has almost been completed. The first of the First Division will begin to arrive at Hoboken on Saturday. Max Schalscha will preside at the forum luncheon.

Captain Casey B. Morgan, who has been named temporary rear admiral, will succeed Admiral Gleaves as commander of the cruiser and transport squadron. He is at present in command of the transport Imperator now undergoing repairs before she is transferred to the British.

Captain Drace White will probably be given command of the Imperator on her last trip. She will sail for England with a skeleton crew and be turned over to the British government. Mrs. Gleaves and her daughter left Hoboken last Saturday on the Great Northern for Manila, the headquarters of the Asiatic fleet, where they will be joined later by Admiral Gleaves.

HOBOKEN PLANS FOR DEPARTURE OF PRESIDENT

Heavy Guard Arranged By
Police and Military Authorities.

Hoboken Port of Embarkation officials were preparing to-day for the departure of President Wilson for Paris to-morrow.

They announced that a program for guarding the President from the Metropolitan Opera House, New York, to the steamship George Washington at Hoboken had been carefully worked out by the New York and Hoboken police and the military authorities. It will be as follows:

About 10:30 this evening an escort of a platoon of New York motorcycle police and several automobiles filled with plainclothes men under the direction of Inspector Faurot will accompany the President and his party to the Twenty-third Street ferry, where a special boat, the Maplewood, one of the largest and best equipped craft of its kind in the world, will be waiting for the Presidential party. The Maplewood will be under the command of Capt. John Emery, Superintendent of the Lackawanna ferries, who will have a picked crew of men known for their Americanism and loyalty.

On the Hoboken side the boat will be met by Chief of Police Patrick Hayes, who will have eight motorcycle policemen, a detail of plainclothes men and a platoon of uniformed men to escort the President to Pier 4, where the military authorities will take charge.

Orders have been issued that no civilians, other than those who have a right to be on the dock and newspaper men with proper credentials, will be allowed on the pier.

The George Washington has been in drydock since her return with the Presidential party and has been overhauled, repainted and otherwise renovated. A powerful wireless has been installed that will enable the President to communicate with Washington from more than half way across the ocean. The personnel of the crew of the George Washington will be the same as that which accompanied the President on his first trip to France.

LOCAL BOY ENLISTS FOR THE SOUTH DAKOTA

Only one local boy has so far enlisted for the U. S. S. South Dakota through the Steneck Building recruiting office, 95 River street, Hoboken. He is Frederick Schneider of 3515 Boulevard, Jersey City.

Recruiting is still in force for the South Dakota, flagship of the Asiatic fleet. The warship, which will be Admiral Gleaves' flagship in the Asiatics, with headquarters at Manila, is expected to arrive at New York about September 1.

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The Cat That Boarded Ship at Hoboken

By James J. Montague

A LARGE black cat strolled easily through the open door of the restaurant, surveyed the diners superciliously and came to anchor in the aisle opposite the gob who shared a table with me.

The gob glanced at the cat, paled and rose.

"Either him or me has got to leave," he said.

"Superstitious?" I inquired.

"No, not superstitious, exactly, but I'm off cats."

A waiter came down the aisle. The cat, unhurried, resumed his feet and departed the way he came. The gob with a sigh sat down again.

"I am off cats," he repeated. "Maybe they don't always bring bad luck, as some say they do, but they done it to me good and plenty, and I don't take any more chances with 'em."

"Would you mind telling me about it?"

"Oh, they're ain't nothin' to tell, especially, except just what happened. I was servin' on a transport last winter and one day a big cat, bigger'n the one that was just here, come aboard at Hoboken.

"Nobody noticed him come aboard but Albert, the ship's dog, and Albert, who was busy at the time barking farewell to a dog on the dock, didn't pay no attention to him. He knew, once put to sea, the cat couldn't get away, and he could lick him at his leisure.

"Next day, when we was just outside Sandy Hook, he thought of the cat again, and started a hunt for him.

"He found him down on G deck, where one of the boys was feedin' him coffee, and a lot of others was gathered round to see how he took it.

"Albert was a hot favorite with the crew. His specialty was lickin' dogs belonging to army officers coming aboard at Brest. The kind of dogs they used to call German Police Dogs, but has been called Belgian Shepherd Dogs since we got into the war.

"Albert would find these dogs of an evening when they was parading with their masters on Y deck and generally get a couple of bites out of them before their owners could interfere.

"Of course there would be a yell about it, but Albert being in the navy never was bothered much for biting an army dog. If you'd ever been aboard a transport you'd know that soldiers and sailors ain't the blood brothers they always are in patriotic songs.

"Well, Albert he seen this here cat, and he says to himself: 'This ought to be easy.'

"The cat, he seen Albert about the same time, an' he just put up his back and spit and waited.

"Albert was a little surprised. He had expected him to run and make a nice little chase, but he didn't. He just waited.



A sea the size of the Blue Ridge came over the rail.

"By that time there was a big ring of us around, and we were all interested, none of us caring much for cats.

"Seem' the cat wasn't goin' to go about, Albert decided that action was called for, and he gave a sudden run forward.

"The cat sat tight till Albert was in range, and then one of his paws came around quick and there was four bright red streaks across Albert's face. Also a lot of noise, all of it made by Albert, a sort of bowl of pained astonishment.

"Go on in and get him, Albert!" we all yelled. "Don't be scared of a cat." Albert looked up as if to say, 'Why in thunder don't you go get him?' But he was a game dog, and he made another attack.

"It was the last one. The cat sort of squatted down to get a tension on his legs, then he uncoiled and landed on Albert's back. That was all. Albert left, tellin' us and the cat what he thought of us, and two days later we found him down in the shaft tunnel tryin' to lick scratches on his back that he couldn't reach and lookin' nobody in the eye.

"There was some that was for the cat—the kind of guys that is always for a winner, but mainly we was against him.

"Next morning Casey and Greenberg was polishing the brass work on the forward port gun, when along came the cat. It was lumpy outside, but the cat was making easy weather of it, swabbing his face with one of his paws as he sat on a paravene, and sneering at Greenberg, who had been Albert's owner before Albert shipped on the transport.

"I'll learn him to mess up his betters," says Greenberg, and, stepping over the paravene, he gives the cat a kick, spinning him across to Casey, who gave him another, just to speed him on his way.

"The cat never said nothing, he give the boys a meaning look as he picked himself up and limped forward toward the crew's galley.

"And two seconds after that a sea the size of one of the Blue Ridge Mountains of Virginia climbed up over the rail and leaned on them two boys.



There was the skipper feeding the cat cream with a spoon.

"Casey landed up against the bulkhead with a broken leg. Greenberg was washed down a hatch, and it took a doctor half an hour to pump the sea water out of him.

"And when they both was in the sick bay the cat he come in, looked 'em over, grinned in a nasty kind of a way and went out again.

"Well, them boys had had their lesson. They spent the next week makin' it up to that cat. They fed him all the dainties they could get the watch boys to steal for 'em from the officers' mess, and every night when they was off watch they'd stroke him by turns and try to learn him tricks, only a cat is so superior that you can't learn him nothing. He thinks if any learning is going on he ought to be the one to learn you.

"Most of the crew also climbs on the cat wagon, and the petting that feline gets from all hands so sets him up that he thinks he owns the ship and begins to look down on the officers. They fairly neglected their work to make a fuss over him.

"Of course the story gets around among the goldbraids, and at last to the skipper, a red headed lad who thinks gobs was made to keep in brigs and who's terrible set against all forms of what he calls sailor superstition.

"One day after summary he calls a lot of us together and gives us a lecture.

"It has come to my ears," he says, "that you men are all neglecting your duty to pander to a cat, in the idiotic belief that if you do not keep in its good graces you'll have bad luck. I want to say that one of the things that keeps sailors down is superstition. It is the sailor's curse. It is all right to be kind to dumb animals, but to deify a cat, as I understand you are doing aboard this ship, is so utterly stupid as to be beyond belief. I do not uphold the men who misused this animal, but I do not want any of you to suppose for a minute that their actions had anything whatever to do with the accident they suffered. That is all."

A Story of the Superstition of Casey and Greenburg and the Ship's Captain

"Well, that night I was on watch on the bridge, and I seen Greenberg, who was out of the sick bay by that time, sneakin' up the gangway that led to the Captain's cabin, which was just underneath where I was.

"His jacket had a big and pretty active bulge in it, and he had to steady himself by the rail, for there was a gale blowin' and the ship was doing a shimmy every other second.

"When he gets to the top of the stairs he stoops, looks all around, and then, opening his jacket, shoots something black and wriggling through the porthole just over the Captain's desk. Then he makes a vault over the rail, swings to the next deck below and is swallowed up by the darkness.

"In another second open hangs the Captain's door and out shoots a black streak, accompanied by a long yowl that sort of flutters like the whistle of a ship that passes fast and close aboard. And I just got a glimpse of a bare foot with the leg of pink pajama over it withdrawing through the door.

"I didn't see where the cat went. The next thing I knew there was a roar in my ears and I was trying foolishly to swim against a sea that had just naturally fell over the whole forward end of the ship. The skipper's door was still open, so were all the forward ports in his cabin, and I should say fully two-thirds of that waste of waters went in there, filling it up, as I afterward found, pretty close to the top.

"When the skipper come on deck he wore pink pajamas, which matched his red hair fine, but sort of clung to him and dripped in a way that wasn't all exactly becoming.

"We shipped a big sea, sir," said the watch officer.

"Oh, you did, did you?" said the Captain; "I supposed perhaps we'd collided with a flying fish. Slow down to half speed, and send the bos'n to pump out my cabin. Also tell my orderly to bring me some dry clothes and an overcoat."

"Well, I guess that Captain still disbelieved in superstition, but the next day the orderly hunted the whole ship till he found the cat, looking superior at Albert from the thwart of the forward lifeboat. When he found him he took him under his arm and carried him up to the skipper's cabin. I felt kind of sorry for the brute till the next day, when I glanced through a port as I was passin' up the gangway. There on the desk was the cat, and there in front of him was the skipper feedin' him cream with a spoon—yes, sir, cream. And maybe the cat wasn't purrin and lickin' it up.

"And when we landed at Brest, and Greenberg picking pussy up by the nap of the neck dropped him thirty feet down to the deck of a lighter, the Captain gave him ten days in the brig for cruelty to animals."

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OBSERVER, THURSDAY JANUARY 23, 1919.

ALL NORTH GERMAN LLOYD LINERS TURNED OVER TO U. S. TO BRING MEN HOME

Agreement Reached, the Details of Which Are to Be Worked Out at a Joint Conference Next Week—Owners to Be Paid and Ships Turned Back Upon Completion of Their Task—Incidents Show German Endeavors to Curry Favor With U. S. at Expense of Allies.

OTHER POWERS GET THE USE OF SMALLER SHIPS

Paris, Jan. 23.—The United States will get the use of all the great North German Lloyd liners for repatriation of American troops, it was learned to-day. (This refers to such liners in German ports. Those in American ports were seized when the United States entered the war.)

The Germans will be paid the usual scale of remuneration for use of their ships. Their property rights will be unaffected and the ships will be returned to them when peace is signed.

(Announcement was made recently that Great Britain was paid at the rate of \$50 for each American soldier transported to France.)

Great Britain is to receive some German passenger ships for transporting Australian troops homeward, while France and Italy will be given most of the German merchant ships for transportation of food and materials.

Details of the transfer of German shipping will be completed at a meeting of civilian representatives of Germany and the associated powers at the Spa next week. This plan marks a new departure in handling the economic affairs of Germany, in that civilians will be in control and Germany will be represented. President Wilson's attitude is that civilians should be given the first opportunity to deal with German economic measures but, if this plan fails, enforcement of these measures will be turned over to Marshal Foch. This probably will be the rule for similar matters in the future.

It developed to-day that at the recent armistice meeting in Treves the German government voluntarily offered General Pershing the use of German passenger ships, interned in German ports and elsewhere, for carrying American troops home. But Edward Hurley said that any action apart from joint allied action could not be accepted. This incident is regarded as showing Germany's desperate efforts to curry the good will of the associated governments, particularly the American. This was further illustrated by another incident at Treves. Hurley said he extended his arm in a gesture toward a seat and that one German delegate nearly jumped over a table to grab and shake his hand.

While the Americans are favoring more civilian participation in economic measures under the armistice hereafter, they do not intend to depart from cold formality in dealing with an enemy which did not play the game squarely. They believe the best results can be obtained from the civilian direction, instead of military, in many cases but they are firmly against any leniency toward Germany until she proves her repentance.

GERMAN LINER GOES TO THE NAVY YARD

The big German liner Kaiserin Auguste Victoria, which on Thursday night made its first appearance in Hoboken for almost five years, steamed away again yesterday, this time bound for the Brooklyn Navy Yard. There she will be transformed into a troopship.

The coming of the liner recalled pre-war days to Hobokenites. She tied up at her old pier also.

Obe. MONDAY EVENING, APRIL 14, 1919.

First Of Great Fleet At Anchor In Hudson

Twenty Destroyers Steam Up the River This Morning—Admiral Mayo Expected on the Pennsylvania This Afternoon—Shore Leave for Sailors.

Twenty-four hours ahead of time, the Atlantic Fleet of 103 war vessels began steaming into New York harbor today. The first units to arrive were destroyers, in long, gray ranks, some of them bearing the scars of shellfire from German submarines.

Admiral Mayo, on the Pennsylvania, is expected during the afternoon. The battleships include those which co-operated with the British Grand Fleet in the North Sea. Upon entering, the

fighting craft went to their anchorages in the Hudson River.

Twenty destroyers were the advance guard of the fleet, which will all be in the bay by tomorrow. Many of them were in the North Sea for months, vainly waiting for the Germans to come out and fight. Thirty thousand sailors and marines man the vessels. Most of them have not seen home since the war started. Thousands will get shore leave as soon as the fleet comes to anchor.

DISPATCH, THURSDAY MORNING, MAY 15, 1919.

THREE BIGGEST OF OLD GERMAN SHIPS ASSIGNED

Will Ply Between New York, Probably Docking In Hoboken, and South America

WILL BE BETTER THAN
OTHERS RUNNING THERE

Washington, May 14.—The shipping board today made public the names of three of the former German transatlantic liners which will be placed in South American service at an early date. They are the Mount Vernon, Baron von Steuben and Agamemnon.

The shipping board expects these vessels to be among the first released from transport service. They will be immediately remodeled so as to give them the necessary steaming radius and the especial cabin arrangements required in tropical voyages. It is possible that they will be ready for initial trips about the middle of the summer.

Each of these vessels is capable of making a speed of more than twenty knots. At this rate the voyage from New York to Buenos Aires, via Janiero and other ports, would be made within two weeks, thus affording a regular and luxurious passenger, express and mail service between the United States and South America, fifty per cent. faster than any service maintained over these routes. They may dock at the Hoboken piers.

The Mount Vernon formerly was the Kronprinzessin Cecellie.

The Baron von Steuben under German ownership was the Kronprinz Wilhelm.

The Agamemnon was the Kaiser Wilhelm II. She had no war record.

Affording luxurious accommodations and cutting the time of the voyage virtually in half, these vessels are counted upon to attract South American buyers to this country and do away with the prevailing custom of going to and from the United States and South American ports via London.

It also was learned at the shipping board today that cargo ships now are being allocated to shipping concerns which plan to open new trade routes to the east and west coasts of Central and South America. A new company organized in New Orleans has acquired

five freighters and the South Atlantic Maritime Association has been awarded seven. They will ply between Wilmington, N. C., Charleston and Brunswick, S. C., Savannah, Ga., and Jacksonville, Fla., and Central and South America.

Debarkation Supreme Thrill

Returned Soldier Says There Is No Adequate Word to Describe Feelings—A Doughboy's Trip Over.

There is no way in which the returning American soldier can adequately explain his feelings as he steps off the gang-plank of a transport returning to the United States after service in the Great War.

At least such is the statement of one doughboy who wrote a New York friend while in a camp whither he was sent after he stepped off in Hoboken.

"Some day," he says, "there may be a phrase sufficient to describe the moment when the three striper with a heavy load on his back for the first time in eighteen months feels no load on his heart. But until that time it must just be called the grandest and gloriousest of all.

Landed Feeling Strangely.

"When we landed in the port we were low—any one of us would have to use a step ladder to look a caterpillar in the eye. The whole bunch were casuals and had been casuals for months; and let me state that Job would never have made the reputation he did if he had ever been a casual. We had just completed a three day railway trip and, to those acquainted with French travel, that fact needs no comment.

"When we smelled salt water about half the outfit were in a condition from which they might be saved by quick work and the other half were beyond hope. We were just about to send the one-half to the salvage dump and the other to the morgue when a nonchalant individual strolled up and informed us that, if we hurried, we might catch a boat sailing that night.

"As my fellow craftsman, the late William Shakespeare, so aptly put it, we stood not upon the order of our going but we went at once, toute de suite, right away. No Boche ever flucked for cover with anything like the speed that bunch showed between the station and the dock. Arriving there we all seized our bayonets and set to cutting through the mass of red tape which still bound us to French soil.

"During this process the questioning officer strives to find out more about you than you know about yourself. This questioning takes place every time that you arrive at a new station.

Razor Technique.

"The first night aboard our investigation of the transport consisted of finding our respective billets and doing a high dive into them without loss of time. Next morning we began to orient ourselves and arrange for the administration of the troops while on board ship.

"During our conference on this subject it was pointed out that some of the troops were of African descent; also that these troops had just been paid off and that the enforced idleness of a sea voyage undoubtedly would give rise to a crap game of magnificent proportions. This, in turn, would lead to a dispute in which all hands would draw the national weapon and terrific carnage would ensue.

"We could eliminate bloodshed by confiscating all razors, but that would also eliminate all shaving, so we were confronted by the alternative of leading ashore a group of bearded veterans who would probably be taken for Moroccans and not permitted to land, or of having a couple of burials at sea, which are always depressing. One of the officers finally solved the problem by recalling that a paternal government issues to every soldier a razor of the type which is perfectly good as a mower of the face but negligible as a weapon of offence. The phrase which severed the Gordian knot was worded like this. 'Aw, let 'em keep their safeties; just gather up their social razors.

Ethics of Marine Dining Room.

"We committed our first social error at noon of the first day. At that time some decrepit old pensioner started wandering around the deck beating on a gong, which performance we took to be the marine equivalent of mess call. All hands piled into the dining room to be greeted by one of those fearfully us-stage beings known as a head waiter, who really ranks as a mess sergeant, but who acts as if he ranked as a field marshal. He inquired in a coldly courteous, disinterested tone what we desired; he was informed in no uncertain terms that we desired to tie on the nose bag. In the same tone of voice that you use when you tell your little boy that he mustn't pick the flowers on the lady's hat, he explained that luncheon would be served in fifteen minutes.

"We thought we had him there and told him that the bell had rung, but he floored us by condescendingly imparting the information that that was the warning bell. Ensued thoughtful silence. Finally a small voice spoke up and said that we knew all about warnings for gas attacks and warnings

for air raids, but why in the name of common sense warn us of an impending meal.

"I wish that I could describe that social paragon's tone as he informed us that the warning bell was rung for the purpose of giving people a chance to wash and 'adjust their dress.'

"A couple of days out the inevitable roll came on with the resulting depopulation of the dining room. It was my first experience with this phenomenon, as our trip over had been about as exciting as the 'Albany night' on a calm evening. I judged that several month's service in the lurching basket of an observation balloon would immune me and I gambled correctly.

"There was not a great deal of amusement to be dug up aboard. One could play poker in the smoking room till one got a headache and then go out on the deck and get rid of it. The feature of the day was tea which was served on deck about four in the afternoon. Everybody sat around and inhaled the innocuous fluid and the social chatter just ran wild.

Weather Turned on Them.

"We had dances in the evenings till it got so rough—the sea, not the dance—that what started out to be a one step was likely to end in a long slide and a crash. Incidentally, these dances on the boat were the last ones which I attended with any feeling of comfort. Since returning to my native heath I merely watch with bated breath the Terpsichorean antics of the young idea.

"Here's a good one that was put over on us, not by any particular person, but by what the Britishers refer to as 'an act of God or the King's enemies.' One of the chief sports, both indoor and outdoor, was telling several French people who were making their first trip to the States what a vast difference there was between the weather in France and in the United

States. We painted our great and glorious country as a place where flowers bloomed in the city streets and the sun shone all day and every day.

"I think they rather expected to be

greeted at the mouth of the harbor by a herd of robin redbreasts singing welcoming carols. But when we finally did sail up the well known harbor, of all the cold, rainy, foggy, overcast,

generally disagreeable days, that one was the grand-daddy of 'em all. You can bet that when we disembarked from that boat we started to hot-foot it toward Broadway."

OBSERVER, FRIDAY

JUNE 20, 1919.

SEAMEN REFUSE TO SIGN FOR PASSAGE

Two hundred American seamen who took freight ships over to Holland which were controlled by the Shipping Board and later turned over to Holland, arrived in the steerage yesterday on the Holland-American liner Nieuw Amsterdam, which docked at Hoboken. They registered a strong kick and refused to sign off their passage. They say they were entitled to second-class passage on the way over, as the Government had engaged it for them. Tickets calling for a second-class passage were offered them for signature, but they refused to sign. James M. Reynolds, an officer, organized the men and told them not to sign.

"All of us are Americans," said he. "We're first, last and all the time Americans, and the American consul in Rotterdam engaged second-class passage for us. We were brought over in the steerage. We slept in the steerage, ate in the steerage. There are 200 of us and the difference between second and third-class passage is \$52. If we sign the tickets the Government will be defrauded out of \$10,400. The money will be just as good to the Government as anyone else's."

The Nieuw Amsterdam left Rotterdam with 400 passengers and stopped at Brest where she took on thirty-eight officers and 1,367 men of the 34th Infantry, 7th Division, under command of Col. F. E. Munson, of Los Angeles. Also on board were 9 officers and 145 men of Base Hospital 210; 2 officers and 76 men of the 355th Bakery Company; some casual officers, nurses and field clerks.

United States Senator Peter G. Gerry, of Newport, R. I., was a passenger. He had been overseas five months.

HUDSON OBSERVER,

EVENING, JUNE 20, 1919.

GILHOOLEY'S COUSIN WANTS TO COME HERE

Michael Gilhooley, the young Belgian lad who stowed himself away three times on ships coming to America, and who was sent back to Belgium each time with his pockets filled with money given by sympathetic soldiers, and whose pal followed his example and stowed to America, has a cousin who wants to emulate him. This fact became known yesterday when the transport South Bend docked in Hoboken.

The vessel left Bordeaux on June 5, under Lieutenant W. D. Lent, commander of the vessel. Gilhooley's cousin, Jacques Bodini, eleven years old, tried four times to stow himself on the boat and was sent ashore each time. The last time he was placed under guard until the vessel sailed. Jacques says that his cousin had been adopted by a wealthy woman, that he has no home and wants to stow away so he can also be adopted. He threatens to come over on the next boat.

Eve Sun - June 17/19

JULY 22, 1919.

HUDSON DISPATCH, TUESDAY

MERCY ENDS CAREER AS A HOSPITAL BOAT

Former Saratoga Has Notable War Record.

PHILADELPHIA, June 17.—Six trips across the Atlantic and one to the bottom, off New York Harbor, is the war record of the naval hospital ship Mercy, which has docked at League Island. The vessel has completed its farewell trip as a war time carrier of badly wounded. When she goes into drydock she will lose the right to wear the insignia she carried to glory five times as an ambulance ship—two red crosses along her side and one carried above, in mute appeal to the enemies of the sky.

Only ambulance ships—vessels bearing badly wounded to hospitals in time of war—can carry this insignia, and although when she comes out of drydock again the Mercy will still be a hospital ship, she will be entitled only to the international marking for all ordinary hospital ships—a broad green line about the side.

The Mercy, then the Saratoga, commandeered by the Government from the Ward Line, running from New York to Havana, was the first American Government vessel to enter a French harbor after the declaration of war by the United States. Manned by a joint crew of merchant mariners and navy sailors, the ship was in short order made a transport and left New York on May 26, 1917, six weeks after war was declared, bearing the first of the A. E. F.

GERMAN OFFICERS COME TO HOBOKEN, WAR PRISONERS

Said They Are to Be "Allowed to Lose Themselves in the Crowd" Somewhere Here

GERMANS SAID TO HAVE
A PRICE UPON THEM

When the transport Agamemnon docked in Hoboken yesterday afternoon, it carried among its large number of returning soldiers, two mysterious German prisoners, one a lieutenant and the other a non-commissioned officer. The two men, both very young, are the first German prisoners to arrive in this country.

Lieutenant R. H. Owens, in charge of the prisoners, carried sealed orders concerning the two men. Their names and probable disposition, the circumstances of their capture were kept secret by the army and navy officials on board the transport. They are to report to the Director of Military Intelligence at Washington.

One report circulated on the transport was that both were captured in the fighting last fall and taken to American headquarters at Chaumont where they gave valuable information regarding German plans. Because of this it was said, a price had been put on their heads by the German military authorities. To save them General Pershing had used his influence to have them brought here, so that after reporting to Washington they may "lose themselves in the crowd."

The Agamemnon carried 5,818 troops most of them from the Fifth Division of United States Regulars. Most of them went to Camp Merritt, while some were taken to Camp Mills.

The units aboard were the 20th Field Artillery, complete; 5th Ammunition Train; 5th Sanitary Train; 5th Supply Train; 13th Machine Gun Battalion, complete; 5th Divisional Headquarters Troop; 5th Field Artillery Brigade Headquarters; 15th Company Transportation Corps; 317 Supply Company; 304th Clothing Squad; 160th and 393rd Service Park Unit, three casual companies and 54 casual officers.

There were also ninety-three wives of American soldiers on board, most of them from Luxembourg. They had married doughboys who entered Germany as members of the Army of Occupation.

HUDSON OBSERVER,

JULY 22, 1919.

GERMAN PRISONERS UNDER HEAVY GUARD

Alfred Scholz and Alwin Grothe, the two German prisoners of war who arrived at the Hoboken piers on board the Agamemnon yesterday, were still in the guardhouse on the Hoboken piers this noon awaiting word from Washington as to their disposition.

The two men were brought to this country under heavy guard and a guard is posted around their quarters at the piers. It is stated that they have been marked for death by their compatriots owing to their having disclosed to the Allies war secrets which had a considerable bearing on the result of the war.

On the piers the officers in charge refused to make any statement regarding the two prisoners. Nevertheless it is generally believed that they were formerly in high and responsible positions under General von Hindenburg when they were captured by the American forces.

The two men, it was stated, delivered to the American Intelligence Staff complete details regarding the German military plans with the result that General Pershing was able to deal a crushing blow at the German armies, a blow that had a great deal to do with the sudden collapse of the German lines.

THE JERSEY JOURNAL,

JULY 21, 1919.

TWO GERMAN PRISONERS HERE ON AGAMEMNON

First to be Brought to U. S. and Information Regarding Them is Withheld.

New York, July 21.—Two German prisoners of war, the first brought to the United States, arrived here to-day aboard the transport Agamemnon from Brest. The identity of the Germans, who are consigned to the Director of Military Intelligence, was not made public. War Department officials here said they were not informed as to the names of the men, and declined to say whether they would be taken to Washington or to Fort Jay disciplinary barracks on Governor's Island.

The Agamemnon brought home another contingent of the 5th (regular) Division, headed by Major General Hanson E. Ely, the divisional commander and including division headquarters, division headquarters troop and the headquarters of the 5th Field Artillery Brigade. Other units were the 5th Field Artillery Brigade, the 5th Ammunition Train, the 5th Sanitary Train, and the 5th Supply Train, together with the 20th Field Artillery complete. The 5,818 passengers aboard included 23 wives of soldiers and 9 soldiers' children.

THE EVENING SUN,

SEPTEMBER 4, 1919.

GERMANS CANNOT LAND.

Twenty-six From Cuba Detained on Ellis Island for Deportation.

Twenty-six Germans, members of crews of ships interned in Cuba, arrived in New York yesterday afternoon on the Ward liner Mexico, still proud of the fact that they had damaged the engines of their ships before they were seized by the Cuban authorities. All were taken to Ellis Island, where they will be held pending arrangements by the Swedish Legation for transporting them to Germany.

Among those in the party were Capt. Rudolf Schuman of the North German Lloyd freighter Closant, Capt. Kurt Blanchard of the Hamburg-American liner Constancia, Capt. Karl Schroeder of the Schultz liner Ardelhite and Capt. Otto Eichbaum of the Kydonia. Capt. Schuman, when asked by reporters if the ships were damaged in any way by the officers and crews before they were seized, answered with a grin and a look of triumph, "Sure, we did." All seemed perturbed at the fact that they would not be allowed to land in New York, but would be kept under guard at Ellis Island. Schuman said that he wanted to visit his nephew, Herman Schuman of 503 Washington street, Hoboken.

HUDSON OBSERVER,

NOVEMBER 28, 1919.

XMAS PARCELS FOR THE MEN OVERSEAS

The War Department has advised that Christmas parcels for members of the American Expeditionary Forces in England, France and Germany must, in order that they may be delivered to the members by Christmas, reach the port of embarkation, Hoboken, by December 8. The parcels must not exceed seven pounds in weight, nor seventy-two inches in length and girth combined.

The parcel must be fully and correctly addressed, bearing name, rank and organization of the addressee, together with the words "American Expeditionary Forces," and be addressed in care of the commanding general, port of embarkation, Hoboken, N. J. Each parcel must be marked "Christmas Parcel" and bear the name and address of the sender. The following is suggested as a suitable form of address:

From _____

Christmas Parcel.

For (name and rank of addressee) _____

No. and name of unit or organization) _____

American Expeditionary Forces,
Care of Commanding General,
Port of Embarkation, Hoboken, N. J.

Parcels so addressed will be chargeable with postage at the fourth class or parcel post zone rate applicable between the office where mailed and Hoboken, N. J., to be prepaid by stamps affixed.

Parcels may bear inscriptions such as "Please do not open until Christmas," "Merry Christmas," "Happy New Year," "With Best Wishes," and the like.

The parcels must contain no prohibited or unmailable articles. Candy and tobacco must be enclosed in tin or light wood boxes. Perishable food products may not be included in parcels unless they are enclosed in cans.

OBSERVER, MONDAY

NOVEMBER 17, 1919.

The Martha Washington.

Editor Hudson Observer:

Kindly inform me as to the whereabouts of the U. S. S. Martha Washington. When is she scheduled to dock at Hoboken piers? X. Y. Z.

She is at Pier 5, Hoboken.—Ed.

MONEY AND STATIONERY STOLEN FROM CHATHAM

A robbery on the U. S. S. Chatham, lying at Tietzen & Lang's dry dock was reported to the police of the Second precinct yesterday. Lieutenant R. J. Graff of that vessel stated that three stationery boxes had been broken into and 400 francs in French money had been stolen in addition to a quantity of stationery.

OBSERVER, THURSDAY

NOVEMBER 20, 1919.

MANY BIG LINERS BEING CONVERTED AT LOCAL PLANTS

Oil Engines Installed—Krupp Yacht Here for Re- pairs.

The tendency of ship owners, in view of the uncertainties surrounding the production of the enormous quantities of coal needed for operation of their vessels, to convert these steamships into fuel oil burners, is nowhere so strikingly demonstrated as in Hoboken. At the two big local shipyards, the W. & A. Fletcher Company plant and the Tietzen and Lang Drydocks, many vessels are being overhauled with this end in view.

Fuel oil is plentiful and has many advantages. The present strike of coal miners has brought this forcibly to the attention of ship owners. As a result, shipyards along the Atlantic coast are working full blast on conversion tasks.

Among the many ships being converted at the Fletcher docks are several big liners, among them the Kroonland and the Finland, former Red Star passenger vessels, used during the war as transports. They are being reconstructed also for re-entry into the passenger service.

To the Fletcher Company has been awarded also the big contract for converting the St. Louis, one of the nation's biggest troop carriers, into its former status as a passenger ship. Three mine planters which, during the war, did valiant service in the North Sea, are also being reconstructed for peace-time purposes. They will be used as cargo boats.

There are several big liners at the Tietzen and Lang Drydocks also, all of them being converted into passenger vessels. In most of them oil engines are being installed. Among these ships are the Mongolia, owned by the International Mercantile Marine; the Shipping Board's liner Focassin; the auxiliary cruiser and transport Harrisburg, of the American Line; the Plattsburg, famous after the armistice as the "Honey-moon Ship"; the Clyde Liner Commanche and the Prince Arthur.

Also at the drydocks is the yacht Essen, formerly the property of the German gun expert, W. Krupp, of Essen, Germany. The Essen was purchased shortly after the outbreak of the war by a rich American. It is being repaired here. On its decks not so many years ago trod the former Kaiser and Kaiserin and Crown Prince, with the rest of the royal brood and many other German notables.

One of the many activities at the Tietzen and Lang plant is the construction of a new standardized stateroom for possible use, if it is accepted, on the huge liners planned by the Shipping Board. Models of these staterooms have been built and transported for consideration to officials at Washington. They are the last word in convenience, utility and luxury, being far superior even to those on the old Vaterland and other floating palaces during the war. The staterooms are built sectionally. The work is proceeding under the direction of Superintendent E. H. Dendel.

THREE CHARGED WITH APPLE THEFT; FINED

Four men residing in New York and working at the Army Piers, Hoboken, were this morning arraigned before Recorder Carsten charged with the theft of a box of apples, valued at \$8, from the piers. They were Foreman Henry I. Grobner, 507 Tenth avenue; John Allison, 72 Gansevoort street; Robert Brauer, 2037 Bath Beach, Brooklyn, and William Taureisen, 541 Tenth avenue.

Evidence was given by Lieutenant Torcus, who appeared to prosecute the case, and by Taureisen, who testified that he was ordered by the foreman to put the apples on a truck going from the piers. The apples were later transferred to another box and then to a sack, but were discovered by the military police and produced in court.

The men stated that they had no intention of stealing the apples, but that they slipped on the truck when they were loading it. The Recorder fined Grobner \$25, Allison and Brauer \$10 each, and discharged Taureisen.

THE JERSEY JOURNAL,

SEPTEMBER 18, 1919.

ROB SOLDIERS' BAGS, JAILED

Hoboken Longshoremen Re- ceive Thirty Days Each For Thefts on Piers.

Two mean thieves were sentenced to thirty days in the penitentiary by Recorder Carstens of Hoboken for stealing towels and clothing from the barrack bags of returning soldiers at the army piers.

Lieut. A. G. Ledwith of the transport America, who was the complainant against the prisoners—Antonio Russi and Savona Menerveni, longshoremen, employed on the army piers, told the Court that the longshoremen, despite the fact that they are unusually well paid, have made a practice of ripping open the bags and other belongings of the soldiers and stealing their property.

The army men employed in the vicinity of the piers have been especially desirous of apprehending the thieves, he said, as the systematic robberies have reflected on them.

HUDSON OBSERVER,

AUGUST 14, 1919.

MAN IS ACCUSED OF STEALING AT PIERS

Another arrest of an alleged thief was made yesterday at the army piers, Hoboken, on the complaint of Captain Walker of the Quartermaster's Corps, U. S. A. He charged that Frederick Spintig, 53 years old, of Ogden avenue, Jersey City Heights, with petit larceny, claiming that the man, an employee at the piers, had stolen three safety razors, glasses and a cloth bag from Pier No. 3. Recorder Carsten held him for the action of the Grand Jury.

The military authorities are determined to break up thefts on the piers. Many arrests have been made of offenders, who, if they had not been apprehended, would have made away with goods valued in all at a considerable sum of money.

Five Trainloads Of Germans Due Here

Over Sixteen Hundred to Arrive at Army Piers and Embark on the Pocahontas for Germany—Twelve Hundred War Prisoners Among Them.

In the small hours of to-morrow morning, somewhere between 4 and 5 o'clock, the first of five trainloads of Germans is due to arrive at the Hoboken piers. The others are due to follow in rapid succession.

These men include 1,200 prisoners of war, 300 interned enemy aliens, among whom are 15 women and children, and 145 sailors from the former German vessels at Havana, Haiti, Panama and Cuba. They are being brought in from Fort Oglethorpe, Chattanooga, Fort McPherson, Atlanta, and Fort G. D. Russell, Cheyenne, where they have been detained during the war.

The men will sail from Hoboken on Thursday next on the Pocahontas and will be landed at Rotterdam, from which port they will be sent into Germany. In order to avoid any demonstration on their arrival in Hoboken, they will be brought direct to the Hoboken piers along the same route as that used to bring the members of the A. E. F. to the piers. There will be no possibility of any demonstration on the streets.

The men will go directly on board the Pocahontas on their arrival, where all accommodation has been prepared for them.

HUDSON DISPATCH,
SEPTEMBER 23, 1919.

GERMANS TO BE SENT AWAY ON TRANSPORT

Thirteen Hundred Will Leave Hoboken on Thursday on Pocahontas, Others Too

Washington, Sept. 22.—The transport Pocahontas when it sails from Hoboken next Thursday will carry 1,300 repatriated German prisoners of war back to the "Fatherland" and sixty German and twenty Austrian enemy aliens interned during the war and now voluntarily repatriated by the United States, it was learned this afternoon at the Department of Justice and the War Department.

Observer - Sept 24/19 German Prisoners Arrive In Hoboken

German prisoners of war, enemy aliens and interned sailors from various former German vessels, arrived at the Hoboken army piers this morning from Fort Douglas, Utah, and Fort McPherson and Fort Oglethorpe, Georgia. The first batch arrived at 9:35, consisting of one coach containing thirty-one sailors from Utah; while at 10:30 three trains arrived carrying 1,400 men. Others are expected later.

Only the guards and newspapermen were allowed in the vicinity of the trains. The men inside were retiring and did not court public attention. Those close to the windows of the cars could be seen stolidly smoking, and apparently taking but the slightest interest in the proceedings.

The Red Cross canteen workers provided coffee for the men, but were not allowed on board. When the Germans became aware that there were camera men waiting to "take" them they refused to come to the rear platform of the car to get the coffee. Eventually the camera men

moved into the background, and then several of the prisoners went to the platform with cups and carried the coffee to their comrades inside.

One of them created some amusement owing to the fact that he was attired in a light tweed coat, a pair of white pants and white tennis shoes. Some one shouted to ask where he got the attire and he shouted back "I worked for them, worked — hard, too."

Another struck a pose on the platform and announced in a loud voice that he was one of Bill Hayward's boys. Later on, when the other three trains arrived, one of the prisoners threw a card out of the window. It was picked up by a girl pier worker standing close by and was found to be the prisoner's photograph. On it was written: "William Meinberg, Herzburg, X-prisoner of war."

The men are being kept on the trains under heavy military guard. They will sail tomorrow on the Pocahontas for Rotterdam, whence they will be sent into Germany.

HUDSON DISPATCH,
SEPTEMBER 24, 1919.

GERMAN SAILORS TO BE DEPORTED ARRIVED TODAY

Left Fort McPherson Yesterday Guarded by 200 American Soldiers on Train

WILL SAIL THURSDAY ON THE POCAHONTAS

A special train carrying some 1,300 interned German sailors left the detention camp at Fort McPherson in Georgia for Hoboken yesterday.

The men are guarded by 200 American soldiers. There are nine cars of baggage—mostly souvenirs of their enforced stay in America. Of the men, nearly 160 of the German seamen made application to become naturalized American citizens, but only seventy-three of the applications will be granted, and all these provide only for probationary citizenship. The seventy-three lucky ones were left behind, while the others departed singing "Homeward Bound" in German.

More than fifty American dogs will accompany the homegoing Germans, who also take with them more than \$6,000 worth of clothing bought from one American mail-order house. Evidently with a thought of strained economic conditions at home, the Germans also carried with them large

quantities of soap, potatoes, cigars, coffee, talking machines and other articles.

Many of them have considerable sums of money. They have accumulated pay during their internment, and many have made money selling the articles of their handiwork.

The steamship Pocahontas, which will sail for Rotterdam Thursday, will carry the men.

The men will arrive in Hoboken early to-day.

HUDSON OBSERVER,
SEPTEMBER 26, 1919.

During most of the day yesterday a large crowd of people gathered on River street in the hope of catching a glimpse of the German prisoners in the pier yard. In this they were disappointed owing to the fact that the men were kept in the railroad coaches until taken on board the transport late at night.

HUDSON DISPATCH,

SEPTEMBER 25, 1919.

HOME BOUND GERMANS COME IN SEVERAL TRAINS

Reach Hoboken and Are
Switched Into Yards of
Port of Embarkation

REFUSED TO TALK OR TO COME OUT

Over 1,500 Germans, the majority prisoners of war and a number of enemy aliens and interned sailors, arrived in Hoboken yesterday morning on the first lap of their journey to the Fatherland. The prisoners came from Fort Douglas, Utah; Fort McPherson and Fort Oglethorpe, Ga. The first train, containing thirty-one sailors from Utah, arrived at 9:35 o'clock, the others arriving an hour later.

The authorities kept a strict guard over the motley crew from the moment of their arrival. Only the guards Red Cross workers and newspaper men were allowed to go near the trains. The majority of them preferred to keep aloof, maintaining a "cultured" silence within the trains. They were averse to talking and motion pictures operators had trouble persuading them to pose.

The canteen workers distributed sandwiches and cups of coffee to the men. They will be put on board the ship Pocahontas today, bound for Rotterdam.

There were two sailors armed with rifles on each end of each car when the three trains were pushed on to the pier sidings.

Six soldiers were on guard in the car from Fort Douglas which brought thirty-one sailors. In addition, a Hoboken military policeman was placed at each end when the car came to a stand on the track. All the sailors, who had been taken from seized ships, were browned and apparently in good health.

Nearly 100 more persons to be deported were expected to arrive this morning.

HUDSON DISPATCH,

SEPTEMBER 26, 1919.

GERMAN ALIENS SAIL FOR HOME ON POCAHONTAS

Liner Leaves Hoboken With
1,600 Aboard; Closely
Guarded In Coaches

DECORATE TRAIN CARS WITH FAREWELL SIGNS

Shortly after 10 o'clock last night the liner Pocahontas steamed out of her dock at Fourteenth street, Hoboken, carrying as her chief complement some 1,600 German aliens bound for their Fatherland. It was noticeable that there were decidedly few gentlemen who recently returned from a two-year sojourn abroad on an expeditionary mission on hand to bid the travelers a fond farewell and drop a tear or two. Rather there were several of this class who came to take a curious glance at them and mutter strange utterances between gritted teeth.

However, after being held under a heavy military guard for almost two days in railroad coaches, the Germans departed for the land which was governed by William Hohenzollern at the time they saw it last.

Some of the actions of the ex-prisoners of war while waiting in the Hoboken railroad yards were of an amusing character. A favorite pastime was to inscribe their sentiments with chalk on the sides of the cars. For instance, one that amused the guards greatly was "No more Coca-Cola, real beer for us." Some of the soldiers felt inclined to believe that the man who wrote this wanted to tease them. Other inscriptions were "From Washington to Berlin" (considerably different than "From Berlin to Paris"); "Home, Sweet Home," "Good-bye Georgia, Hello Rhine," and "Auf Wiedersehn."

Apparently a number of the interned men were formerly known in Hoboken, as a number of men and women from this city attempted to get in communication with some of the men in the cars. The military authorities, however, refused to allow them near the trains, fearing the possibility of a demonstration.

Col. T. A. Ashburn, F. A., was assigned to take command of the Marine Guard, which will accompany the prisoners over seas. The ship will go to Rotterdam, and from there they will be sent into Germany.

GERMANS SAIL FROM THE HOBOKEN PIERS

Considerably after the scheduled time, the 1,600 German prisoners of war left Hoboken last night on board the transport Pocahontas on their way to Rotterdam. They were probably one of the best pleased crowd of travelers that has left the port in many months.

They marched on board the steamer singing "Homeward Bound" in German. This, however, is the last time they will be allowed to speak their native tongue for some days, as an order was issued on board to the effect that German would not be tolerated during the trip.

There was no disorder and the men marched across the piers to the gangplank in good military formation. Most of the sailors from the former German vessels were in their full uniform, some of the officers being similarly attired. The majority, however, were in civilian clothes of somewhat nondescript character.

The men lined the deck of the steamer as she pulled out and there was some cheering, but this quickly subsided.

Most of the guards who had been standing sentry duty for many hours over the prisoners were relieved and "turned in" immediately, all of them sagged out with the long spell of duty.

ENEMY ALIENS SENT HOME ON SEIZED GERMAN LINER

At Pier Captured Guns, the Imperator and Leviathan Remind
Them of Nation's Defeat—Captain of Sea Raider and
Spies Are Among 1,731 Deported.

A florid face, pouting from behind an upturned mustache and grunting guttural grumblings, was thrust from a train window in the yards of the army piers at Hoboken yesterday.

"Ach," exclaimed the face, gazing over the pier roof to a gigantic vessel in the river. "Vaterland!"

A doughboy, pacing outside the train with bayoneted rifle, stopped abruptly, spat disgust and exclaimed, "Vaterland hell! That's the Leviathan!" Then, waving a hand and with a gesture that swept in the entire trainload, he went on in the manner of a sightseeing bus conductor: "And, ladies and gentlemen, on the other side of the pier is the Imperator. And there you see on your left the American ship Mount Vernon, which will you will recognize as the old Kronprinzessin Cecilie. And on your right is the Pocahontas, once the Prinzess Irene. And before you are the Hamburg-American Line piers. Now, as you look to the right you see the North German Lloyd piers. And as you gaze at the flag, pole you see the Stars and Stripes." Then the guard strode disdainfully away.

A discontented silence befell the trainload. For it was a bad day for Germany in Hoboken. Wherever they gazed the 1,731 men, women and children held in the army yards for deportation to Germany, saw only former German property now under the American flag.

Yesterday's shipment of enemy aliens was the largest since the armistice. The Germans were placed on the transport Pocahontas and among them were a number who served in that ship's crew when she was a German passenger craft. Two hundred marines sailed also to see to it that they are docile on the voyage.

Many had been brought during the night and morning by special trains from Fort McPherson, Ga.; Fort Oglethorpe, Ga.; Fort Douglas, Utah, and St. Elizabeth's Hospital, Washington. A large batch was sent to Hoboken yesterday from Ellis Island. Sixty-five were women and children. The majority of the prisoners formerly were in the Germany Navy, though there was a considerable number of civilians. Eighteen were under special guard because insane.

Among the aliens were Werner Horn, who was implicated in a plot to destroy the international bridge at Vanceboro, Me.; Capt. C. Zuckerswerdt, who scuttled the German cruiser Cormoran in Guam Harbor when America entered the war; Capt. Hans Berk of the famous raider

Moewe; Lieut. Herman Berka, formerly a submarine commander and now insane; Capt. Max Thierseheim, former commander of the Prinz Eitel Friedrich, who was sentenced to Fort McPherson for white slavery in Philadelphia; Alfred Santz, former German Consul at Panama; Dr. Ernst Hoffman, practicing physician at Panama.

Throughout the day the iron gates and fences of the pier yards were crowded with friends of the aliens who had come to shout and wave good-bye and offer encouragement. Most of the aliens replied they were happy to return to their native country. Guards said: "good riddance."

Each of the cars, until time for the aliens to be placed aboard ship, was guarded by four soldiers. During the night the prisoners had chalked on the sides of the cars these sentiments, "Back to Germany and Beer," "On to Berlin," "No More Prohibition," "Auf Wiedersehen," "We Are Going Home to Get Some Beer," "Good-bye Georgia, Hello, Rhine," "Home, Sweet Home." To these doughboys had added, "To Hell With the Kaiser," "Ship to Berlin, P. D. Q." and kindred sentiments.

Now and then an American soldier, when the Germans started to brag about their country's military prowess, would point to the rows of captured German field pieces and machine guns in the pier yards.

Mrs. Heinrich von Uhl, American born, was one of the few who objected to sailing. She was married several years ago to a German. Their four-year-old son accompanied them. Mrs. von Uhl said she preferred to keep the youngster here to bring him up as an American and would return eventually for that purpose.

One, the insane man, insisted he would not return to Germany unless given sixty billion dollars. His guards assured him he would be given that amount on the Pocahontas, and he boarded the ship smilingly.

Before the transport sailed Capt. John Downes explained the regulations to a committee of aliens consisting of Capt. Berk, Lieut. E. von Carlshausen and Emil Italiener. The last two were interned as spies.

During the night one of the Germans escaped from a train and visited friends in Hoboken. Returning in the morning he was barred at the gate by a doughboy. "Can't get in without a pass," insisted the soldier. The stranger could talk only broken English and made most of his protests in German. He insisted on getting to the train and Germany, and it was only after another guard was called that he established his right to continue as a prisoner.

J.C. Journal-Jan 3/19 J.C. Journal Jan 14/19

TRANSPORT MATSONIA IN WITH 3,207

Brings 143 Wounded—Siboney Due To-day With Artillery Units.

The United States transport Matsonia docked at Pier 2, Hoboken, this morning with 3,207 soldiers aboard. The wounded numbered 143, eleven of whom were "stretcher cases." The units were as follows:

One Hundred Forty-fourth Field Artillery, 68 officers and 1,440 men; 143d Field Artillery, 691 men; 11 medical officers and 18 officers and 749 men of six casual companies. The members of the 143d Artillery consisted of Companies C, D, E and F, and seven ordnance officers.

The only Jerseyman on board was John Mead of the 310th Infantry, who was wounded three times by shrapnel Sept. 27. His home is at 120 Steuben Street, East Orange.

Lieut. Leon Harlow of Teas led the men in landing. He is the proud possessor of a Distinguished Service Medal.

The reception given the men by Hobokenites was among the warmest accorded any homecoming transports, due in part to the fact that there was no school to-day. The soldiers were literally covered with confetti. The proprietors of many stores along the line of march from the pier to First Street, where the men boarded special cars for Camp Merritt, are minus their telephone directories. The pages went towards furnishing the youngsters with confetti material.

Another transport, the Siboney, is expected in Hoboken this afternoon with the following units aboard:

Brigade Headquarters of the 161st Field Artillery, 8 officers and 64 men; 333d Field Artillery, 63 officers and 1,334 men; six casual companies, 11 officers and 874 men; 137 casual officers and 635 wounded men, 35 of whom are bedridden.

HUNTINGTON IN PORT WITH 1,700 TROOPS ABOARD

Artillerymen Back On U. S. Cruiser — Several Transports Are Overdue.

The United States cruiser Huntington arrived at Hoboken to-day from Brest with 44 officers and 1,700 men from the American Expeditionary Forces. The troops included the Headquarters Company of the 39th Coast Artillery Brigade and the 57th Coast Artillery Regiment complete. Eight men of the navy personnel also were passengers.

No word has yet been heard from the steamship Poula, carrying seven army officers returning from France, and which is ten days overdue, according to the authorities at the Port of Embarkation at Hoboken to-day. The Poula left Nance, France, on Dec. 23, and was due at Hoboken on Jan. 4.

The Santa Marta, out of Bordeaux on Dec. 12, is two days overdue. She has on board 113 officers, two enlisted men and one civilian.

The transport St. Louis, which left Brest on Jan. 2 and was due here day before yesterday, has not been heard from. There are on board the St. Louis 44 officers and 1,255 men.

Another overdue ship is the Minnesota, which sailed from Marseilles on Dec. 23 and was due here on Jan. 5. Nothing has been heard from her since she sailed. She has on board five officers and three civilians.

Washington, Jan. 14.—The transport Manchuria has sailed from France for New York with more than 4,000 troops, and the transport Canada for Boston with about 1,200.

THE JERSEY JOURNAL,

JANUARY 15, 1919.

CRUISER ST. LOUIS HERE WITH 1,200

Battleship Brings 346th Field Artillery Home — More Transports Due.

The United States cruiser St. Louis, bringing the 346th Field Artillery, 44 officers and 1,255 men, arrived in Hoboken to-day from Brest. Twenty-six of these were sick and wounded.

The regiment, consisting of 1 per cent. regulars and 99 per cent. conscripted men, were trained at Camp Lewis, Washington. It saw service in Belgium with the 91st Division and returned in command of Col. Samuel Frankenger.

The men were sent to Camp Merritt. Hoboken gave them a hearty welcome, as usual.

Several troopships are expected to dock at Hoboken to-day and to-morrow.

The Santa Marta, listed as overdue, left Bordeaux on Dec. 27 and should have been in last Sunday. It is expected that she will dock sometime to-day. Aboard are 112 casual officers, Colored Casual Detachment No. 3, one Field Artillery officer and 12 men.

The Belgic, which left Brest Jan. 7, brings 80 officers and 3,188 men. Among these are the Forty-ninth Infantry, Field and Staff Medical Detachments of the First and Second Battalions, made up of 36 officers and 2,436 men. The latter organizations include men drawn from local camps as follows: Camp Merritt, 3 officers and 100 men; Camp Dix, 3 officers and 92 men; Camp Upton, 66 men.

Casual companies aboard the Belgic are made up of New York men in the following numbers: Casual Company No. 428, 3 officers and 157 men; Company No. 435, 3 officers and 145 men; Company No. 3, from Camp Dix, 3 officers and 149 men.

The Wilhelmina left Bordeaux Jan. 6 and will dock north of Pier 4, Hoboken this afternoon with 108 officers and 1,323 men aboard, including 177 sick and wounded, of which 172 are listed as requiring no especial attention.

5 TRANSPORTS ON WAY HERE

Four Are Overdue—Bringing 2,079 Soldiers Back Home From France.

Five Army transports, four of them overdue, are carrying about 2,079 officers and enlisted men back to this country. As yet nothing definite can be learned where the ships will dock when they do arrive. Some may go to Hoboken and others will probably go to Manhattan to discharge their passengers.

The official list of the transports is as follows: Tola, which left Mantes Dec. 26, was due on Saturday last. She is carrying seven officers.

Minnesota, sailed from Marseilles Dec. 23, with five officers, was due on Monday.

Veendijk left St. Nazaire Dec. 22, with two officers and fifty-one enlisted men, all casuals, was due yesterday.

Tola left Brest Dec. 30, and was due on Monday, is carrying 1,011 officers and men, made up as follows: Fifth Battery Trench Artillery, complete, 27 officers and 663 men; 495th Aero Construction Squadron, complete, 6 officers and 147 men; casual company 324, 2 officers and 143 men; the casual officers are made up as follows: Infantry, 6; Field Artillery, 1; Medical, 4; Dental, 1; Motor Transport, 2; Signal Corps, 1. Other casuals aboard are one enlisted man, 1 ex-officer, 5 civilians and 1 army field clerk.

The Ulna, from Brest, Dec. 30, for New York, is due to-day. She is carrying 1,003 officers and men, comprising the 6th Anti-Aircraft Sector, fifteen officers and 421 men of the 46th, 47th, 48th, 49th and 50th companies; the 12th Anti-Aircraft sector, nine officers and 266 men; 109th Trench Mortar Battery, five officers and 118 men; Casual Company 322, two officers and 149 men, nine casual officers, made up as follows: Infantry five, Air Service one, Medical one and Chemical Welfare Service two.

LOCAL SOLDIERS ARRIVE HOME

Seven Hudson County Boys Home From France On Cruiser Huntington.

Seven Hudson County boys were aboard the U. S. cruiser Huntington, which arrived in Hoboken from Brest, France, yesterday. They were:

Gilbert A. Higgins, 16 Schuyler Court, Bayonne.

Simon Harris, 516 Hoboken Avenue, West Hoboken.

George R. Ackerman, 617 Newark Avenue, Jersey City.

Arthur E. Harris, 295 Kearny Avenue, Kearny.

John J. McGloone, 21 West Thirtieth Street, Bayonne.

William J. Walsh, 213 Webster Avenue, Jersey City.

Frank M. Laus, 1122 Washington Street, Hoboken.

All were sent to Camp Merritt.

Owing to an error, Laus was reported some time ago as killed in action.

J.C. Journal-Jan 9/19

J.C. Journal Jan 15/19

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Tola left Brest Dec. 30, and was due on Monday, is carrying 1,011 officers and men, made up as follows: Fifth Battery Trench Artillery, complete, 27 officers and 663 men; 495th Aero Construction Squadron, complete, 6 officers and 147 men; casual company 321, 2 officers and 143 men; the casual officers are made up as follows: Infantry, 6; Field Artillery, 1; Medical, 4; Dental, 1; Motor Transport, 2; Signal Corps, 1. Other casuals aboard are one enlisted man, 1 ex-officer, 5 civilians and 1 army field clerk.

The Ulna, from Brest, Dec. 30, for New York, is due to-day. She is carrying 1,003 officers and men, comprising the 6th Anti-Aircraft Sector, fifteen officers and 421 men of the 66th, 47th, 48th, 49th and 50th companies; the 12th Anti-Aircraft sector, nine officers and 266 men; 109th Trench Mortar Battery, five officers and 118 men; Casual Company 322, two officers and 149 men, nine casual officers, made up as follows: Infantry five, Air Service one, Medical one and Chemical Welfare Service two.

LOCAL SOLDIERS ARRIVE HOME

Seven Hudson County Boys Home From France On Cruiser Huntington.

Seven Hudson County boys were aboard the U. S. cruiser Huntington, which arrived in Hoboken from Brest, France, yesterday. They were:

Gilbert A. Higgins, 16 Schuyler Court, Bayonne.

Simon Harris, 516 Hoboken Avenue, West Hoboken.

George R. Ackerman, 617 Newark Avenue, Jersey City.

Arthur E. Harris, 295 Kearny Avenue, Kearny.

John J. McGloone, 21 West Thirtieth Street, Bayonne.

William J. Walsh, 213 Webster Avenue, Jersey City.

Frank M. Laus, 1122 Washington Street, Hoboken.

All were sent to Camp Merritt. Owing to an error, Laus was reported some time ago as killed in action.

J.C. Journal - Jan 18/19

HUDSON COUNTY SOLDIERS ARRIVE HOME FROM OVERSEAS

**Transport President Grant Brings Back Company H of the
347th Infantry, Largely Composed of Local Boys—
Total of 4,600 Aboard—South Dakota Arrives With
1,372—Other Ships Due.**

A large number of Hudson County soldiers came home to-day on the transport President Grant which docked at the army piers, Hoboken, this morning. The local men comprised Company H of the 347th Infantry, which trained at Camp Dix. It was said that about 40 per cent. of the company are local boys. Before coming to her dock the transport sailed up the river, turned, and came down to her berth. Company H lined the rail and cheered every familiar sight along the river. The company numbers four officers and 207 men.

The battleship South Dakota, with 16 officers and 1,372 men, representing the entire 56th Coast Artillery except Battalion F and 30 officers, and the 474th Aero Squadron of seven officers and 145 men, was scheduled to dock later. She arrived in the harbor this forenoon. The coast artillery unit was recruited in the vicinity of Danbury, Conn., and Fairfield County en masse went down the bay in launches to meet its boys.

Troops aboard the President Grant included the Headquarters Company of the 8th Field Artillery, 2 officers and 41 men, and the following field artillery regiments: 2d, 32 officers, 1,434 men; 81st, 32 officers, 1,294 men; 83d, 23 officers, 1,371 men. All these troops are Regulars. The artillerymen went to Camp Mills and the infantry to Camp Merritt.

Aboard the President Grant was also the 113th Trench Mortar Battery consisting of nine officers and 121 men.

Among those on the boat was David Hamilton, Jr., son of David Hamilton, collector of personal taxes in Hoboken.

END LEADER

The United States fruit ship Santa Marta, now in Army transport service, arrived yesterday with 111 officers on board and twelve enlisted men. The vessel anchored off the Statue of Liberty and the passengers were taken

to the Army piers, Hoboken, in naval tugs.

She left Bordeaux on Dec. 27 and had a stormy passage for four days and most of the officers were sick. The vessels put in at an English port for three days to coal.

Several troopships are expected to dock in Hoboken to-day. One will be the hospital ship Comfort which will dock at the south side of Pier 4. She will bring 283 sick and wounded. These men will be taken to St. Mary's and Debarcation Hospital No. 3.

The Wilhelmina is also expected to-day. On board are 1,323 men of the Eighty-sixth Division, especially the men of the 331st and 334th Machine Gun Battalions and the Sanitary Train of the Eighty-fourth Division and those of the 334th and 336th Field Hospitals.

The Montana will also dock to-day, it is expected. She has on board 1,363 men who will be sent to Camp Mills. They are the Third and Fourth Trench Motor Companies and seventeen officers of the Fifty-sixth Regiment, C. A. C.

The transport Pueblo may also dock. She is overdue and is nearing port. She has six casual companies and part of the Fifty-third Brigade.

Numerous transports will arrive in Hoboken next week.

J.C. Journal - Jan 20/19

41 HUDSON CO. SOLDIER BOYS RETURN HOME

**Local Members of Company
H, 347th Infantry, Are
Back From France.**

To the thousands of returned soldiers who were landed at Hoboken over Saturday and Sunday Hudson County was merely a part of the United States of America. But to forty-one of the number Hudson County spelled "Home!" They were members of Company H of the 347th Infantry. They arrived on the transport President Grant and went at once to Camp Merritt. The following thirty-six were from Jersey City:

Corpl. Patrick J. Roach, 42 Fleet St.

Corpl. J. Czakowski, 338 Henderson Street.

Corpl. A. J. Beehan, 242 Cole Street.

Corpl. William J. Anderson, 63 Grand Street.

Private Edward Grady, 201 Pavonia Avenue.

Private Arthur C. Couillard, 252 Manhattan Avenue.

Private Roy F. Smith, 42 Central Avenue.

Private John Cahill, 77 Terrace Ave.

Private H. Calacke, 318 Washington Street.

Private Arthur A. Greenberg, 619 Summit Avenue.

Private A. Cordes, 54 Garrison Ave.

Private Fred Korittke, 30 Bright St.

Private William Dooling, 195 Railroad Avenue.

Pvt. L. L. Hatcher, 304 Sixth Street.

Pvt. Pinkus Imhoff, 10 Wayne Street.

Pvt. L. F. Maloney, 331 Montgomery Street.

Pvt. J. W. Easten, 528 Tonnele Ave.

Pvt. Victor M. Correlli, 127 Poplar Street.

Pvt. J. Jazenski, 16 Bright Street.

Pvt. J. J. Chapnacki, 212 Second St.

Pvt. A. F. McCulloch, 233 Fifteenth Street.

Pvt. H. Jacobsen, 115 Myrtle Avenue.

Pvt. W. J. Sullivan, 262 Varick St.

Pvt. Rene G. Pommier, 295 Van Wag-

enen Avenue.

Pvt. E. L. Laughlin, 299 Barrow St.

Pvt. Thomas Degnan, 122 Bright St.

Pvt. J. Pawloski, 1 Herbert Place.

Pvt. Charles Audibert, 220 Terrace Avenue.

Pvt. A. Lader, 185 Bay Street.

Pvt. T. Grady, 214 Twelfth Street.

Pvt. A. Bahn, 72 Wright Avenue.

Pvt. D. J. Kanaly, 16 Skillman Ave.

Pvt. J. J. Ward, 465 Henderson St.

Pvt. N. Viggiano, 445 Second Street.

Pvt. G. Truscott, 137 Hopkins Ave.

Other local men aboard the ship were Private J. Delapa, 84 West Twenty-fourth Street, Bayonne; Private J. H. Schoeder, 408 Humboldt Street, Union Hill; Private B. A. Rosen, 439 Twelfth Street, West New York; Private J. Pfeiffer, 127 Twenty-seventh Street, Guttenberg, and Corporal Patrick Wyer, 36 West Nineteenth Street, Weehawken.

Three other ships docked at the Hoboken army piers, and brought with them 2,881 officers and men, of whom 652 were sick or wounded. The U. S. Montana docked Saturday afternoon with 1,360 men, comprising the Third Trench Mortar Battalion, the Fourth Trench Mortar Battalion, and seventeen officers of the Fifty-sixth Regiment, C. A. C. The steamship Wilhelmina carried 1,041 officers and men of whom 177 were wounded. She had on board skeleton units of the 86th and 88th Divisions, and the 109th and the 311th Sanitary Train. The hospital ship Comfort came in with 375 wounded, mostly stretcher cases.

J.C. Journal - Jan 20/19

TWO TRANSPORTS HERE WITH 3,700 TROOPS ON BOARD

**George Washington and De
Kalb Dock at Hoboken—
More Men On Way.**

Bringing home 3,114 officers and men of the American Expeditionary Force, the transport George Washington docked in Hoboken to-day from France.

Almost simultaneously the transport DeKalb drew up to her pier at the Port of Embarkation.

The troops on the George Washington included the headquarters personnel of the 83d Division and of the 165th Brigade of Infantry of the 83d, the 308th supply train of the 83d, and detachments of other units. These men are mostly from Ohio and Western Pennsylvania and were at the Le Mans, France, shortly after the armistice was signed.

The arrivals on the George Washington included 944 wounded and sick of the army, navy and Marine Corps, 112 of these being litter cases.

Washington, Jan. 21.—Two transports, the Conia and the Susquehanna and the cruiser Frederic are on the way home from France with more than 6,000 troops.

New York, Jan. 21.—On the Italian steamship Guiseppi Verdi, in to-day from Genoa were 498 officers and men of the American naval aviation service.

The steamer Guiseppi Verdi, which carried troops from France, docked shortly before noon to-day at Pier C near Exchange Place, this city. Besides the troops, she carried a number of civilian passengers.

The De Kalb carried 621 troops. These included the 113th sanitary train of the 38th Division—men from Indiana, Kentucky and West Virginia—and the headquarters company of the artillery detachment of the second army, together with casualties from various branches of the service. The wounded and ill on the De Kalb numbered 406. The 38th Division also was at Le Mans.

Two Hudson County boys, members of the Fifty-third Ammunition Train, got back home yesterday when the U. S. S. cruiser Pueblo docked at Hoboken. They were John Bulat of 328 Adams Street, Hoboken, and James Fagan of 212 Palisade Avenue, a third cousin of former Mayor Mark M. Fagan.

Young Fagan was in the Argonne fighting. He said:

"We were over there about seven months altogether and were in the St. Mihiel drive and in the Argonne Forest fighting. Our job was to take ammunition up to the First Army, and the way those boys got away with the shells meant hell for the Boche. At the Argonne Forest we were right up in the front lines as the guns there were set five yards apart and were there for the purpose of never coming back. They did not come back, but went forward all the time. We sure are glad to get back home again. Give my regards to all the Jersey City folks."

Bulat also saw much of the fighting. He volunteered for the Coast Artillery Company that was organized in Hoboken and was sent with the unit to Fort Mott. When volunteers were asked for overseas service, he lifted his hand. He went over with a replacement company and was detailed to the ammunition train.

"Jerry was busy most of the time trying to get our ammunition trains before they got up to the front, and their high explosive shells certainly played havoc with one of our wagons, but we did not mind a little thing like falling shells when the boys at the front were depending on us to keep them supplied with ammunition," said Bulat.

S.C. Journal Jan 24/19

TROOPSHIPS STREAMING INTO NEW YORK HARBOR TO-DAY

Six Transports Arrive Bringing Home Nearly 4,000 Men
From Overseas—Local Soldiers On Orizaba.

More than 3,700 American troops arrived in New York harbor to-day on five vessels—the battleships Louisiana and New Hampshire, in service as transports; the French Line steamship Chicago, the American transport Goentoe and the American steamship Accomac.

On the Louisiana were the Headquarters and Supply companies, a medical detachment and Batteries A, B and part of C of the 59th Coast Artillery Corps—in all 33 officers and 887 men—together with 3 casual officers and 5 casual civilians. Members of the 59th also were on the New Hampshire—Batteries D, E and part of C, comprising 24 officers and 874 men, together with 2 officers and 16 men of a medical detachment of the 59th and 14 casual officers and civilians. The 59th is the old 13th of Brooklyn.

On the Chicago were the 814th Pioneer Infantry, made up of 17 white officers and 314 colored men; Casual Companies Nos. 15, 17 and 18, comprising 6 officers and 370 men, and 25 casual officers and men.

The Goentoe brought home 40 officers and 653 men of the 40th Regiment of Engineers; Headquarters Detachment, Medical Detachment, Headquarters Detachment of 1st Battalion, Replacement Detachment and Companies A, B, I and K.

Also on the Goentoe were 4 officers and 21 men of Battery F of the 56th Coast Artillery Corps; 4 officers and 76 men of the 102d Trench Mortar Battalion, and 3 officers and 142 men of Casual Company No. 418.

On the Accomac were 27 casualties from various branches of the service. The 102d Trench Mortar Battery, a unit of the 27th Division, is comprised largely of New York State men.

The 9th Coast Artillery Corps also includes New York State men, more than 300 of these being from Syracuse. A contingent of Syracuse people was here to greet these arrivals.

The steamship General Goethals arrived later in the day with a skeleton organization of the 34th Division, which comprises men of Nebraska, Iowa, South Dakota and Minnesota, and a medical detachment from Ohio. These arrivals—eight officers and 84 men—include members of the 34th's Headquarters, 67th and 68th Infantry Brigades and the 125th, 126th and 127th Artillery regiments of the 59th Artillery Brigade. Also on board were two officers and 114 men of Casual Company 11 of New York and 37 casual officers of various branches of the service, making 245 troops in all on this vessel.

With many local soldiers aboard the U. S. Transport Orizaba docked at Hoboken yesterday afternoon. On board were 2,526 officers and men of whom 390 were sick and wounded.

The local men aboard were:

Sergt. Thos. J. Hynes, 150 Summit Avenue, Jersey City.

Priv. Harry A. Forrester, 184 Randolph Avenue, Jersey City.

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Priv. Fred W. Kutschinski, 427 Garden Street, Hoboken.

Priv. William Retsch, 44 Hopkins Avenue, Jersey City.

Corpl. Walter Van Wart, 66 Astor Place, Jersey City.

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Priv. J. T. Mulhearn, 139 Maple Street, Jersey City.

Private McKenna was a Hoboken bicycle patrolman before enlisting. He told of the fighting the 113th Infantry, the old Fourth Regiment, had done.

"I was on duty behind the lines in the Verdun sector," he said. "While I was a little disappointed that I did not get into front line trench fighting, I saw plenty of war. It's hard to describe the scenes during the battle with the horizon at night, illuminated like there was a huge fire with the countryside ablaze.

"Riding a motorcycle in the war zone is strewn with possibilities and uncertainties, and it will be quite a job running a motorcycle in the Hoboken Police Department after the job I have left in France. While I was at Verdun many of the wounded boys who were with the old Fourth came from the Argonne Forest and I saw many of them.

"Those boys have a story to tell, as they were in the hardest fighting in France. There was one lad who lived at Eleventh and Garden streets, but I have forgotten his name I met him as he was coming down from the Argonne Forest fighting."

Private Slattery was a member of the old Fourth Regiment through the Argonne fighting.

The battleship Connecticut, which sailed from France Jan. 20 with one thousand troops, reported to-day that she had changed her course and was proceeding to New York instead of Newport News, as announced yesterday. The vessel is expected to reach New York Feb. 2.

S.C. Journal Jan 27/19

POLISH RELIEF SHIP SAILS FROM HOBOKEN PIERS

Carries Food and Clothing to
War-Stricken Population
—Leaves After Ceremony

The steamship Westward-Ho, attached to the United States Navy, sailed from Hoboken yesterday with \$2,000,000 worth of food and clothing for the war-stricken population of Poland. The relief ship is making the trip under the auspices of the Joint Distribution Committee of the American Fund for Jewish War Sufferers and the Polish National Committee of America.

The Westward-Ho, bound for Danzig, will touch at Falmouth to pick up two representatives of the Joint Distribution Committee, who will aid in distributing the supplies. The trip is expected to take about three weeks.

The food supplies, which include 3,500 tons of flour, 1,500 tons of milk and 1,000 tons of packing house products, were shipped with the aid of the Federal Food Administration. They will be delivered to representatives of Herbert Hoover, chairman of the Supreme Council of the Inter-Allied Food Commission.

Impressive ceremonies at the pier marked the departure of the first shipment of food and clothing sent direct to Poland from the United States since 1914. John F. Smulski, president of the Polish National Committee, came from Chicago to witness the vessel's departure and brought with him a check for \$1,000,000 to cover his organization's share of expenses. Albert Lucas, secretary of the Joint Distribution Committee, delivered a check for a like amount to the representative of the Food Administration Grain Corporation through whom the supplies were purchased. A rabbi and Polish priest blessed the vessel before its departure.

S.C. Journal Jan 30/19

TWO TRANSPORTS DOCK HERE WITH 3,200 SOLDIERS

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New Jersey troops were also aboard. The American steamship Plattsburg from Brest docked at Pier 62, North River, with 1,681 troops, including the 323rd Machine Gun Battalion, 12 officers and 484 men, of the 83rd Division; Machine Gun Company, five officers and 159 men, of the 330th Infantry of the 83rd, and a number of casual companies of New York troops. The Plattsburg brought also six officers and 222 men who are convalescing from wounds.

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The Agamemnon is bringing also Base Hospital No. 2 en route to Camp Meade, two casual companies of New York troops, 92 casual officers, 550 sick and wounded, and 43 naval officers.

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FIRST COMPLETE CAMP DIX UNIT BACK FROM FRONT

Steamship Siboney Docks at
Hoboken With 309th Am-
munition Train.

The first complete organization that trained at Camp Dix came home from France to-day when the 309th Ammunition Train arrived at the army piers, Hoboken, aboard the steamship Siboney.

This organization is composed largely of Jersey men, and many local men are in its ranks. The complete organization comprises 25 officers and 968 men. They cheered uproariously as the ship pulled into its berth.

Other units aboard the ship were the 45th Coast Artillery, 50 officers and 1,693 men; Headquarters Company, field and staff, and battalion Batteries C and D of the 339th Field Artillery, 18 officers and 448 men; Headquarters Detachment of the 37th Coast Artillery, one officer and 40 men; Casual Company 25, two officers and 80 men; five civilians and four naval officers.

The Field Artillery outfit will go to Camp Taylor, Kentucky.

N. J. TROOPS WILL NOT SAIL IN THE NEAR FUTURE

Gov. Edge Makes Public Gen. March's Official Announcement to Senator Frelinghuysen—"Not On Priority Lists Nor Are They in the Army of Occupation."

PARTICULAR MENTION BEING GIVEN THE 311TH
GEN. MORTON SENDS PRAISE OF JERSEYMEN,

Trenton, Feb. 1.—The Executive Offices to-day made public letters received by Gov. Edge from Maj.-Gen. Morton, commanding the 29th Division, in which were included the New Jersey National Guardsmen, and Col. Marcus B. Stokes of the 311th Infantry, National Army, also composed of many Jersey boys, in which communications high praises are sounded by their commanders for the work of the State troops in the fighting on the Western Front in which they participated. Publication was also made of a letter written by Chief of Staff Peyton C. March to United States Senator Frelinghuysen, in which Gen. March says he cannot tell at this time just when the 29th and 78th Divisions, composed of Jersey men, will sail for home.

"These two divisions have not been placed on the priority list as yet, and neither are in the Army of Occupation," Gen. March states, "although they will not sail in the very near future, the assumption is that they will do so before the divisions now in Germany. When I am advised more definitely from A. E. F., I will communicate with you."

After telling how the 311th Infantry participated in the St. Mihiel drive, Colonel Stokes thus describes to the Governor how his men from New Jersey were then switched to the Argonne Forest.

"We took part in three or four engagements along this particular front during October and, as the extreme left organization of the American Army in the great and final drive of the war, we made the jump-off on the early morning of Nov. 1. A French corps was on the left of our regiment. Divisions could not be kept long in the front lines in this drive and, after four days of pursuing and fighting, our division was finally relieved after gaining twenty-one kilometers. It was especially gratifying to me to note that the 311th Infantry was well in the lead of other organizations in the division by several miles when the division was finally withdrawn. While your estimate of Jersey men is undoubtedly great at all times, it would have filled you, as well as every man, woman and child in the State, with the highest admiration for the way those men conducted themselves under these greatest of hardships. My own praise of them is simply beyond expression. It did not matter what they were called on to do, at any time, day or night, in the deepest of mud and the blackest of nights—they always responded to every demand, with every man doing his fullest duty."

Colonel Stokes tells in his letter also of the stubborn fight the regiment had before it captured Grand Pre in the closing days of the war. He says the 311th is now back in France, re-formed and ready either to enter Germany or go home.

"Some of your gallant officers and men have fallen in battle," wrote Major-General Morton about the State militiamen, "with their faces toward as stubborn a foe as the world has ever seen. Their memory will be sacredly preserved. Their relatives and friends have the sincerest sympathy of those who have come out alive."

Governor Edge replied fittingly to the letters of both officers, and in answering that of General Morton especially commended the latter's idea to have prepared and published for the people of New Jersey later on a list of the numerous decorations and citations awarded officers and men of the old National Guard units from New Jersey. Morton also plans to form organizations and associations of the New Jersey troops after they are mobilized. Governor Edge praises these plans and in his letter to the General says they will dovetail in with New Jersey's homecoming celebration for the troops.

JERSEY JOURNAL, MONDAY EVENING, FEBRUARY 17, 1919.

COMPANY A OF SIGNAL CORPS IN VERSE

Corporal Charles A. Schenk, a member of Company A, 104th Field Signal Battalion, A. E. F., son of Mr. and Mrs. William Schenk of 887 Summit Avenue, who has been selected, together with Lieuts. Tompkins, to write a book on the movements and work of the Signal Corps from the time of their departure from Hoboken to their homecoming, and who wrote the poem as a tribute to the doughboy which appeared in a recent issue of the Jersey Journal, also composed the following poem, in which he mentions each member of the Company A, most of them Jersey City men:

OUR COMPANY "A."

A poem here we dedicate
To Company A's most valiant men,
Revealing in a line or two
Just what we know of each of them.

We'll start these lines by mentioning
SETH JOHNSON, M. S. E.—
A second "Thomas Edison"
Regarding electricity.

There's TITUS, our "Texas Steer,"
Who rides a horse like mad,
And FEENEY, Ireland's patriot,
More often just called "Tad."

And BOGERT, known as "King Maywine,"
There's YALE—"how do ye do?"
And "Daniel of the Lion's Den,"
Well known to all of you.

There's WHITNEY, too, of Border fame,
But better known as "Whit,"
And JOHNNY ROWLAND, classed by us
A master of "di-da-da-dit."

We can't forget "Old Grandma" BRIGGS,
Nor dear friend "Chain Drive" WEST,
And "Mother" ALEXANDER, too,
Whose tongue is never at rest.

ED SCHWERDDT sure loves "The South
Sea Isles"—
At "New Orleans" he's great;
"Butch" ENGBER sings "Oh, Johnny, Oh,"
And other songs as up to date.

Then there's BOGARDUS, known as
"Vera,"
And "energetic" AFRED HANKS,
And CHOFFY, who at Vera Cruz
Spread terror into Mexico's ranks.

There's EBERSOLE, the "fat and pretty,"
And OWEN, known as just plain "Will,"
And SCHENK and BENDER, the "sus-
picious"—
Descendants of old Kaiser Bill.

But do not miss friend WEHRENBURG,
Who thinks this life is fine;
And SPEYER, too, the "wanted one"—
He's king of all ragtime.

There's "CONNIE" SHEEHAN, known as
"Bullet"—
His favorite trick is jumping guard;
And old "VINCE" KILLEN, Mayor of
Mill Road,
A master of most any art.

And then there's ELFIN—hails from
Belle Meade;
There's "Wild and Woolly Willie Hart,"
Enlisted as JAMES ANDERSON.

BILL GREEN has bad sores on his back—
He's "right there" at a fire call;
And "SKIFFO" hands out army clothes—
He lives to "please" us all.

Then comes SHEPARD, "radio expert,"
Who saw six months of life in France,
And friend LAREAU with his "parlez
vous"

Could make a bullfrog dance.

Among us, too, is MACK TERHUNE,
Who takes care of the "divvers,"
A sight of TAYLOR'S "sprouts of pep"
Would give a guy the shivers.

And now comes SNYDER—he's our "pet"—
Who dearly loves the army,
And JOHN McCREA, whom we call
"dizzy,"
The "skinner" from Killarney.

Then there's KIRKPATRICK—known as
"Turk,"
Who keeps our "horse" supplied with
shoes;
And HARVEY BEATTY—"Gloomy Gus"—
A bear for Jersey Journal news.

Now "Two-Feed" BAKER has a tape-
worm,
He gulps his food 'twixt radiant smiles,
And SOLT'S expostulating "laughes"
Can well be heard for many miles.

There's BELLOWS, of the "clean-cut
type,"
And LINDSAY, "man of men,"
Friend BUGNON is a bear at French
With his "oui melle, c'estals tres bien."

Now comes "Pig" DOLTZ, whose ailments
are
To all a source of pity;
Friend RUBINOWZ comes into light
As "the finest from Jersey City."

It cannot be that we forget
The "famous" COOPER BROTHERS,
In "technique and ability"
They sure excel all others.

And now comes our friend "Resistance"—
At home they call him LESTER WILTSE,
There's MURPHY, too, with his 14 shoe,
And legs as long as stilts.

JIM STOREY is our "circus man,"
He's always there with wit,
And WOERNER baffles all of us
With his "energy and grit."

Of married men we boast a few—
Like SHELDON, HILLMAN and BATH-
GATE;
We must protect such types as these,
For they are first rate.

Now there's FITZGERALD—known as
"Claypipe"—
Who used to "cuss" to perfection;
And petit BOWDEN, oft called "Jerrah,"
In dire need of ma's protection.

Then comes DRAPEAU, the "Motor King,"
'Bout 80 miles per is his choice;
And there's MACAULAY, "Caruso's rival,"
With a charming silver tenor voice.

For "General" YETMAN we suggest
An army all his own;
And FRANKS—another aspirant
For a sovereign or a throne.

And now comes "ZIMMIE," "Man of
Eden"—
Stands four-foot-three in stocking feet;
And PETERSON, that guy from Sweden,
Well known to all as "Uncle Pete."

A "most peculiar combination"
By PARRON, REINSTEIN, has been
made—
Dear friend O'CONNOR missed his calling,
He should have a busier trade.

Now, HOISINGTON can make more noise
Than any Allied tank,
And MILLER—he's the "Dude from Yale,"
Who should have been a "man of rank."

And now comes DURLAND—he's a new
one,
And one we know not very well;
But what we think of our friend ENG-
LISH
Our modesty forbids to tell.

There's BROWN, who, with his opera
glasses
Spies enemy planes high in the air;
Friend NIELSEN'S "fits" are dangerous
And should be nursed with extreme care.

Now, that completes our list of members,
There is but one thing more to say;
We'll soon be back with our "war crosses,"
So give three cheers for COMPANY "A."

Feb 26 / 19
S.C. Journal

FRENCH BRIDES, HERO DESERTER HOME ON GRANT

Lieut. John J. Fallon of Hoboken Also Among Those Back On Troopship.

Bringing 4,729 American soldiers, including 756 wounded, the transport President Grant docked in Hoboken to-day, from Brest.

The ranking officer aboard was Brig-Gen. Albert B. B. Landing of the 148th Infantry Brigade.

The principal units aboard were the Headquarters Company of the 184th Infantry, the Supply Company and Company K of the 162d Infantry from Camp Dix, and the 164th Infantry, complete, 87 officers and 3,359 men, also from Camp Dix. Brest Convalescent Detachments 44 to 50 and scattered casual units made up the balance of the passenger list.

Among the passengers on the President Grant was Lieut. John J. Fallon, son of County Counsel John J. Fallon of Hoboken. His mother, who has been engaged in canteen work since the beginning of the war, and who has been waiting anxiously since the signing of the armistice for the return of her son, was at the pier to meet him.

Cornelius Fiske, 18, formerly a private in the famous Sixth Marines, and a hero of Belleau Woods, Soissons and Chateau Thierry, came back to America a prisoner in the "brig" of the President Grant. And all because young Fiske, after joining the Navy two years ago when he was 16, thought the service of the seas too uninteresting and deserted to join the "devil dogs" in the hope of seeing more action on the battle front.

Fiske, whose home is at 2051 Rye Avenue, Manhattan, after a short stay in the naval training station, made a trip to France as a seaman on the President Grant. Not encountering any U-boats on the trip, he thought the naval service too tame and left it to join the Marines when he returned to America.

He was sent to France as a member of the 74th Company of the Sixth Marine Regiment. After the battle of Belleau Woods he was one of the surviving fourteen members of his company. Later he took part in the drive at Soissons, where he was injured.

When the armistice was signed on November 11, he approached his company commander, Captain J. F. Gargan, of Boston.

"Captain," he said, "Now that the show's all over and there is no more chance of fighting, I might as well tell you the truth. I am a deserter from the navy." He then recited the entire tale to the captain, who got in touch with the authorities. Captain Gargan tried to intercede in Fiske's behalf on account of his splendid record, but it was no use. He did succeed, however, obtaining permission to act as the youth's counsel when the case came to trial.

The President Grant encountered

exceedingly rough weather after the first day out from Brest. On the morning of Feb. 21 she received a wireless for help from the freighter Polar Bear. Captain Cole, in charge of the President Grant, ordered her to proceed full speed to the freighter and she arrived in her vicinity the next morning.

Several attempts were made to get lines to the endangered ship, but they failed. When at last hawsers were floated to her, they parted. Captain Cole then wirelessed the Polar Bear that he would stand by until she was out of danger. After remaining in her vicinity for fifty hours, until the freighter's steering gear was repaired, the transport continued on her journey.

Three French brides who married American sailors on foreign duty also came back on the transport. They were Mrs. Stephen Adamovich, who met her husband while he was a member of the destroyer Nicholson's crew with headquarters at Brest; Mrs. Philip C. Gordon, whose husband was a mechanic on the repair ship Prometheus, and Mrs. Philip McLecklinier, whose husband, a former Philadelphia man, was a chief pharmacist's mate at the naval hospital in Brest. Mrs. Adamovich was not accompanied by her husband, but will go to the home of his folks in Johnstown, N. Y. Mrs. Gordon will live in Barre, Vt., where her husband resided before entering the service.

SC. Journal Feb 14 / 19

TWO HUDSON CITY SOLDIERS HOME WITH WOUNDS

Corp. Peter McCoy and Clarence Dorazio Arrive On the Mongolia.

With the docking in Hoboken yesterday of the transport Mongolia with wounded men from France came two more Hudson City soldiers, namely, Corporal Peter McCoy of 136 Sherman Avenue, and Private Clarence Dorazio of 44 Waverly Street.

Corporal McCoy was severely wounded in action on June 21 and

HUDSON CITY

again on Oct. 6, after participating in several battles. In the last engagement McCoy received two bullet wounds and a shrapnel wound eight inches long, which necessitated nineteen stitches. He had been in actual fighting over a year, and in all that time kept his young wife, Mrs. Marie McCoy, living at the Sherman Avenue address, in total ignorance of his activities on the other side. It was while attached to Company D, Seventh Infantry, that McCoy was wounded. Being later, however, transferred to the Fourth Company, General Headquarters Battalion. McCoy, though born in Hoboken, lived the greater part of his life in Hudson City, where he was a member of the Twelfth Ward Democratic Club, Highland Lodge, F. and A. M., and the Devaney Association. Until he joined the Army



PETER MCCOY.

he held a responsible position for the Lackawanna Railroad here. He is 31 years old.

Private Clarence Dorazio, son of Cleonice and Joseph Dorazio, living at 44 Waverly Street, while a member of Company H, 328th Infantry, was slightly wounded in the left leg in the Argonne battle. He had been in France since last May and had participated in a number of bloody encounters. Born in Hudson City twenty-three years ago, he was graduated from Public School No. 6, after which he devoted his studies to the violin and art, having studied the latter in a New York art school. A brother, Private Harry, is still in France with Company B, 121st Machine Gun Battalion. He, too, was wounded, on July 3. His piano playing in the hospital evoked the commendation of his captain, who wrote home to the parents of the comfort and cheer Harry was instilling into the wounded soldiers at the hospital.

SC. Journal Feb 14 / 19

NEW JERSEY TROOPS HOME FROM FRANCE

Casuals From This State Back On Finland and Charleston in To-day.

The steamship Finland arrived at Hoboken to-day from St. Nazaire with 3,353 troops, of whom 923 are sick or wounded.

A majority of the troops are casuals, these contingents averaging 2 officers and about 150 men each from Iowa, Michigan, Missouri, Connecticut, Illinois, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania, Kentucky, New York and Minnesota. Aside from casuals, Base Hospital No. 18 and the Brigade Headquarters of the 34th Coast Artillery Corps were on board. Brig-Gen. Daniel W. Ketcham came home in command of these troops.

The cruiser Charleston arrived here from Brest with 1,271 troops. These include the Field and Staff Headquarters and Supply Company, Medical and Ordnance Detachments and Batteries A, B, D, E and F—34 officers and 1,196 men—of the 50th Regiment (Regular Army) of the Coast Artillery Corps; Casual Company No. 228 of New Jersey and a number of casual officers of various branches of the service.

Washington, Feb. 14.—Three transports and the battleships Rhode Island and Virginia have sailed from France with 470 officers and nearly 13,000 men.

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 had 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 in 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 Chatteau-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 E. Kyne, of the 144th Artillery.

The same Peter E. 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 Philippines 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. Mehiel 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.

S.C. Journal March 24/19

13,000 TROOPS ARE ARRIVING IN HOBOKEN TO-DAY FROM OVERSEAS

Transports Streaming Into New York Harbor—6,800 Reach Newport News—Canadians Also Home.

More than 2,400 troops of the 40th Division, comprising former National Guard units of California, Nevada, Utah, Colorado, Arizona and New Mexico, arrived in Hoboken to-day on the steamship Matsonia, from Bordeaux.

The arrivals comprised 53 officers and 1,518 men of the 160th Infantry—field and staff, Machine Gun Battalion, Headquarters Company, Supply Company, Medical Detachment and Companies A, B, C, D, E, F, G, H, I, K, L and M—for twelve camps throughout the country, and four detachments of the 159th Infantry—totaling 12 officers and 823 men—for Camps Upton, Grant, Lewis and Sherman.

Also on the Matsonia, which brought home 3,328 troops, were 7 officers and 416 men, comprising six detachments of the 26th Engineers, for Camps Kearny, Pike, Devens, Grant, Lewis and Meade, and a number of casuals. Six officers and 171 men returned sick or wounded.

The steamship Antigon, also from Bordeaux, brought 2,814 troops, of whom 102 officers and 2,323 men were sick or wounded. The others were casuals, including Casual Company No. 52, Iowa, and a company of Marines.

The cruiser North Carolina docked in Hoboken from Brest with 1,471 troops. Units included the 103d Trench Mortar Battery, 4 officers and 63 men of the 28th Division (former National Guard of Pennsylvania), for Camp Devens and Upton; 139th Aero Squadron, 3 officers and 168 men, and Casual Companies Nos. 374 and 972, Illinois; 377 and 969, Pennsylvania; 970, Washington (State); 973, Kentucky; 975, Missouri; 710, Nebraska; 723, North Carolina, and 378, New York.

The cruiser Montana, also from Brest, docked in Hoboken and brought 1,477 troops, including 56 officers and 1,319 men of the 37th Division (former National Guardsmen of Ohio and West Virginia); the 112th Sanitary Train complete, for Camps Sherman, Taylor and Dix; 112th Military Police, for Camps Sherman, Grant, Dodge, Taylor and Custer; 112th Mobile Ordnance, Repair Shop, for Camp Sherman; 112th Train Headquarters, for Camp Sherman; 113th Engineer Train, for Camp Sherman.

Also on the Montana were 20 naval enlisted men and casuals, the latter including Casual Companies Nos. 737, Texas; 738, California, and 732, New York.

The transport Manchuria will dock in Hoboken this afternoon. She is bringing 4,594 from St. Nazaire. She was twelve miles east of the Highlands at 11 o'clock.

The following Hudson County soldiers arrived home on the Louisville, which docked in Hoboken Saturday:

Jersey City—Lewis Frankford, 212 Sip Avenue; Charles Ampfer, 251 Webster Avenue; L. De Maco, 332 Jackson Avenue; John Kiske; W. E. Keim, 713 Bergen Avenue; John Steimley, 6 Dey Street; B. G. Wicks, 425 Baldwin Avenue; J. E. Donohue, 27½ Germania Avenue; W. A. Daly, 18 St. Paul's Avenue; F. Klocko, 183 Morgan Street; P. Gualtein, 51 Wallis Avenue; James Scuro, 422 Pacific Avenue; L. Lyszay, 514 Morgan Street; W. Szawraniec, 726 Newark Avenue; Frank Adamski, 313 Woodward Street; A. Cusano, 43 Lienau Place; C. Seigert, 3707 Boulevard; Frank Demaree, 366 Halladay Street; B. Palternello, 44 Hancock Avenue; Thomas Farrell, 56 York Street.

Hoboken—D. Romano, 509 Madison Street; M. Coleman, 1117 Willow Avenue; M. P. Amato, 332 Jackson Street; M. Demeis, 609 Jefferson Street.

West Hoboken—V. Lilio, 60 Courtland Street.

Bayonne—Andrew Forkas, 72 East Twenty-fifth Street; R. V. Fullen, 23 West Forty-ninth Street; John Sowitz, West Nineteenth Street; A. Sztorski, 2 West Sixteenth Street; G. Micatelli,

98 West Twentieth Street; G. W. Cohners, 32 West Fifth Street.

The Hudson County men who arrived on the cruiser Huntington were:

Jersey City—J. H. Agnew, 428 Hoboken Avenue; T. F. O'Connor, 65 Pam-rapo Avenue; E. H. Puperich, 22 Hancock Avenue; J. Curtin, 359 York Street; R. McDermott, 251 Erie Street; G. Coppulo, 354 First Street; S. Bar-wicz, 203 Washington Street; B. Carey, 433 Jersey Avenue.

Bayonne—G. Corola, 97 West Twen-tieth Street; B. A. Hickey, 119 West Thirteenth Street; G. Maguson, 15 West Thirty-fifth Street; W. Kemble, 15 Cottage Street; F. Sejonski, 46 Pros-pect Street.

Hoboken—J. C. Barry, 414 Newark Street; J. J. Sullivan, 502 Clinton Ave-nue; C. Cappone, 223 Willow Avenue.

West Hoboken—H. Fillmore, 393 Summit Avenue.

Arriving on the transport Van Steu-ben were:

Jersey City—M. Hehja, 203 Four-teenth Street; William C. Halling, 208 Zabriskie Street; T. J. Thune, 87 Clin-ton Avenue; F. Wetzel, 62 Washington Street; J. P. Walsh, 101 Storms Ave-nue; P. Johannes, 154 Academy Street; J. Moeller, 429 Mallory Avenue; L. De Ferrino, N. Liberti and D. Porenski, C. Hennigan, 102 Claremont Avenue; George Hueson, Grove Street; P. E. Mohn, 5 Atlantic Street.

Bayonne—Joseph De Ciscenzi, 71 West Nineteenth Street; J. Sullivan, 65 Evergreen Street; A. Reno, 385 Broad-way; P. Radecki, 19 East Fourteenth Street, and F. Talacolo.

Hoboken—Cornelius Foley, 130 Jack-son Street; J. J. Dowling, 1032 Wash-ington Street.

North Hudson—George Gibson, 208 Fourth Street, Union Hill, and R. Greenthal, 81 Liberty Street, Weehaw-ken.

Newport News, Va., March 24.—The battleships Vermont, Connecticut and New Hampshire and the transport Kroonland, bearing a total of 6,801 officers and men, including parts of the old Ohio and Texas National Guard, arrived here to-day from France.

Halifax, N. S., March 24.—The Grotie with 1,800 and the Olympic with 5,000 returning Canadian war veterans entered the harbor to-day. The vessels had been delayed by thick weather.

POWHATAN AND SIERRA ARRIVE WITH SOLDIERS

Two Transports Docking at Hoboken Bring 3,800 Troops From France.

The Army transport Powhatan, with 61 officers, 2,465 troops and four civilians, arrived in Hoboken to-day from Bordeaux. She was origi-nally scheduled to go to Newport News, but was diverted to this port.

Units included the 66th Coast Ar-tillery Corps complete, most of these men being assigned to Camp Devens; part of the 47th C. A. C., detach-ments of the 335th and 336th Field Artillery of the 87th Division (Nation-al Army troops of Arkansas, Louisi-ana and Mississippi) for Camps Dodge, Funston, Dix and Pike; and convales-cents and casuals.

Just after leaving Bordeaux an epi-demic of influenza broke out and the ship returned to disembark two of 102 patients ill with the disease. There were no fatalities during the voyage, and all except twenty-four cases were convalescent when the Powhatan docked.

The troops were in command of Col. Robert C. Garrett of New Mex-ico, a Regular Army officer who had been in France eighteen months with the 44th Artillery, which fought with the French until the armistice was signed.

Lieut. George F. Davis of Medford, Mass., attached to the 101st Infantry, 26th Division, wore the Croix de Guerre and has been recommended for the Distinguished Service Cross for gallantry at Chateau-Thierry for capturing two German officers and twenty-two men and leading a raid on machine-gun nests. He was wounded in the arm.

The Army transport Sierra also ar-rived in Hoboken from Bordeaux with 68 officers, 1,401 troops and three naval officers. She was five days late owing to boiler trouble.

Organizations included Bordeaux Convalescent Detachments Nos. 72, 109, 111, 123 and 124, the 312th Ammuni-tion train, complete (87th Division), most of which will go to Camp Dix; Detachment E. of Casual Co. No. 34 (New York); 17 casual officers and 11 sick and wounded officers and 221 sick and wounded men.

New York, March 5.—Bringing 45 convalescent officers, 51 nurses and two civilians, the Army transport Santa Marta arrived from Bordeaux, the invalids were of Bordeaux Con-valescent Detachment No. 122 and Base Hospitals Nos. 3 and 22.

J.C. Journal March 4/19

HUDSON COUNTY BOYS BACK HOME FROM OVERSEAS

Several Local Soldiers Re-turn On Transports From France.

Several Hudson County boys arriv-ed yesterday on troopships docking at Hoboken.

The S. S. Siboney had on board the following from Jersey City: Henry Roth, 2244 Boulevard; D. Dundas, 102 Bright Street; Kenneth Ring, 217 New

York Avenue; George Gross, 722 Wee-hawken Street; Joseph Dubeck, 68 Thorn Street; J. D. Donohue, 41 Vroom Street; A. C. Forman, 117 Wilkinson Avenue; Emil A. Wolstern, (no street number); Henry Dostdyke, 109 River Street; K. Hylicki, 182 Grand Street; John Ray, (P. O. Box 231); Thomas McKirnan, 81 Union Street; Fred Schloff, 79 Maple Street.

Bayonne—Frank T. Brady, 128 Broadway.

Hoboken—Nicholas Giazioss, 320 Madison Street; A. B. Baldwin, Hospi-tal No. 1, and Rosso Gullio, 309 Madis-on Street; also on board were Henry Axselband of Congress Street, West Hoboken, and Frank Shutel of Harri-son.

Aboard the S. S. Great Northern were the following Jersey City boys: Rubin Kaplan, (no address); W. P. Sweeney, 150 Railroad Avenue, and Charles Mutter, 93 Bleeker Street.

On the Cruiser Fredrick were Clif-ford Drinley of 72 Johnson Avenue and A. Fisher of 98 West Street, Kearny, and A. C. Ohlifer of 239 Harrison Avenue, Harrison.

New York, March 4.—The Cruiser Rochester arrived here to-day from Brest with 318 troops and 52 naval en-listed men. The troops included the 467th Aero Squadron—4 officers and 433 men—for Camps Taylor and Upton; Mobile Hospital No. 100—8 officers and 52 men—for Camps Meade and Grant, and Casual Company No. 1214 of Tex-as, 2 officers and 104 men.

S.C. Journal Mar 3/19

TROOPSHIPS HERE WITH 7,200 MEN, 3,200 WOUNDED

Cruiser Frederick and Steamships Siboney, Great Northern, Polar Bear and Yosemite Bring Large Detachments Home.

POLAR BEAR ARRIVES AFTER FIRES ABOARD FORCED HER TO STOP AT BERMUDA

Five ships in the service of the American Expeditionary Forces, bringing home 7,288 troops and large cargoes of equipment, arrived in New York harbor to-day from French ports. There were 3,233 wounded among the returning soldiers, who were passengers on the cruiser Frederick, the transports Great Northern and Siboney and the freighters Yosemite and Polar Bear.

The Polar Bear was almost two weeks late, having been forced by heavy storms, a broken steering gear and fires in her deck cargo to put into Bermuda for repairs and recoaling.

The freighter, one of the new steel ships built for the Emergency Fleet Corporation, sent wireless calls for aid after the high seas had broken her rudder and set numerous fires in her deckload of phosphate. While the transport President Grant was steaming to her assistance the phosphate was thrown overboard. The Grant stood by until the steering apparatus was temporarily repaired, permitting the Polar Bear to make Bermuda under her own steam.

With 1,562 troops the cruiser Frederick docked at Hoboken. Units on board included 3d Battalion Headquarters and Companies I and D—10 officers and 288 men—of the 162d Infantry, of the 41st Division (National Guard men of Washington, Oregon, Montana, Idaho and Wyoming, assigned to Camps Pike, Lee, Lewis and Dix); detachment of 81st Infantry, Brigade Headquarters, of the 41st Division; the 95th, 103d, 465th, 835th and 109th Aero Squadrons; Casual Companies Nos. 271 of Tennessee, 908 of Indiana and 1,203 of Massachusetts, and Mobile Hospital No. 104, for Camp Custer.

The steamship Siboney, from Bordeaux, brought 3,151 troops, including Detachment Headquarters, 40th Division (National Guardsmen of California, Nevada, Utah, Colorado, Arizona and New Mexico); a detachment of 16 officers and 997 men of the 348th Infantry, of the 87th Division (National Army men of Arkansas, Louisiana and Mississippi), and a small sanitary detachment of the 348th Infantry, and a number of convalescent and casual detachments of various branches of the service. The Siboney's troops included 45 officers and 1,887 men, sick or wounded.

Maj.-Gen. Frederick S. Strong, commanding the 40th Division, came home in command of the Siboney's troops, and Brigadier-Gen. William O. Johnson traveled as a casual. The Siboney docked at Hoboken.

The steamship Yosemite arrived with 28 medical, infantry and forestry casualties. The steamship Polar Bear came in from Bordeaux with a few casualties.

The army transport Great Northern arrived from Brest with 93 officers and 2,550 troops, 1,291 of whom were sick and wounded. Forty-three cases were serious.

Units included the 349th Field Artillery, Field and Staff, Headquarters and Supply Company, Medical Detachment Batteries A, B, C and D of the 92d Division (National Army Negro Troops) for Camps Dix, Meade, Lee, Jackson, Gordon, Pike, Custer, Taylor and Sheridan; a Regular Army detachment, detachment of 54th Coast Artillery Corps officers, for Camp Devens; Casual Company No. 255 (colored) from Georgia, and convalescents, casualties and nurses.

MARCH 8, 1919.

JERSEY JOURNAL, SAT

NEW JERSEY WOUNDED HOME ON TRANSPORT

Casual Company No. 927
Returns On Plattsburgh—
Chicago Also Docks.

The steamship Plattsburgh arrived in Hoboken to-day from Brest with 2,175 troops, 25 wives of soldiers, 20 wives of sailors and 150 naval officers and men. The sick and wounded numbered 543, a majority of them being convalescents. The units included the following:

Three officers and 145 men of the Fifth Machine Gun Battalion of the First Division (Regular Army) for Camps Wheeler, Lee and Sherman; Forty-ninth Aero Squadron; Casual Companies 921 of Ohio, 923 of Wyoming, 925 of Illinois, 926 of Idaho, 927 of New Jersey, 928 of New York and 930 of Connecticut. There were about 300 other casualties, including Negroes.

New York, March 8.—With 46 officers and 1,000 men of the 348th Infantry of the 87th Division (National Army, Arkansas, Louisiana, Mississippi), the steamship Chicago arrived here to-day from Bordeaux. These troops comprise the 348th's field and staff, headquarters of the 1st and 3d battalions, headquarters and supply companies, sanitary detachment and Companies A, B, C, D, E, F and I. They are assigned to Camp Dix. Also aboard were 13 casual officers.

S.C. Journal Mar 10/19

LOCAL MEN HOME FROM OVERSEAS

New Amsterdam Brings
Hudson County Soldiers—
Nebraska at Boston.

Among the returning soldiers on the New Amsterdam, which docked in Hoboken yesterday, were the following from Hudson County:

J. E. Kanaly, 16 Skillman Avenue; Harold H. Fitzgerald, 39 Van Wagenen Avenue; Edwin L. Boland, 108 Orient Avenue; Roger Chafflati, 30 Grace Street, and Harold Kelly, 73 Neptune Avenue, all of Jersey City; Louis Greenstein of 88 West Eighteenth Street, Bayonne, and Thomas F. Clary, 1800 Park Avenue, Hoboken.

Boston, March 10.—The battleship Nebraska from Brest, France, with 1,400 returning soldiers, docked here to-day, the first warship transport to enter this port. The passengers included Battery F of the 54th Artillery, and many casual companies made up largely of New England men. Also on board were 12 Y. M. C. A. Secretaries. Washington, March 10.—Departure for home of the 113th Field Artillery, of the 30th Division, was reported to-day to the War Department. It was comprised originally of the Old First North Carolina Artillery and a part of the First North Carolina Infantry.

S.C. Journal - Mar 15/19

HUDSON BOYS ON AUSTRIAN LINER

Presidente Wilson, Once
Franz Josef, Brings Local
Soldiers.

Additional Hudson County troops arrived home from France on the Presidente Wilson, formerly the Austrian liner Kaiser Franz Josef, which docked in Hoboken yesterday. They were:

Jersey City—J. A. Lansing, 132 Wilkinson Avenue; Edwin Belic, 314 Fourteenth Street; Erwin Schmitt, 38 Montrose Avenue; Francis Hogan, 176 Wegman Parkway; John Boyle, 173 Beaco Avenue; Wallace Gompert, 298 Egg Avenue; S. A. Doyle, 190 Clendenny Avenue, and Peter Young, Bayonne—John Anderson, 707 Boulevard.

West Hoboken—Peter Porr, 343 Central Avenue.

Weehawken—R. W. Meyers, 18 West Eighteenth Street.

Harrison—Martin Ginnings, 52 Harrison Street.

S.C. Journal Mar 19/19

HUDSON TROOPS HOME ON ITALIAN SHIP

The following Hudson County boys arrived in Jersey City yesterday aboard the steamship Giuseppe Verdi:

W. B. Burns, 12 Faber Place; Ed. B. Kopper, 83 Stevens Avenue; Martin Lawrence, 79 Union Street; M. J. Moran, 170 Custer Avenue; J. J. O'Connor, Baldwin Avenue; William Pigg, 59 Silver Street, Bayonne; H. Simon, Jr., 164 Cambridge Avenue; J. F. Lynch, 64 Cottage Street, Bayonne; Alexander Ince, 88 West Tenth Street, Bayonne; James A. Salter, 303 Montgomery Street; F. Dyril, 11 Montgomery Street; Patrick Keavney, 88 Maple Street, Weehawken; B. Omillian, 359 Grove Street; G. Baresi, 61 West Nineteenth Street, Bayonne; W. T. Hurley, 704 Willow Avenue, Hoboken.

THE JERSEY JOURNAL

THURSDAY EVENING, MARCH 6, 1919.

27th DIVISION, NEW YORK

CROWDS MASSED AT PIERS CHOKE HOBOKEN STREETS

**Cheering Thousands Participate in Greatest Demonstration
Yet Held in Honor of Returning American Troops—
Airplanes and Harbor Craft Join in Welcome—To-
day's Influx of Troops From Overseas Largest So Far**

**MAURETANIA DUE AT 4:30 THIS AFTERNOON
WITH ADDITIONAL SOLDIERS FROM THE 27TH**

What was undoubtedly the wildest greeting accorded to any of the returning American soldiers thus far, was that extended to the troops of the Twenty-seventh Division, New York National Guard, who arrived on the Leviathan which docked in Hoboken shortly before noon to-day.

Long before the sea giantess arrived with her burden of heroes, River Street in front of the Hoboken army piers was choked. By the time the Leviathan warped into her berth amid the cheers of the massed flag-waving thousands and the shrieking harbor craft whistles, the crowds, tremulous with joy, extended for several blocks in all directions from the piers. Those who saw both, said that the crowd that greeted the Twenty-seventh Division to-day was even larger than that which said farewell to President Wilson when he sailed on his first trip to the Peace Conference.

The Leviathan brought Major-General John F. O'Ryan, commander, and one detachment of the Twenty-seventh. The Mauretania, which wirelessly at noon that she would dock on the New York side about 4:30 this afternoon, is bringing additional troops from the same division. A large number of Hudson County residents belong to the Twenty-seventh Division which includes the old Seventh Regiment of New York. Troops arriving to-day comprised the largest influx since the American forces began starting back home.

WILDEST GREETING EXTENDED TO THE GUARDSMEN

The Leviathan passed in Sandy Hook at 9.30 a. m., and arrived in quarantine at 9.58 a. m.

Cheering thousands lined the shores as the big transport reached the Narrows at 10.00 a. m. and started for her pier, preceded by crowded ferryboats and scores of pleasure craft thronged with relatives of the returning fighters.

AIRPLANES OVERHEAD.

Whistles on all harbor craft and on scores of factories also shrieked a welcome. Giant airplanes circled over the Leviathan or skimmed the water on a level with the ship's decks.

The crowds, the flags, the joy that greeted the Twenty-seventh at Hoboken surpassed anything that New York harbor has witnessed since the troopship began bringing back the American soldier.

THOUSANDS OF WOMEN.

From early morning every tube train and ferryboat that was running brought its contribution to the crowds that assembled at the Hoboken piers. Thousands of them were women and girls, mothers, wives and sweethearts of the returning men, and each carried a flag with which to wave a welcome to her hero. As the time for the Leviathan's arrival drew near and nearer, many of them could not restrain themselves from weeping for very joy.

The Hoboken police and the pier guards had their hands full keeping the crowds in line, but their task was not an unpleasant one, for it was a happy throng. The only danger was that somebody might be accidentally injured in the press of the surging mass.

DOCKS AT 11:40.

The Leviathan slid up to the south side of Pier 4, Hoboken, at 11:40 o'clock.

Nine navy tugs took hold of the ship about opposite Christopher Street. They brought her slowly up until she was opposite Pier 4, Hoboken, near the New York shore.

The ship took a wide turn, going a quarter of a mile north of Pier 4 and then slowly nosed into the pier on the side opposite to that from which the Presidential ship, George Washington, sailed out yesterday morning. The process of tying the ship up to the dock required but a few minutes.

Several thousand persons standing in River Street, outside the pier enclosure, sent up a wave of cheers. Most of them were relatives and friends of the men on the ship. There seemed little prospect they would see their men. Some of them were to be taken to Long Island City on boats and there entrain for Camp Mills. This would require them to remain within the pier out of sight of those in River Street.

As the ship pulled toward her pier the troops on the vessel could be seen tossing up their hats and gesticulating joyously in reply to the greetings of those on shore.

TROOPS ABOARD.

The troops on the Leviathan numbered a few hundred more than 10,000. These were officially classified as follows:

105th Infantry complete, 72 officers and 3,068 men. Of these, 60 officers and 2,239 men are former National Guard Troops, and were assigned to Camp Mills. The others are Replacement Troops and were distributed among eleven camps in various parts of the country.

106th Infantry complete, 73 officers and 3,260 men. Of these, 57 officers and 2,039 men comprise former New York National Guardsmen, and were assigned to Camp Mills. The others are Replacement Troops and were distributed among thirteen camps.

107th Infantry, (former New York National Guard Troops), field and staff, 1st and 2nd Battalion Headquarters and Companies A, B, C, D, E, F, G, and H, comprising 38 officers and 1,043 men, assigned to Camp Merritt.

Other 27th Troops were 16 officers and 633 men of the 105th Machine Gun Battalion (Headquarters Detachment, Medical and Ordnance Detachments, Companies A, B, C, and D; 5 officers and 24 men of the 53d Infantry Brigade Headquarters; 42 officers and 248 men of the Division's Head-

quarters; 8 officers and 36 men of the Division's Headquarters Troop, and one officer and 6 men of the Policing Detachment.

Also on the Leviathan were 60 Casual Officers of various branches of the service, 56 nurses and 81 civilians, together with 1,179 sick and wounded.

The 27th's troops on the Mauretania as officially announced are as follows:

108th Infantry complete, 80 officers and 3,255 men. Of these 74 officers and 2,643 men were former New York National Guardsmen, are assigned to Camp Merritt. The others, replacements, will be distributed among six camps.

54th Infantry Brigade Headquarters, 6 officers and 24 men, to Camp Merritt. Brigadier General Palmer E. Pierce, commanding the 54th, traveled as a casual.

102d Train Headquarters, 3 officers and 24 men, to Camp Mills.

ON THE MAURETANIA.

The troops on the Mauretania totaled 3,736. Brigadier General Frank T. Hines, General Staff, traveled as a casual. There were several hundred casualties and nurses. Seven officers, 17 men, one nurse and one civilian were sick or wounded.

Other units of the division, which fought with the British in France and Belgium, will arrive on other transports due to reach here within a few days. The triumphal parade of the entire division will be held on March 20 if tentative plans of the reception committees are approved by General O'Ryan.

Among those who arrived on the Leviathan were Edward Patterson, son of Mrs. John Patterson, of 41 South Street, and James Haddow, of Manhattan Avenue.

CARONIA, ORIANA AND MALDEN ARRIVE

The transport Caronia arrived here to-day from Brest with 122 officers and 3,783 colored troops, a majority of them of the 97th Division (National Army). The units included the 317th Engineers, complete; a detachment of the 317th Engineer Train; the 350th Machine Gun Battalion, complete; Batteries E and F of the 349th Field Artillery; Company H of the 367th Infantry; 368th Infantry Detachments, and 92d Division Detachments Nos. 1, 2, 3, 4 and 5. Most of these troops were sent to Camps Upton and Merritt.

Additional 92d Division troops—124 officers and 709 men of the 351st Machine Gun Battalion—arrived on the transport Oriana, which brought altogether 105 officers and 922 troops. Organizations aboard included Casual Company No. 929 (Pennsylvania) and other casualties and civilians.

The steamship Malden arrived from St. Nazaire with 21 casualties.

MARCH 25, 1919.

MORE HUDSON TROOPS HOME

Transports Docking at Hoboken Bring Back Several Local Soldiers.

Several Hudson County soldiers arrived home on the ships which docked at Hoboken yesterday. On the S. S. Matsonia were:

Jersey City—A. Setterstone, 71 Pam-rap Avenue; V. Neilson, 88 Lake Street; J. J. Turner, 190 Fourth Street; A. J. Cooper, Brooks Street; A. J. Mooney, 231 Third Street.

Bayonne—A. O. Donnell, 751 Boulevard.

Union Hill—P. Winter, 284 Bergen-line Avenue.

On the North Carolina:

Jersey City—R. H. Lembeck, 253 Gar-field Avenue; P. J. Whalen, 199 Wayne Street.

Bayonne—W. H. Granjer, 85 West Forty-fifth Street; J. J. Garlen, 28 West Fourteenth Street.

On the Montana:

Jersey City—A. Stein, 452 Hudson Street.

On the Manchuria:

Jersey City—T. Brynes, 363 Ocean Avenue; T. Perkins, 145 Wayne Street; F. J. Kirch, Franklin Street and Central Avenue; A. J. Zabriskie, 245 Whiton Street; T. Paterson, Jr., 12 Laidlaw Avenue; A. A. Achen, 20 Dan-forth Avenue; C. J. Dowling, 36 Oak-land Avenue; W. Y. Peters, 78 Wil-liams Avenue; J. Hurski, 135 Railroad Avenue; J. H. Hockenberry, 178 Dun-can Avenue; M. Smith, 82 Clerk Street; J. F. Stier, 72 Bay View Avenue; E. A. Lundrell, 24 Belmont Avenue; F. L. Post, 66 Condict Street; R. Hay, 360 Fifth Street; M. G. Voight, 23 Whit-man Avenue; V. Walther, 117 Carteret Avenue; F. Golder, 147 Sea View Ave-nue; T. J. Horman, 96 Fleet Street; J. Deferitas, 26 Zabriskie Street; L. H. Hill, Jr., 64 Grant Avenue.

Bayonne—F. W. Green, 652 Avenue C; J. A. McCurnin, 701 Boulevard; T. J. Dertus, 32 West Twenty-eighth Street.

Hoboken—G. F. Drewes, 131 Clinton Street; E. Steinmiz, 302 Hudson Street. West Hoboken—W. Manther, 512 Charles Street.

Weehawken—George Miller, 728 Park Avenue.

On the Antigone:

Jersey City—J. W. Russell, 100 Lin-den Avenue; George Hill, 14 Bostwick Avenue; A. Ruskin, 284 Fourth Street; George Flower, 450 York Street; M. McLaughlin, 3051 Boulevard.

Hoboken—B. R. Greenwalt, 157 Eighth Street; F. A. Ferand, 516 Grand Street; Thomas Graham, 328 Washing-ton Street.

Union Hill—Frank Theil.

LOCAL MEN HOME FROM OVERSEAS

Three Transports Bring Hudson Soldiers Back From France.

Hudson County soldiers who arrived from overseas yesterday on the S. S. Susquehanna, docked at Hoboken were:

Jersey City—M. Lanni, 348 First Street; S. Bernatowicz, 68 Morgan Street; S. Matsniuck, 146 Hudson Street; E. Cavanah, 16 Bidwell Avenue; A. Pagnatto, 618 Grove Street; T. Amorosa, 321 First Street; L. J. Gunah, 15 Magnolia Avenue.

Bayonne—C. Warsolone, West Twen-tieth Street; D. Scudato, 99 West Twenty-fourth Street, and A. Patti, 156 West Twenty-second Street.

On the transport George Washing-ton, docked at Hoboken:

Jersey City—A. Jessen, 174 Fourth Street; H. D. Yale, 60 Astor Place; T. F. Ryan, 453 Grove Street.

Bayonne—P. J. Ryan; C. Hils, 349 Broadway; E. Fleidmer, 101 West Fir-ty-fourth Street.

Hoboken—M. Hennessy, 222 Willow Avenue; A. Nicken, 207 Willow Ave-nue; J. T. Cudahy, 132 Jackson Street.

West Hoboken—J. Rolobini, 550 Cen-tral Avenue.

On the S. S. Venezia, docked at South Brooklyn, were:

Jersey City—W. F. Ficka, 525 Palisade Avenue; H. W. Urban, 203 Thorne Street; M. B. Hahn, 941 Pavia Avenue; S. Bennet, 219 Whiton Street; J. Buck, 1042 Summit Avenue; M. A. Morrell, 36 Clerk Street; T. Feeney, 23 Concord Street.

Bayonne—M. Ucell, 261 Boulevard; R. E. Woodrow, 40 East Thirty-second Street; C. J. Nagengast, 90 West Thir-ty-eighth Street; C. Gallagher, 324 Broadway; J. T. Dantrich, 23 West Fifteenth Street.

West Hoboken—W. A. Burke, 721 Dodd Street; J. Saldmarimi, 604 John Street; A. Chirello, 408 Savoy Street.

New York, March 26.—The army transport Francesca, formerly an Austrian steamship, arrived here to-day from Marseilles with 23 officers and 958 troops comprising Casual Companies Nos. 1,921, New Hampshire; 1,926, Connecticut; 1,936, New York; 1,903, and 1,922, Ohio; 1,923, Pennsylv-ania; 1,924, West Virginia; 1,925, Vir-ginia; 1,928, California; 1,929, Colo-rado; 1,930, Kansas; 1,931, Kentucky; 1,934, Nebraska; 1,920, Minnesota; 1,919, Michigan; 1,928, Illinois; 1,915, South Dakota; 1,910, Regular Army.

MARCH 27, 1919.

HUDSON TROOPS HOME TO-DAY

Seventeen On Pueblo—Great Northern Bringing More.

Seventeen Hudson County men were among the soldiers who arrived this morning on the United States cruiser Pueblo when she docked at Hoboken. The Great Northern, also carrying Hudson County soldiers, is expected to dock at Hoboken this afternoon.

Hudson men on the Pueblo were:

J. V. Ward, 392 Palisade Avenue, West Hoboken.

John Miller, 64 Grand Street.

H. Schlichting, 803 Washington Street, Hoboken.

E. Morisitt, 273 Erie Street.

J. C. Ackely, 100 West Forty-fifth Street, Bayonne.

E. J. Morris, 1116 Hudson Street, Ho-boken.

William Roger, 36 Grand Street.

F. R. Schieher, 508 Spring Street, West Hoboken.

W. Schneider, 216 Central Avenue, West Hoboken.

J. Szostak, 291 Grand Street.

A. Brunner, 656 Palisade Avenue.

J. E. Parmes, 45 West Twenty-third Street, Bayonne.

S. Liso, 332 First Street.

P. Nigre, 609 Park Street, Hoboken.

F. Parenda, Jersey City.

G. Nagler, 25 Central Avenue, West Ho-boken.

W. Raff, 143 De Kalb Avenue.

Twenty-eight officers and 810 men of the 37th Division (former National Guard of Ohio and West Virginia) arrived from Brest on the Pueblo, which brought altogether 1,791 troops. The 37th Division contingents were Third Battalion Headquarters and Companies I, K, L and M—13 officers and 365 men—of the 147th Infantry, for Camp Sherman, and the 12th Supply Train, complete, 15 officers and 445 men, for Camps Sherman and Taylor.

Ten sections of the Army Ambulance Service returned on the Pueblo, as-signed to Camps Upton, Dix, Devens, Grant, Sherman, Kearney and Funston. Also were companies of casualties from Ohio, Georgia, Montana, Pennsylvania, New Jersey, New York and Massachu-setts. The New Jersey casual com-pany was No. 1,479, consisting of one officer and 89 enlisted men.

Corporal Wayne Fulton, Woodbury, who was awarded the distinguished service cross and the Croix de Guerre for bringing in wounded and taking the place of a stretcher-bearer, killed in action, was on board.

Fifty-nine troops, including twenty-four officers of Base Hospital No. 27, of Western Pennsylvania, arrived to-day on the steamship Tivives from St. Nazaire. Other units were a detach-ment of Base Hospital No. 7 and a casual detachment of New York men.

The steamship Westboro, from Bor-deaux, brought twenty-two casualties, including one officer and ten men, comprising a Massachusetts casual company.

The steamship Deep Water arrived from St. Nazaire with a casual detach-ment of two officers and nineteen men for Camp Upton.

Charleston, S. C., March 27.—The transport Mercury arrived here to-day with more than 3,000 troops of the 30th (Old Hickory) Division, aboard, and with Brigadier-General Lawrence D. Tyson, Commanding Of-ficer of the 59th Infantry Brigade, 30th Division, among her passengers.

30,000 TROOPS FROM OVERSEAS LANDING IN HOBOKEN TO-DAY

Leviathan in With 12,000 Men—Large Number of Hudson County Soldiers Returning.

Troopships are streaming into New York harbor to-day. Several will dock in Hoboken where it is expected that about 30,000 troops will be landed during the day.

With 10,238 troops of the 85th Di- vision, former National Army, Michi- gan and Wisconsin, the steamship Leviathan arrived in Hoboken to-day from Brest. There were small detach-ments of 37th and 91st Division troops and 77 officers and 1,044 men sick or wounded, together with a few casualties and nurses. Gen. William C. Rivers, commanding the 160th Field Artillery Brigade, 85th Division, returned. The Leviathan brought 12,059 troops in all.

The steamship Orizaba, which docked in Hoboken, from St. Nazaire brought 91st Division troops also. Al- together the Orizaba brought 3,301 troops.

The Naval Supply Ship Culgoa, car-rying 104 casual troops, which was recently reported in distress southeast of this port, arrived in Brooklyn to-day from Brest after taking twenty-eight days in making the passage across. The Culgoa reported by wire- less on March 31 that she was having difficulty with her pumps, but was proceeding toward this port at a rate of six knots an hour.

Another 85th Division unit, 30 offi- cers and 978 men of the 328th Field Artillery, returned on the steamship Uluu from Brest. These comprised the 328th's Field and Staff, Headquar- ters and Supply Companies, Ordnance and Medical Detachments and Batter- ies A, B, C and F, all for Camp Custer. These, with casualties and a detachment of Base Hospital 112, made 1,076 troops on the Uluu, which docked in New York.

Hudson County boys who arrived on the U. S. transport Kentuckian yesterday afternoon were: H. Gil- feldt, 42 Mercer Street; W. Ellenberg, 291 Eighth Street, and B. Schmitzer, 18 Coles Street, all of Jersey City.

MARCH 25, 1919.

MORE HUDSON TROOPS HOME

Transports Docking at Hoboken Bring Back Several Local Soldiers.

Several Hudson County soldiers arrived home on the ships which docked at Hoboken yesterday. On the S. S. Matsonia were:

Jersey City—A. Setterstone, 71 Pam-rap Avenue; V. Neilson, 88 Lake Street; J. J. Turner, 190 Fourth Street; A. J. Cooper, Brooks Street; A. J. Mooney, 231 Third Street.

Bayonne—A. O. Donnell, 751 Boulevard.

Union Hill—P. Winter, 284 Bergen-line Avenue.

On the North Carolina:

Jersey City—R. H. Lembeck, 253 Garfield Avenue; P. J. Whalen, 199 Wayne Street.

Bayonne—W. H. Granjer, 85 West Forty-fifth Street; J. J. Garlen, 28 West Fourteenth Street.

On the Montana:

Jersey City—A. Stein, 452 Hudson Street.

On the Manchuria:

Jersey City—T. Brynes, 363 Ocean Avenue; T. Perkins, 145 Wayne Street; F. J. Kirch, Franklin Street and Central Avenue; A. J. Zabriskie, 245

Whitton Street; T. Paterson, Jr., 12 Laidlaw Avenue; A. A. Achen, 20 Danforth Avenue; C. J. Dowling, 36 Oak-

land Avenue; W. Y. Peters, 78 Williams Avenue; J. Hurski, 135 Railroad Avenue; J. H. Hockenberry, 178 Dun-

can Avenue; M. Smith, 82 Clerk Street; J. F. Stier, 72 Bay View Avenue; E. A.

Lundrell, 24 Belmont Avenue; F. L. Post, 66 Condict Street; R. Hay, 360

Fifth Street; M. G. Voight, 23 Whitman Avenue; V. Walther, 117 Carteret

Avenue; F. Golder, 147 Sea View Avenue; T. J. Horman, 96 Fleet Street; J.

Deferitas, 26 Zabriskie Street; L. H. Hill, Jr., 64 Grant Avenue.

Bayonne—F. W. Green, 652 Avenue C; J. A. McCurnin, 701 Boulevard; T. J. Derfus, 32 West Twenty-eighth

Street.

Hoboken—G. F. Drewes, 131 Clinton Street; E. Steinmiz, 302 Hudson Street.

West Hoboken—W. Manther, 512 Charles Street.

Weehawken—George Miller, 728 Park Avenue.

On the Antigone:

Jersey City—J. W. Russell, 100 Linden Avenue; George Hill, 14 Bostwick Avenue; A. Ruskin, 284 Fourth Street;

George Flower, 450 York Street; M. McLaughlin, 3051 Boulevard.

Hoboken—B. R. Greenwalt, 457 Eighth Street; F. A. Ferand, 516 Grand Street; Thomas Graham, 328 Washing-

ton Street.

Union Hill—Frank Theil.

LOCAL MEN HOME FROM OVERSEAS

Three Transports Bring Hudson Soldiers Back From France.

Hudson County soldiers who arrived from overseas yesterday on the S. S. Susquehanna, docked at Hoboken were:

Jersey City—M. Lanni, 348 First Street; S. Bernatowicz, 68 Morgan Street; S. Matsiniuck, 146 Hudson Street; E. Cavanah, 16 Bidwell Avenue; A. Pagnatto, 618 Grove Street; T. Amorosa, 321 First Street; L. J. Gunah, 15 Magnolia Avenue.

Bayonne—C. Warsolone, West Twentieth Street; D. Scrudato, 99 West Twenty-fourth Street, and A. Patti, 156 West Twenty-second Street.

On the transport George Wash-

ington, docked at Hoboken:

Jersey City—A. Jessen, 174 Fourth Street; H. D. Yale, 60 Astor Place; T. P. Ryan, 453 Grove Street.

Bayonne—P. J. Ryan; C. Hils, 349 Broadway; E. Fleidmer, 101 West Fir-

ty-fourth Street.

Hoboken—M. Hennessy, 222 Willow Avenue; A. Nicken, 207 Willow Avenue; J. T. Cudahy, 132 Jackson Street.

West Hoboken—J. Rolobini, 550 Central Avenue.

On the S. S. Venezia, docked at South Brooklyn, were:

Jersey City—W. F. Ficka, 525 Palisade Avenue; H. W. Urban, 203 Thorne Street; M. B. Hahn, 941 Pavonia Ave-

nuce; S. Bennet, 219 Whiton Street; J. Buck, 1042 Summit Avenue; M. A. Mor-

rell, 36 Clerk Street; T. Feeney, 23 Concord Street.

Bayonne—M. Ucell, 261 Boulevard; R. E. Woodrow, 40 East Thirty-second

Street; C. J. Nagengast, 90 West Thir-

ty-eighth Street; C. Gallagher, 324 Broadway; J. T. Danfrich, 23 West

Fifteenth Street.

West Hoboken—W. A. Burke, 721 Dodd Street; J. Saldmarimi, 604 John

Street; A. Chirello, 408 Savoy Street.

New York, March 26.—The army transport Francesca, formerly an

Austrian steamship, arrived here to-

day from Marseilles with 23 officers

and 958 troops comprising Casual

Companies Nos. 1,921, New Hampshire;

1,926, Connecticut; 1,936, New York;

1,903, and 1,922, Ohio; 1,923, Pennsylv-

ania; 1,924, West Virginia; 1,925, Vir-

ginia; 1,928, California; 1,929, Colo-

rado; 1,930, Kansas; 1,931, Kentucky;

1,934, Nebraska; 1,920, Minnesota; 1,919,

Michigan; 1,928, Illinois; 1,915, South

Dakota; 1,910, Regular Army.

MARCH 27, 1919.

HUDSON TROOPS HOME TO-DAY

Seventeen On Pueblo—Great Northern Bringing More.

Seventeen Hudson County men were among the soldiers who arrived this morning on the United States cruiser Pueblo when she docked at Hoboken. The Great Northern, also carrying Hudson County soldiers, is expected to dock at Hoboken this afternoon.

Hudson men on the Pueblo were:

J. V. Ward, 392 Palisade Avenue, West Hoboken.

John Miller, 64 Grand Street.

H. Schlichting, 803 Washington Street, Hoboken.

E. Morisitt, 273 Erie Street.

J. C. Ackely, 100 West Forty-fifth Street, Bayonne.

E. J. Morris, 1116 Hudson Street, Hoboken.

William Roger, 36 Grand Street.

F. R. Schieher, 508 Spring Street, West Hoboken.

W. Schneider, 216 Central Avenue, West Hoboken.

J. Szostak, 291 Grand Street.

A. Brunner, 656 Palisade Avenue.

J. E. Parmes, 45 West Twenty-third Street, Bayonne.

S. Ureo, 332 First Street.

P. Nigre, 609 Park Street, Hoboken.

F. Parenda, Jersey City.

G. Nagler, 25 Central Avenue, West Hoboken.

W. Raff, 143 De Kalb Avenue.

Twenty-eight officers and 810 men of the 37th Division (former National Guard of Ohio and West Virginia) arrived from Brest on the Pueblo, which brought altogether 1,791 troops. The

37th Division contingents were Third Battalion Headquarters and Companies

L, K, L and M—13 officers and 365 men—of the 147th Infantry, for Camp

Sherman, and the 112th Supply Train, complete, 45 officers and 445 men, for

Camps Sherman and Taylor.

Ten sections of the Army Ambulance Service returned on the Pueblo, as-

signed to Camps Upton, Dix, Devens,

Grant, Sherman, Kearney and Funston.

Also were companies of casualties from

Ohio, Georgia, Montana, Pennsylvania,

New Jersey, New York and Massachu-

setts. The New Jersey casual com-

pany was No. 1,479, consisting of one

officer and 89 enlisted men.

Corporal Wayne Fulton, Woodbury,

who was awarded the distinguished

service cross and the Croix de Guerre

for bringing in wounded and taking

the place of a stretcher-bearer, killed

in action, was on board.

Fifty-nine troops, including twenty-

four officers of Base Hospital No. 27,

of Western Pennsylvania, arrived to-

day on the steamship Tivies from St.

Nazaire. Other units were a detach-

ment of Base Hospital No. 7 and a

casual detachment of New York men.

The steamship Westboro, from Bor-

deaux, brought twenty-two casualties,

including one officer and ten men,

comprising a Massachusetts casual

company.

The steamship Deep Water arrived

from St. Nazaire with a casual detach-

ment of two officers and nineteen men

for Camp Upton.

Charleston, S. C., March 27.—The

transport Mercury arrived here to-

day with more than 3,000 troops of

the 30th (Old Hickory) Division,

aboard, and with Brigadier-General

Lawrence D. Tyson, Commanding Of-

ficer of the 59th Infantry Brigade,

30th Division, among her passengers.

J.C. Journal Apr 2/19

30,000 TROOPS FROM OVERSEAS LANDING IN HOBOKEN TO-DAY

Leviathan in With 12,000 Men—Large Number of Hudson County Soldiers Returning.

Troopships are streaming into New York harbor to-day. Several will dock in Hoboken where it is expected that about 30,000 troops will be landed during the day.

With 10,238 troops of the 85th Division, former National Army, Michi-

gan and Wisconsin, the steamship

Leviathan arrived in Hoboken to-day

from Brest. There were small detach-

ments of 37th and 91st Division troops

and 77 officers and 1,044 men sick or

wounded, together with a few casualties

and nurses. Gen. William C. Rivers,

commanding the 160th Field Artillery

Brigade, 85th Division, returned. The

Leviathan brought 12,059 troops in all.

The steamship Orizaba, which

docked in Hoboken, from St. Nazaire

brought 91st Division troops also. Al-

together the Orizaba brought 3,301

troops.

The Naval Supply Ship Culgoa, car-

rying 104 casual troops, which was

recently reported in distress southeast

of this port, arrived in Brooklyn to-

day from Brest after taking twenty-

eight days in making the passage

across. The Culgoa reported by wire-

less on March 31 that she was having

difficulty with her pumps, but was

proceeding toward this port at a rate

of six knots an hour.

Another 85th Division unit, 30 offi-

cers and 978 men of the 328th Field

Artillery, returned on the steamship

Ulva from Brest. These comprised

the 328th's Field and Staff, Headquar-

ters and Supply Companies, Ordnance

and Medical Detachments and Batter-

ies A, B, C and F, all for Camp Custer.

These, with casualties and a detachment

of Base Hospital 112, made 1,076 troops

on the Ulva, which docked in New

York.

Hudson County boys who arrived

on the U. S. transport Kentuckian

yesterday afternoon were: H. Gil-

fieldt, 42 Mercer Street; W. Ellenberg,

291 Eighth Street, and B. Schmitzer,

18 Coles Street, all of Jersey City.

TROOPSHIP BRINGS STORY OF DERELICT

Maui in With Tale of Three-Master Found Adrift in Storm.

The sighting of a derelict at sea was told of to-day by officers on the Maui, which came into Hoboken to-day from Brest with 3,644 officers and men, most of them from Ohio.

During a heavy storm on Friday last the lookout on the transport sighted the derelict off to the southward. The Maui had taken the southern route and was then in latitude 36.50 north and longitude 65.02 west, about 280 miles north of Bermuda.

Eighteen men from the Maui were sent aboard. There was no sign of life on the ship. The vessel was evidently a three masted sailing ship, which had been cut in two apparently from a collision. Officers of the Maui said the crew had lived near the deck house and were apparently washed overboard, because the flag of distress was still flying. On top of the deck house the men had lashed a lifeboat. This had been smashed in and showed signs of attempts to repair. On top of the deck house a box marked Applegate Grocery Company, Panama City, Fla., and a pair of blue pants marked "C. M." were found.

Hudson County boys who arrived on the Maui were H. W. Runyon, 256 Boulevard, and D. J. McSpirt, 201 Seventh Street, both of this city, and J. W. Bunn of 933 Avenue C, Bayonne.

G. A. Ryerson, 217 Jewett Avenue, this city, and J. J. Kennedy, 402 Fourteenth Street, Hoboken, arrived home on the steamship La Touraine. On the Aquitania were M. J. White, 155 Belmont Avenue, this city, and J. J. Tymon, 815 Willow Avenue, Hoboken.

National Army men of Arkansas, Louisiana and Mississippi returned on the steamship Alaskan, originally destined to Newport News, but diverted to Hoboken. These troops comprised the Field and Staff, 2d and 3d Battalions, Headquarters Company, Supply and Medical Detachments and Companies E to M, inclusive—42 officers and 1,981 men—of the 346th Infantry, 87th Division. After going to Camp Merritt, New Jersey, these arrivals will be distributed among Camps Dix, Grant, Upton, Dodge, Taylor and Pike. The Alaskan brought altogether 2,216 troops, of whom about 200 were casualties of various branches of the service.

With more than 3,000 officers and men of the 91st Division, National Army, Washington, Oregon, California, Nevada, Utah, Idaho, Montana and Wyoming—The steamship Siboney arrived from St. Nazaire. The Siboney brought altogether 3,297 troops, including ten officers and 175 men sick or wounded, and New York and scattered casualties.

Brigadier General Charles H. Cole, who arrived here on the Aquitania yesterday with a vanguard of the 26th Division, registered at the port of embarkation in Hoboken early to-day and left for Boston, where he is to make plans for the division's home coming next Monday. He is to work there in conjunction with State and local committees.

New York, March 31.—With 287 troops, all casualties, the French Line steamship La Lorraine arrived here to-day from Havre. Units included casual companies of officers and men of South Carolina, Nebraska and the regular army.

NEW JERSEY CASUALS HOME

More Troopships in To-day With Soldiers From Overseas.

With 5,013 troops the transport George Washington arrived in Hoboken from Brest. Units included the 135th Machine Gun Battalion, complete, of the 37th Division (former National Guard of Ohio and West Virginia), 17 officers and 669 men, for Camps Sherman, Dix, Meade, Kearney and Bowie; the 112th Field Signal Battalion, complete, 13 officers and 437 men, also of the 37th Division, for Camps Sherman, Meade and Dix; detachment of 3 officers and 13 men of the 55th Service Company Signal Corps, and the following Casual Companies: Nos. 731, 1,448 and 1,467, Massachusetts; 1,443, 1,458 and 1,474, Pennsylvania; 1,220 and 1,444, Ohio; 713 and 1,455, California; 1,453, Washington (State); 1,457, Wisconsin; 728, 1,218, 1,465 and 1,482, Illinois; 1,466, Kansas; 1,460, Kentucky; 1,470, Minnesota; 1,471, Missouri; 1,230, Georgia; and 727, 1,445, 1,456 and 1,472, New York. Five officers, 626 men and 61 nurses returned wounded or sick.

Twenty-eight officers and 1,435 men, comprising the complete 17th Regiment of Railway Engineers, recruited from employees of southern railroads, were among the 2,393 troops arriving from St. Nazaire on the transport Susquehanna. Other units on board included 710 sick and wounded officers and men, of which 99 were bedridden, and casual companies Nos. 188, New Jersey, and 189, Iowa.

LEVIATHAN TO BRING 16,000 ON NEXT TRIP

Troops to Sleep in Shifts, Receive One Meal and Two "Handouts" a Day.

Colonel Clark, deputy assistant army transport officer of the United States Army, who has just returned after a stay of several months on the other

side, announced this morning that on the next trip from France the Leviathan would carry 16,000 troops, the record for any trip of the giant vessel.

The men, according to the army officer, will be divided into three sleeping shifts of eight hours each. They will receive one regular meal a day and two "handouts," or lunches, which will be distributed to the men on deck.

This plan was adopted on the unanimous vote of the soldiers themselves, who decided they would rather come home that way at once than remain in France several weeks longer in order to have better accommodations coming across.

The German steamer Imperator, sister ship of the Leviathan and which has been held up at the Kiel Canal since the beginning of the war, is now being fitted up to make her first trip to this country in the transport service. She will also carry 16,000 men and will arrive in this country on May 1, according to Col. Clark. When the ship gets here she will be put into drydock, where her machinery will be overhauled before she makes her return trip.

MANY HUDSON CO. SOLDIERS BACK FROM OVERSEAS

Transports Docking in Hoboken Bring Large Detachment Back From France.

Several Hudson County boys arrived home on transports docking at Hoboken yesterday. Among those on the Alaskan were the following:

Jersey City—K. Bollhardt, 210 Halladay Street; W. H. Dates, 128 Erie Street; George W. Kegelmann, 80 Clerk Street; William Fricke, 219 Griffith Street; L. Modica, 44 Greene Street; J. Moffat, 129 Webster Avenue; W. A. Voelker, 8 Wegman Court; E. Carosilli, 78 Logan Avenue; F. Baroni, 175 Coles Street; E. A. Berger, 1010 Summit Avenue; F. Busch, 41 Magnolia Avenue; E. Seeley, 376 Communipaw Avenue; A. Ullman, 228 Duncan Avenue; A. Coria, 169 Nelson Avenue; J. J. Ray, 255 York Street; O. Palmer, 14 Journal Square; K. Baranowski, 223 Varick Street; T. M. Hansen, 382 Baldwin Avenue; H. Schultz, 410 Halladay Street; W. Remshifski, 176 Twelfth Street; J. Mackiewicz, 140 Essex Street; E. Welchuk, 215 Van Vorst Street; A. Nowicki, 174 Bay Street; H. Leach, 67 Bidwell Avenue; A. Giski, 250 Twelfth Street; H. A. Possiel, 130 Storms Avenue; George H. S. Schatt, 183 Zabriskie Street; J. Schralya, 476 Henderson Street; C. Mulligan, 171 Webster Avenue; J. J. Curry, 239 Fourteenth Street; J. J. Markey, 208 Seventh Street; J. A. DeFillipo, 339 Newark Avenue; J. P. Barrett, 273 Twelfth Street; J. Jackboski, 153 Railroad Avenue; J. J. Donovan, 344 Halladay Street; J. F. Blackall, 20 Union Street; R. Schroenbourg, 689 Tonnele Avenue; W. Wissner, 233 Thirteenth Street; P. Margopoulos, 31 New Street. Hoboken—M. T. McLaughlin, 265 Eighth Street; L. DeCarto, 303 Clinton Street; J. Georgaris, 77 Adams Street; W. Perito, 353 Fourth Street. West Hoboken—T. T. Neville, 417 Monastery Street. Bayonne—V. Butera, 77 West Twenty-first Street; J. Maloney, 102 West Fifty-fifth Street; S. Zwirowicz, 39 Nineteenth Street; E. A. Taratka, 171 Avenue F; S. Raneprito, 460 Avenue C; P. McCarthy, 35 West Sixteenth Street.

Hudson County boys on the Siboney were George F. Bodman, 222 Ogden Avenue; L. Regan, 15 Union Street; William C. Storrer, 512 Palisade Avenue; T. V. Fields, 57 Oak Street; T. E. Clews, 510 Jersey Avenue; B. W. Biddle, 390 Fairmount Avenue, all of Jersey City.

On the La Lorraine was H. W. Emery, 937 Summit Avenue, this city. Newport News, Va., April 1.—Bringing 2,367 of former Ohio and West Virginia National Guard organizations, the battleships Georgia and Kansas, arrived here to-day. On the Georgia were detachments of the 112th Engineers, part of the 148th Infantry, three casual companies and eleven casual officers. The Kansas brought detachments of the 112th Engineers and 146th Infantry, and nine casual officers.

EASTER BRINGS MANY HUDSON CO. SOLDIERS HOME

Seven Transports Arrive
With Local Troops—Five
Dock in Day.

Easter week-end brought a large number of Hudson County troops, from "over there." Five transports docked in Hoboken yesterday with local soldiers. They were the Seattle, Great Northern, Graf Waldersee, Virginian and Santa Paula. The Von Steuben, docking Saturday, also brought Hudson men back, as did the Walter A. Luckenbach, which docked in Brooklyn yesterday.

Among the Hudson County men who arrived on the Von Steuben were T. Shinkuna, 236 Pine Street; C. P. Annack, 331 Princeton Avenue; N. Tinzl, 555 Henderson Street; C. Warszyk, 203 Thirteenth Street; P. J. Ward, 21 Siedler Street, and T. P. Quinn, 94 Wayne Street, all of Jersey City, and H. Kramer, 220 Madison Street, and H. J. Ried, 262 First Street, both of Hoboken.

Among those to arrive on the Santa Paula were B. Bycroft, 168 Coles Street; J. W. Crystal, 439 Grove Street, both of Jersey City. Quite a number of Hoboken boys also arrived on the same ship, among them being J. J. McGuire, 265 Fourth Street; E. T. Meyers, 1205 Washington Street; H. Lustman, 1409 Grand Street; J. O'Brien, 203 Fourteenth Street; H. C. Underhill, 117 Willow Avenue; R. J. Walsh, 800 Washington Street; C. Ballato, 406 Madison Street, and F. E. Miller, 1112 Hudson Street. W. Faist, 34 Hackensack Plankroad, Weehawken, and J. A. Hoppe, 631 Union Street, Union Hill, were also on the Santa Paula.

A. Angelo, 415 Atlantic Street, and B. Murphy, 358 Pacific Avenue, both of Jersey City, and J. T. Maffett, 410 West Eighth Street, Bayonne, reached home on the Graf Waldersee.

Those to arrive on the Virginian were: J. Lovandoski, 210 Sixth Street, Jersey City, and G. Lobue, 111 Park Avenue, and J. Collo, 530 Monroe Street, both of Hoboken.

The Seattle docked with the following: Charles H. Meyers, 40 Smith 223 Clark Avenue, all of Jersey City. Avenue; C. F. Campbell, 213 Ninth Street; G. C. Nagel, 332 Central Avenue, and J. A. Orr, 70 Virginia Avenue, all of Jersey City, and a Diereco, 943 Broadway, Bayonne.

The Great Northern came in with the following: J. G. Killon, 219 Fourth Street; Joseph Daciemo, 261 Sherman Avenue; A. Tier, 433 Jersey Avenue; Z. Rolkowicz, 280 Barrow Street; T. S. Ryan, 12 Oak Street, and E. A. Moody, 223 Clark Avenue, all of Jersey City. R. Racioppo, 525 Adams Street; George Susdoff, 109 Park Avenue, both of Hoboken; F. Linnehan, 149 West Sixth Street, Bayonne; M. Miller, 42 First Street, Weehawken, and Lieut. Joshua Campbell, nephew of Palmer Campbell of Hoboken, also arrived on the Great Northern.

The Walter A. Luckenbach arrived the following: P. C. Morton, 695 Garfield Avenue; C. W. Madden, 19 Pearsall Avenue, and A. F. Bartlett, 104 Highland Avenue, all of Jersey City; J. J. Costello, 334 Bloomfield Avenue, J. J. Morton, 436 Washington Street, both of Hoboken; P. R. Reynolds, 24 George Street, and D. Sullivan, 172 Hobart Avenue, both of Bayonne, and R. L. McGovern, 128 Weehawken Street, West Hoboken.

It was announced at the Port of Embarkation, Hoboken, yesterday that the transport Harrisburg, with a detachment of the old 69th Regiment, now the 165th Infantry, on board, would dock there about four o'clock this afternoon.

New York, April 21.—Forty-five officers and 1,436 men of the 151st Field Artillery, composed mostly of Minnesota troops assigned to the 42d (Rainbow) Division, sailed from Brest April 17 on the cruiser Huntington and are due in New York on April 28, it was announced here to-day.

A detachment of two officers and 49 men of the 151st's Brigade Battalion is due at Boston on the steamship Santa Rosa about Friday, having sailed from Bordeaux on April 13.

With 1,349 troops the cruiser Charleston arrived in Hoboken to-day from Brest. Units included the 411th Telegraph Battalion complete, 12 officers and 213 men; 41st Field Hospital, 4 officers and 74 men; and 339th Field Hospital, 4 officers and 78 men. The others were mostly infantry, marine and air service casual, including men from Arkansas, Illinois, Colorado, Iowa, North Carolina and New York.

MORE HUDSON TROOPS HOME

Frederick, Philippines and
Culgo Bring Local Soldiers
Back.

Twenty-eight officers and 1,535 men comprising all the letter companies and the medical detachment of the 337th Infantry, 85th Division (former National Army of Michigan and Wisconsin), arrived in Hoboken to-day on the Cruiser Frederick, from Brest. They are assigned to camps Custer, Bowie, Dix, Lewis, Beauregard, Pike and Sherman. Also aboard were fifty casuals of various branches of the service.

Hudson County boys who arrived this morning on the Cruiser Frederick were: Jersey City—J. P. Moran, 249 Fifth Street; P. F. Mohan, 5 Atlantic Street; F. Nichols, 289 York Street; E. W. Loomis, 11 Virginala Terrace; J. E. Meyer, 469 Pavonia Avenue; G. Dovidert, 497 West Side Avenue; H. Young, 339 St. Paul's Avenue; M. O'Donnell, 135 Pamrapo Avenue, and G. Nay, 106 Ferry Street.

Hoboken—M. Chirichella, 529 Jefferson Street, and H. Moser, 800 Washington Street.

Bayonne—P. Dowling, 93 West Fifty-eighth Street; W. Bloomstone, 96 West Twenty-sixth Street.

West Hoboken—E. M. McCurdy, 502 Van Vorst Street, and J. D. Ward, 392 Palisade Avenue.

Hudson County boys who arrived yesterday on the Philippines were W. F. Homier, 66 Lincoln Street, and George F. Thompson, 121 Magnolia Avenue, both of Jersey City, and A. Neroek, 149 West Nineteenth Street, Bayonne. J. R. Pike, 421 Clinton Avenue, West Hoboken, arrived on the Culgoa.

The Wilhelmmina is expected to arrive at quarantine to-night and dock at Hoboken in the morning with a full detachment of Jersey City casuals, including several Hudson County soldiers.

The steamship Arizonian arrived from Bordeaux with 2,629 troops. Seventeen officers and 712 men comprised the Fifth Corps Artillery Park, for Camps Grant and Sherman. The others, with the exception of a few casuals, made up the following aero squadrons: Nos. 19, 21, 30, 31, 32, 33, 37, 43, 101, 172, 174, 257 and 640.

Boston, April 4.—The first 6,000 of the home-coming Yankee division arrived to-day on the transport Mount Vernon. The troopship dropped anchor in President Roads this morning.

Wireless messages from the America, the second of the fleet of troopships, indicated that she was south of Cape Race, N. F., and would arrive here on schedule time to-morrow.

New York, April 4.—The British transport Mauretania, bringing home Admiral Sims and his staff, sailed from Brest, April 1, for New York and should arrive Sunday or Monday next, according to a cablegram received here to-day by the British Ministry of Shipping. Among those on board are 64 officers and 988 men of the American Army, 115 officers, 2,639 men and three nurses, Americans formerly with the British Expeditionary Forces and a number of civilians.

APRIL 3, 1919.

JERSEY JOURNAL THURS

HUDSON BOYS ARRIVE HOME

Leviathan and Orizaba Bring
Back Contingent of Local
Soldiers.

Several Hudson County boys arrived home on transports docking at Hoboken yesterday. Among those on the Orizaba were J. E. Estler, 29 Dwight Street; H. W. Howerter, 88 Bartholdi Avenue; George Rupp, Jr., 17 Lewis Avenue; W. Roefling, 106 Thorne Street, all of Jersey City.

Among those on the Leviathan were: Jersey City—Lieut. J. Arthur O'Toole, 625 Pavonia Avenue; C. M. Hiem, 83 Thorne Street; A. Chaleffo, 202 Railroad Avenue; J. P. Tully, 134 St. Paul's Avenue; J. Stantaglio, 399 Second Street; J. Gawson, 150 First Street; R. Sigler, 226 Fifth Street; A. Villary, 368 Central Avenue; R. N. Wallace, 34 Oakland Avenue; George Schlather, 317 Columbia Avenue; E. F. Ferry, 247 Washington Street; Frank Nelson, 42 Corbin Avenue; H. Millsbaugh, 23 Whitman Avenue; F. Quinn, 248 Fourteenth Street.

Bayonne—W. O'Grady, 35 East Fourteenth Street; James Ward, 512 Boulevard; George T. Dick, 36 West Forty-eighth Street; D. Morrocco, 85 West Twenty-first Street; A. S. Clark, 43 West Fortieth Street; William L. Keefe, 68 Linnett Street.

Weehawken—J. J. McGrath, Union Hill—Lieut. L. Block.

GEORGE WASHINGTON SAILS AT 4:30 P. M.

The transport George Washington will sail at 4:30 o'clock this afternoon from Hoboken for Brest. The vessel will bring back more than 4,000 troops.

Among the passengers booked to sail on the transport are Dr. J. Chalmers Da Costa, chief surgeon of the Jefferson Hospital, Philadelphia, who will serve as a navy medical officer on the George Washington during the trip; L. J. Kenna, American Consul-General at Zurich; Vice-Consul Walter S. Ruffner, Adjutant-General Peter C. Harris, sixteen Y. M. C. A. workers, four Y. W. C. A. workers and three Jewish Welfare Board workers.

HUDSON MEN HOME FROM OVERSEAS

Among the Hudson County men who arrived yesterday in Hoboken on the cruiser Frederick were Private Edward P. McGreevy, Company I, 165th Regiment, 502 Van Vorst Place, Union Hill; William T. Curry, 395 Palisade Avenue; George D. Hartman, 631 Bloomfield Street, Hoboken; William Colgan, 25 Astor Place. These names are in addition to the list given in the Jersey Journal yesterday.

ROTTERDAM HERE WITH 2,287 TROOPS

The steamship Rotterdam, carrying troops and casuals numbering 2,287, docked at Pier 7, Hoboken, shortly before noon to-day. Her docking had been considerably delayed by the fog. Among the seven civilian passengers who arrived on the Rotterdam, which sailed from Brest on April 2, is Samuel Gompers, head of the American Federation of Labor, returning from labor conferences in Europe.

Ob. MONDAY EVENING, MAY 5, 1919.

U. S. Taking Piers May Hit City Hard

**Possible Annual Revenue Loss to Hoboken Over Sixty
Thousand Dollars—Officials "in Dark"—Eagan
to Inquire into the Situation.**

The purchase of the Hamburg-American docks in Hoboken by the United States Government, carried exclusively in Saturday's Observer, may mean an annual revenue loss to Hoboken of \$60,199.55, which is the amount of tax payable, with seven per cent. interest from December 20, last year added to the city taxes for the year 1918.

Collector of Revenue William Reynolds stated this morning that he has been instructed by the Title Guarantee and Trust Company to make up these bills for the year 1918 and put them in. This is taken to mean that these bills, which have been outstanding since December 20, 1918, are to be paid.

Whether any further taxes will be paid to the city is not known. It is assumed that if the Government direct takes ownership in the piers no further taxes will be paid, but that if they are taken over by the Shipping Board it is considered possible that taxes will be paid to the city.

Congressman John J. Eagan this morning stated that he could say little concerning the matter.

"I understand that the matter of the pier taking would be brought up at the peace conference, but I do not know that it has been. I know that President Wilson was determined Germany should never regain this property.

"I shall inquire into the question of Hoboken and the threatened loss of taxes on its most valuable property.

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HUDSON OBSERVER,

MAY 14, 1919.

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"I greatly regret my inability to answer your question with reference to Hamburg Line property. I can only promise to take it up with the President on his return."

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HUDSON DISPATCH,

NOVEMBER 12, 1919.

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**Called to See Attorney General
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The delegation stated the fact that Hoboken is losing \$150,000 annually in excise taxes makes it imperative that the taxes on the property comprised

in the piers be continued. The taxes received on the property is said to constitute about 10 per cent of the total taxes received annually by the city.

Attorney General Palmer told the delegation that the subject was a matter for Presidential consideration.

Governor-elect Edwards is on his way to Hot Springs, Ark. He paid a visit to Private Secretary Tumulty at the White House today.

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HUDSON OBSERVER,

NOVEMBER 6, 1919.

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While there has been as yet no official indication regarding the time when the Army will give up possession of the piers, it is felt that the time has come when it is necessary to take steps to safeguard the interests of the city. The piers net upwards of \$200,000 in revenue to the city. This was paid last year, but has not been paid for 1919 as yet. The loss of this revenue would be a serious blow to the city.

There are three possibilities regarding the ownership of the piers. The one thing that is certain is that the German title is extinct. Whether the title is vested in the U. S. Shipping Board, the U. S. Emergency Fleet Corporation or in the Government is not known. If it should be in the first two it is understood that the city will still receive the taxes, but if the ownership is vested in the Government the city will, in all probability, lose its revenue.

Should the title be in the Government there is a feeling among many of the prominent citizens that efforts should be made to ascertain the possibility of the city purchasing the piers outright and running them as a municipal enterprise. The purchase price would, in all probability, be in the neighborhood of \$7,000,000 and \$8,000,000.

NEW YORK HERALD,

NOVEMBER 12, 1919.

Hoboken Wonders if Life Is Worth Living, After All

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Tuesday.

They are in a bad way over in Hoboken, N. J. It all happens because of prohibition and the war. Both of these events have conspired to leave the city of Hoboken almost "broke" and in a state of mind that borders on irritation.

Here is what Hoboken was accustomed to enjoy and what has been taken away from its citizens:—

In excise taxes, \$20,000.

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Now that the government has taken over the piers there is nothing with which to make the wheels of progress go faster in Hoboken.

Governor-elect Edward I. Edwards headed the committee which protested to Attorney General Palmer against this state of things. With him were Patrick R. Griffin, Mayor of Hoboken; John J. Fallon, Corporation Counsel, and Representatives John J. Egan, Cornelius McGlennon and Daniel Minahan.

The Attorney General told them it was impossible for the Department of Justice to take any action in the case of the piers of the North German Lloyd and that when the war was declared over the Department of Justice did not know what would be done with the piers or whether the city of Hoboken would ever get any more taxes out of them.

Obs. MONDAY EVENING, MAY 5, 1919.

U. S. Taking Piers May Hit City Hard

**Possible Annual Revenue Loss to Hoboken Over Sixty
Thousand Dollars—Officials "in Dark"—Eagan
to Inquire into the Situation.**

The purchase of the Hamburg-American docks in Hoboken by the United States Government, carried exclusively in Saturday's Observer, may mean an annual revenue loss to Hoboken of \$60,199.55, which is the amount of tax payable, with seven per cent. interest from December 20, last year added to the city taxes for the year 1918.

Collector of Revenue William Reynolds stated this morning that he has been instructed by the Title Guarantee and Trust Company to make up these bills for the year 1918 and put them in. This is taken to mean that these bills, which have been outstanding since December 20, 1918, are to be paid.

Whether any further taxes will be paid to the city is not known. It is assumed that if the Government direct takes ownership in the piers no further taxes will be paid, but that if they are taken over by the Shipping Board it is considered possible that taxes will be paid to the city.

Congressman John J. Eagan this morning stated that he could say little concerning the matter.

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DISPATCH, FRIDAY NOVEMBER 7, 1919.

HOBOKEN'S PIER TAXES.

gain the City of Hoboken is confronted with possibility of having no taxes paid on the piers formerly belonged to the German steamship lines. The exemption of such valuable property all out of proportion of what exemption is led for. To lift \$200,000 worth of taxes out of a small city as Hoboken is unfair; it is not business. To lift that amount out of a large city would be different, for it would be a much smaller proportion of the income of a large city. It is not fair to exempt a few thousands dollars' worth of postoffices throughout the country in various cities and then exempt millions of dollars' worth of pier property in a small city like Hoboken.

To take away this tax at the same time the city is losing its license revenue would be a very severe blow to the finances of the city.

THE JERSEY JOURNAL,

NOVEMBER 14, 1919.

HOBOKEN HOPES TO RECOVER U. S. ARMY PIER TAXES

Mayor Griffin Expects President and Congress to Assent to Plan.

Hoboken's chances of realizing its former yearly tax income of \$200,000 from the army piers depends upon the action of the next Congress, and largely upon the President's recommendation in his message on the shipping problems of the country, Mayor Patrick R. Griffin of the Mile Square City said yesterday upon his return from Washington.

Mayor Griffin, Governor-elect Edwards, Corporation Attorney John J. Fallon of Hoboken, and Palmer Campbell, president of the Hoboken Chamber of Commerce, consulted with Secretary Tumulty, Attorney-General Palmer and Judge Payne of the U. S. Shipping Board on Wednesday regarding the future of the army piers, and it was at this interview that the opinion expressed above was arrived at.

The city's chances of realizing a tax revenue is considered slight if the Government fails to retain the Shipping Board and operate the large mercantile marine now in its possession. If the piers are used as an Army and Navy base they will be exempt from taxes.

Mayor Griffin, however, is hopeful that the President will induce Congress to introduce a concurrent resolution, when the status of the piers is finally outlined for action by Congress, which will recommend that Hoboken be apportioned the revenue it seeks irrespective of the status of the piers.

DISPATCH, FRIDAY

NOVEMBER 14, 1919.

CHANCES BRIGHT FOR HOBOKEN TO GET PIER TAXES

Mayor Griffin Returns From Washington; Says it Depends on Congress.

**HOPE PRESIDENT WILL
URGE IT IN MESSAGE**

The question of Hoboken's chances of receiving about \$200,000 annually in taxes on the army piers, depends upon the action of the next Congress and the recommendations of the President in his message to Congress regarding the shipping problems of the country.

This was the announcement made last night upon the return to Hoboken of Mayor Patrick R. Griffin from Washington, where he had gone with Governor-elect Edward L. Edwards, Corporation Attorney John J. Fallon and Palmer Campbell, president of the Hoboken Chamber of Commerce. Messrs. Fallon and Campbell returned with the mayor last night, but the governor-elect went South for a rest.

On Wednesday the Hoboken delegation met Secretary to the President Joseph P. Tumulty, Attorney General A. Mitchell Palmer and Judge Payne of the U. S. Shipping Board. Although each official interviewed had varied ideas on the subject of Hoboken's possibility of securing the tax revenue on the piers, the general deduction was that everything depends on action by Congress.

If the United States Government should decide to retain the Shipping Board and operate the large mercantile marine now in our possession on a commercial basis, in all probability the city of Hoboken will derive its revenue just the same as though the docks were owned by private companies.

The chances of the city will be slim only in the event that the government decides to keep the piers in their present status as an army and navy base. They would then be in the same category as a navy yard and therefore exempt from taxation.

Mayor Griffin said he bases his principal hope on the fact that President Wilson can be induced to request Congress, no matter what the decision may be regarding the status of the piers, to introduce a concurrent resolution apportioning to the city of Hoboken, the revenue which it seeks. If this can be done, the taxes will be paid whether the piers remain in their present status or operated upon a commercial basis by the U. S. Shipping Board.

It was the mayor's opinion that the outlook of the city to receive this much needed revenue was bright. The President's message will probably be delivered in December, and as the matter is of great importance to the city, every effort will be made to bring it to his attention.

HOBOKEN AND THE PIER TAXES.

Hoboken appears to be pleading for no more than a square deal in asking that she be awarded the taxes on the piers in that city now being used by the Government, should Government control continue.

Of course, should the piers be operated in the future by the merchant marine or sold to a private company the city would be able to collect the taxes, or she might even buy the piers herself, but if they are to remain Government property pure and simple then it will take action by the authorities at Washington before it will be possible for her to realize any revenue from the dock holdings. Accordingly, she had to appeal to President Wilson to make the necessary recommendation in the premises to Congress.

Hoboken is unquestionably entitled to consideration in the matter. Before the war she used to collect about \$200,000 in pier taxes annually. When the war came along and the Government seized the piers, Hoboken patriotically and without protest accepted the resultant loss in revenue, along with that caused by the war excise restrictions. However, now that the nation is returning to a peace footing, Hoboken is hopeful of being able to recover the pier taxes to relieve the strain on her sadly depleted pocket-book.

If the Government is to retain control of the piers it would seem exceedingly unfair to Hoboken to take away from her the very cream of her revenue-producing territory without remunerating her. That would amount to nothing less than saddling on the comparatively few people of Hoboken an excessive share of the expense of benefits spread out over the 100,000,000 population of the United States. If the piers were to be used principally for the defense of the nation, as they were during the war, Hoboken might not have much ground for complaint, but inasmuch as the peace-time uses of the piers are likely to be largely commercial, another situation will be created, under which Hoboken would appear to be entitled to the taxes as no more than her just due.

HUDSON DISPATCH,

MAY 27, 1919.

SHIPS SEIZED TO BE RETAINED BY UNITED STATES

President Notifies Washington
That Agreement Has Been
Reached on Question

THIS INCLUDES VESSELS
BELONGING TO AUSTRIA

Washington, May 26.—No German or Austrian shipping now in possession of the United States is to be relinquished.

Following reports that a large portion of the vessels taken over by and allotted to America probably would go to Great Britain and other countries, President Wilson, it was learned today, has assured Washington officials that "no one need have any fear" that this will be the case, and that "an agreement has been reached."

Twelve Austrian vessels were interned in American ports at the outbreak of the war and later were taken over when this government entered the war. Under the terms of the treaty of peace they are to remain the property of this nation. The names of some of the vessels have been changed. The names of the vessels and their tonnage are as follows:

Martha Washington, 8,312; Dora, 7,037; Ida, 4,730; Himalaya, 4,948; Erny, 6,515; Franconia, 4,637; Borneo, 2,337; Clara, 2,541; Teresa, 2,381; Morawitz, 3,106; Campana, 2,267; Anna 989.

KAISER TO LOSE PROPERTY HERE

Palmer Plans to Release Holdings
of Enemy Aliens from Grip
of German Capital.

By LEWIS WOOD,

Staff Correspondent of the International News Service.

WASHINGTON, March 8.—Secret testimony of A. Mitchell Palmer, alien property custodian, before the Senate Appropriation Committee yesterday was released to-day.

Palmer, in urging the German line piers be taken by the Government, and that all German property in this country be put under the hammer, alleged:

1. That the German Empire has "put an industrial and commercial chain across this country and through our insular possession."

KAISER OWNS STOCK.

2. That one great American industrial city is a "little Germany with seven or eight entirely German-owned mills and from some of which the American flag never flew" until we took the property in charge.

3. That the Kaiser, through Albert Ballin, held stock in the Hamburg-American Steamship Line.

4. That "the time has come when the ownership of some of these great German properties should be permanently separated from German capital, and that the enemy might as well know now that the connection which she has been able to maintain with American industry and commerce is broken, not simply for the war, but broken never to be resumed."

5. That the cash for which the property would be sold would be the only thing to be considered in a peace treaty.

6. That as it is at present, the alien property custodian is merely piling up "hundreds of millions and enormous profits" for German owners.

WON'T SEIZE SAVINGS.

Palmer issued a statement to-day saying nothing in the amendments he had proposed change the definition of "enemy." The only persons whose property would be affected are persons, firms and corporations residing and doing business within new or old enemy territory and resident alien enemies now interned.

"No action," says the statement, "is contemplated which will affect the money, bank deposits, postal savings or other property of subjects of enemy countries resident within the United States."

GERMAN LINER GOES TO THE NAVY YARD

The big German liner Kaiserin Auguste Victoria, which on Thursday night made its first appearance in Hoboken for almost five years, steamed away again yesterday, this time bound for the Brooklyn Navy Yard. There she will be transformed into a troopship.

The coming of the liner recalled pre-war days to Hobokenites. She tied up at her old pier also.

GERMANS AT THE BAR OF JUSTICE



An historic photograph of the German delegates listening to Mr. Clemenceau's speech in the Trianon Palace, Versailles, at which the peace treaty was handed to them. First row, left to right:—Herr Leinert, Dr. Landsberg, Count Brockdorff-Rantzau, Herr Giesberts, Professor Schucking.

LIST OF SEIZED GERMAN STEAMSHIPS WHICH HAVE BEEN AWARDED TO U.S.

Below is a list of German steamships in American ports, interned when the war started and seized by the American government following the declaration of war in April, 1917. They have been refitted and used as transports and supply ships carrying soldiers and food to Europe. These vessels include 289,245 tons of the Hamburg-American line, 233,758 of the North German Lloyd, 29,120 of the German-Australian line, 22,636 of the Hansa line, 9,486 of the Kosmos line and 27,984 of other lines.

AT NEW YORK.			AT HONOLULU.		
	Tons (Gross).	Value.		Tons (Gross).	Value.
Vaterland (Leviathan).....	54,282	\$8,000,000	Staatsekretar Kraetke.....	2,009	\$300,000
George Washington.....	25,570	4,500,000	Loong Moon.....	1,971	275,000
Kaiser Wilhelm II. (Agamemnon)...	19,361	2,500,000	Rudolf Blumberg.....	1,769	250,000
President Grant.....	18,072	3,500,000	Gouverneur Jaeschke.....	1,738	200,000
Pennsylvania.....	13,333	3,000,000	Locksun.....	1,657	200,000
Grosser Kuerfuerst.....	13,102	1,500,000			
Barbarossa.....	10,984	1,750,000			
Princess Irene.....	10,893	1,750,000	Rhein.....	10,058	1,500,000
Friedrich der Grosse.....	10,771	1,750,000	Neckar.....	9,835	1,350,000
Hamburg.....	10,531	2,500,000	Bulgaria.....	11,440	1,750,000
Koenig Wilhelm II.....	9,410	2,000,000			
Bohemia.....	8,414	1,250,000			
Armenia.....	5,161	750,000			
Adamsturm.....	5,000	600,000			
Pisa.....	4,967	600,000			
Prince Joachim.....	4,760	600,000			
Prinz Eitel Friedrich.....	4,660	600,000			
Altenmunia.....	4,630	550,000			
Magdeburg.....	4,497	575,000			
Harburg.....	4,472	575,000			
Nassovia.....	3,902	400,000			
Portonia.....	2,778	350,000			
Maia.....	2,555	350,000			
Clara Mennig.....	1,685	200,000			
Indra (ship).....	1,746	150,000			
Matador (bark).....	1,468	100,000			
AT BOSTON.			AT SAVANNAH, GA.		
Amerika.....	22,622	4,000,000	Hohenfelde.....	2,974	400,000
Cincinnati.....	16,339	3,000,000			
Kronprinzessin Cecilie.....	19,503	3,000,000			
Koln.....	7,409	1,000,000			
Wittekind.....	5,640	650,000			
Ockenfels.....	5,621	650,000			
AT MANILA.			AT NORFOLK, VA.		
Sachsen.....	8,007	1,000,000	Arcadia.....	5,454	650,000
Mark.....	6,579	675,000			
Bochum.....	6,161	675,000			
Tubingen.....	5,586	650,000			
Andalusia.....	5,433	650,000			
Camilla Rickmers.....	5,130	600,000			
Sambia.....	4,765	600,000			
Esslingen.....	4,902	600,000			
Elmshorn.....	4,594	575,000			
Suevia.....	3,780	550,000			
Coblentz.....	3,190	500,000			
Rajah.....	2,028	300,000			
Lycemoon.....	1,925	250,000			
Clara Jebson.....	1,735	200,000			
Pong Tong.....	1,631	200,000			
Johanne.....	1,531	200,000			
Carl Diedrichsen.....	1,245	175,000			
AT PHILADELPHIA.			AT JACKSONVILLE, FLA.		
Kronprinz Wilhelm (aux. cruiser)...	14,908	2,000,000	Frieda Leonhardt.....	2,789	350,000
Prinz Eitel Friedrich (aux. cruiser)...	8,797	1,500,000			
Rhaetia.....	6,600	700,000			
Prinz Oskar.....	6,026	675,000			
AT HONOLULU.			AT NEW LONDON.		
Pommern.....	6,557	700,000	Willchad.....	4,761	650,000
Holsatia.....	5,044	650,000			
Setos.....	4,730	400,000			
Vogesens.....	3,716	550,000			
Prinz Waldemar.....	3,227	500,000			
			AT NEW ORLEANS.		
			Breslau.....	7,524	1,000,000
			Andromeda.....	2,554	300,000
			AT SAN FRANCISCO.		
			Serapis.....	4,756	575,000
			Ottawa (bark).....	2,639	250,000
			Neptun (schooner).....	197	50,000
			AT ASTORIA, ORE.		
			Arnoldus Vinnen (ship).....	1,860	150,000
			Kurt (bark).....	3,109	175,000
			AT PORTLAND, ORE.		
			Dalbek (bark).....	2,723	250,000
			AT WINSLOW, WASH.		
			Steinbek (ship).....	2,164	200,000
			AT SEATTLE, WASH.		
			Saxonia.....	4,424	575,000
			AT CRISTOBAL, C. Z.		
			Prinz Sigismund.....	4,689	600,000
			Sachsenwald.....	3,559	500,000
			Grunewald.....	4,707	400,000
			AT SAN JUAN, P. R.		
			Odenwald.....	3,537	500,000
			AT HILO.		
			O. J. D. Ahlers.....	7,490	750,000
			AT PAGO PAGO.		
			Elsass.....	6,591	700,000
			AT CEBU, P. I.		
			Princess Alice.....	10,981	1,750,000
			Tsintau.....	1,685	200,000
			Wiegand.....	499	75,000
			AT ZAMBOANGA, P. I.		
			Borneo.....	2,168	300,000
			Darvel.....	1,308	200,000
			Marudu.....	1,514	200,000

NEW YORK AMERICAN
SEPTEMBER 21, 1919

BRITISH GRIP ON 8 GERMAN SHIPS

American Shipping Men Forecast
English Control Over Best
Seized Vessels.

In the allocation of eight big German liners to British interests, American shipping men here yesterday said, England would finally control the cream of the merchant marine. Vessels confiscated by the United States Government will need extensive refitting to be adaptable for commerce, whereas those rapidly being transferred to the British flag are practically ready for immediate service.

The Imperator, reconditioned by the Navy Department, will be turned over to the Cunard Line September 25 and will be in the New York-Cherbourg-Southampton service by October 1.

While the United States Shipping Board declares the present allocation is temporary, shipping men here regard it as final. They said the United States never was officially represented on the Inter-Allied Maritime Council, and in the final division of the spoils of war little change will be noticed in the disposition of tonnage and the ships will remain as now allotted.

England at one time made a request

that the Leviathan and the Imperator be turned over to her. When this was refused she laid first claim to the Bismarck, now being rushed to completion in Hamburg.

It is believed the Cunard Company will get this vessel as well as the Imperator. It will be the largest vessel in the world.

While the British Ministry of Shipping has turned over German tonnage to British companies as rapidly as notification of the action of the Inter-Allied Council was received, shipping men declare no such dispatch is visible in America when the former German merchantmen are withdrawn from transport service.

The Cunard line also has been allotted the Kaiserin Auguste Victoria. The British crew for this vessel is now on its way from England. The Graf Waldersee has been turned over to the Peninsular & Oriental Navigation Company.

but will be operated temporarily by the Cunard company.

The crew for the Prinz Friedrich Wilhelm will arrive here this week on the Lapland. The White Star Line, English subsidiary of the International Mercantile Marine, line, has been asked to operate the Cape Finisterre and will also get the Zeppelin.

The Pretoria and Patricia have been allocated to the Ellerman lines. Sanderson Z Sons, the Ellerman agents here, have been instructed to prepare for their operation.

START TRANSFER OF ARMY TRANSPORTS

Kroonland and Rotterdam
Are Again in Charge
of Owners.

The transfer of the U. S. Army transports from government to private ownership is now underway, the Kroonland, formerly of the Red Star Line, being turned over to the Holland-America Line. The navy men in charge of the former transport have been mustered out and the vessel is now back in commercial work.

The Rotterdam, of the Holland-America Line, was also turned back to private ownership this morning.

The Nieuw Amsterdam, of the Holland-America Line, which is due to dock this morning, will be turned back to the company right away. This is her last trip as a transport.

The Noordam, of the same line, due this week, is also making her last trip as a transport, and will be turned back to the line after she docks.

All of these vessels have played an important part in the transportation of troops both to and from Europe.

Obs. Aug 5/19
THE JERSEY JOURNAL
SEPTEMBER 11, 1919

GERMAN LLOYD LINE HEAD VISITS KAISER

Amerongen, Sept. 11.—Philip Heintzen, Director of the North German Lloyd Steamship Company, and Baron von Thiele-Winckler motored from The Hague to Amerongen and had a few hours conference with former Emperor William of Germany. In The Hague, where he is negotiating for the purchase of ships with brokers of several nationalities, Herr Heintzen declined to discuss the object of his visit to Amerongen.

He asserted, however, that the former Emperor now holds no stock in the Hamburg-American line or the North German Lloyd Company. Asked if the ex-Emperor still was interested in affairs of Germany, he replied that it was natural he should be.

Herr Heintzen said he believed that the United States which had ships, without being able to run all of them, would make some shipping combination with Germany, though Germany had no expectation that any of the seized German liners would be returned. He added that he already had been offered some ships in the United States, England and France, but that the prices were too high owing to the exchange rate.

NEW YORK EVENING JOURNAL SEPTEMBER 25, 1919

America's Greatest Evening Newspaper

GREAT GERMAN AIR LINER IN NEW FILM

Striking Pictures of Journey to
Berlin—Flier Seen Doing
Stunts Over Niagara.

Will Germany be the first nation to inaugurate an aerial passenger service across the ocean? The Hamburg-American Line, forced out of the steamship business by the war, is already carrying passengers by the air route over a large part of Germany, and claims that within a year it will have established an air line to the United States.

Pictures appearing in the International News No. 39, the news reel put out by the International through the Universal exchanges, emphasize what has already been accomplished. Captain Ariel Vargas, International camera reporter, in a giant Zeppelin owned by this company, made a 600-mile trip from the Swiss frontier to Berlin and secured some very unusual pictures. These particular pictures cover the second lap of his

Journey—the first instalment having appeared in an earlier issue—and show Potsdam as it appears from the air with a view of the former Kaiser's palace.

The navigator steers a straight course for Berlin, and on the way the city of Ulin, with its majestic cathedral, comes under the eye of the camera. In Berlin the ex-Kaiser's palace is seen, together with unusual "shots" of the city and its principal buildings. Into the monster hangar, planned as a base for flights to America, the giant airship comes to rest.

Under the caption, "Jesting with Death Over Niagara Falls," America's chief show place is seen from a different and unusual angle. A self-starting Curtiss Oriole heads for the rapids and an International man's camera registers the glories below. From a safe vantage point two maids view the ever wondrous scenes. The intrepid flier tempts fate over the swirling chasm.

Scenes from Galveston, Tex., show how the great sea wall saved that city, menaced by a tidal wave. The \$2,000,000 wall, built after the disastrous flood of 1900, stands the most severe test, but while disaster is averted, many of the streets are turned into raging streams.

Other features in this issue are comprised of pictures showing Mexico celebrating its Independence Day, scenes from San Francisco showing crowds hailing Wilson, on tour for league treaty; pictures of King Albert of Belgium as he appeared shortly before his departure for America; scenes showing the yacht Trilby winning the Pacific Coast meet, and pictures from Cambridge, Mass., of the big guns Harvard is to use for military training.

GERMAN LINE HAS FEW VESSELS LEFT

General Agent of North German
Lloyd, on Return Here, Says
Lack of Piers Compli-
cates Situation.

It is not alone a question of getting piers in this country but a lack of ships that confronts the German steamship men in resuming their trade. That was the way Charles von Helholt, general agent here of the North German Lloyd Line, sized up the German shipping situation when he arrived here yesterday on the steamship Nieuw Amsterdam from Rotterdam. He went to Germany to look into business conditions in that country.

He said he found little to encourage him. The once great transatlantic line now has but a few vessels, all under 1,600 tons. The only ships that are carrying the line's flag are those small ones which are doing a sort of ferry business to Scandinavian ports. Because of labor conditions in Germany it will be long before new liners can be built. Mr. von Helholt said that labor there will remain unsettled until after the peace treaty is ratified. The Germans, also, do not appear anxious to get back to hard work, he added.

Mr. von Helholt said he was certain the German people are through with the imperial form of Government, but he would not discuss the present regime. The Spartacus movement, he was confident, has been suppressed, but financial conditions, of course, are bad because of the drop in foreign exchange.

The Rev. J. Henry Jowett, former pastor of the Fifth Avenue Presbyterian Church, who resigned at the request of Premier Lloyd George to become minister of Westminster Chapel and aid in the war, returned on the Nieuw Amsterdam with his wife and daughter. They came for a visit, and while here Dr. Jowett will preach four sermons in his former pulpit.

While in this country Dr. Jowett and his family will be guests of Mrs. John S. Kennedy of No. 400 Park Avenue, whose husband left millions to the Fifth Avenue Presbyterian Church.

J. V. Acevedo, new Uruguayan Minister to this country, who was a delegate to the Peace Conference, also arrived on the Dutch liner with his wife, two daughters and son. He said Uruguay is strongly in favor of the League of Nations.

There also were on board ninety delegates from England, Belgium, France and Holland to the World Cotton Conference to be held in New Orleans Oct. 13.

The first theatrical company to arrive from England since the war also was on board. It was the English "Luck of the Navy" company of eleven members.

Other passengers were Anthony J. Drexel Jr., and Lady Johnstone, sister of Gifford Pinchot.

DEPORTED GERMANS LEAVE U. S. TO-DAY

When the transport Pocahontas sails from Hoboken to-morrow she will carry to Rotterdam 1,300 German sailors who were interned at Fort McPherson, Ga. They are expected to reach Hoboken by train this morning, when they will be sent immediately

on board the transport.

The Germans are coming by special train under a guard of 200 American soldiers, and they have nine cars of baggage alone, made up principally of souvenirs of their enforced stay in this country.

A despatch from Atlanta last night said the men started North singing "Homeward Bound" in German. One hundred and fifty of the German seamen made application to become American citizens, stating they were willing to let their fatherland work out its own salvation. It was decided to grant only seventy-three of the applications, and those only probationary. The lucky seventy-three will not be sent back.

The Germans will take with them more than fifty American dogs and more than \$6,000 worth of clothing bought from a mail order house. They also have stocked themselves with soap, potatoes, cigars, coffee, talking machines and other articles. Many of them have considerable money from their accumulated pay during their internment.

Also on the Pocahontas will be other interned enemy aliens, including a number of women and children, and 145 German sailors from ships that were seized in Panama, Hayti and Cuba. Trainloads of them also are coming from Fort Oglethorpe and Fort G. A. Russell.

Twenty arrived in Hoboken yesterday from Fort Douglas, at Salt Lake City, and were sent on board the ship. Four others were sent there from Ellis Island.

S.C. Journal Sept 27/19

SEIZED GERMAN VESSELS.

A. P.—The former German steamship Kronprinzessen Cecilie was seized by the U. S. Government and the name was changed to Mount Vernon. The Steinbeck, another seized vessel, was renamed Northern Star.—Ed.

NEW YORK AMERICAN—SEPTEMBER 28, 1919

German Ships Held by U. S. Are Valued at \$40,000,000

By Universal Service.

WASHINGTON, Sept. 27.—On a protest from the United States Shipping Board the delivery by the War Department to the British Shipping Director in New York to-day of the Imperator, Kaiserin Auguste Victoria and six other German ships now in the harbor of New York was held up.

On the Shipping Board's request the eight German ships were turned over to the board.

The British are expected to protest, if they have not already done so, and on the protest the whole question of the distribution of German and Austrian ships captured during the war will be decided.

At the Shipping Board the only statement any of the officials of the board would give was the following from John Rosseter, chief of the Bureau of Operations:

"It is understood by the United States Shipping Board that the Imperator, Kaiserin Auguste Victoria and six other ex-German ships now in New York were allocated to the United States under the terms of peace, and the board therefore assigned these vessels to the War Department for the repatriation of troops. This service being performed, the chairman of the board requested the War Department to deliver the ships to the United States Shipping Board. Accordingly, the War Department this morning redelivered the Imperator at New York to the Shipping Board representatives."

The British contention is under-

stood to be that these eight German ships were only loaned to the United States for repatriation of troops, and that it was the intention of the Peace Conference to have the ships go to the British as soon as this service for the United States was performed. The understanding of the Shipping Board seems to have been different. The Board evidently regards the allocation of the ships to the United States as permanent. It will continue to regard it so until definite authority is shown to the contrary.

There appears to be a good deal of mystery surrounding the authority under which the shipping captured during the war is being distributed. Nobody here seems to know by whose authority it is being done. All that is known here is that there seems to be a very indefinite intention on the part of the European powers that the United States shall not share in the distribution.

This action of the Allied powers occasioned a good deal of indignation in shipping circles in New York, it is understood here. It is possible there may be a relation between the action of the Shipping Board to-day in taking possession of the Imperator and the seven other German ships now in New York Harbor and the action of the Allies in seizing all the Standard Oil ships.

The action of the Shipping Board to-day undoubtedly will bring the whole matter of the distribution of captured ships up for definite decision.

IMPERATOR AND 8 VESSELS TO STAY HERE

Shipping Board Rejects Decision
of Allied Council Ordering the
Liners Turned Over at Once

Cunard Line Had Arranged Big
Flag-Raising Ceremony and Had
Brought Crew from England

England's scheme to secure pos-
session of the cream of Germany's
merchant tonnage has been effect-
ually defeated.

On the eve of the transfer of the
Imperator to the Cunard Steamship
Company a conference was held by
officials of the War Department and
the United States Shipping Board in
Washington.

The conference lasted until late
into the night and yesterday an-
nouncement was made that the
transfer had been prohibited.

BOMB TO THE BRITISH.

Consternation prevailed among the
British shipping men. They expressed
amazement that a small group of
Americans would dare to overrule so
suddenly the decision of the Inter-
Allied Maritime Council in Paris.

They contended that when the Im-
perator and the seven other vessels
that have been allocated to British
interests were turned over to the
United States to aid in bringing back
the members of the A. E. F. they were
for the temporary use of this Gov-
ernment, and that when the need for
them in the homeward movement of
American troops ceased to exist, they
would revert to the Inter-Allied pool
for permanent disposition among the
Associated and Allied Powers as may
be agreed upon by the commission.

J. H. Rosseter, director of opera-
tions for the Shipping Board, declared
that, after going into the situation
exhaustively, the Board held that the
original assignment of the vessels was
permanent.

TO FLY AMERICAN FLAG.

He added that, as soon as the ves-
sels had been reconditioned on the
plans now being prepared by the
Board of Surveyors, they would be
placed in service, under the American
flag, in the trade routes of the world.
Some will enter the Atlantic trade,
others will be placed in the South
American trade.

The War Department in Washing-
ton stated that the position of the
department was that the ships were
turned over to it by the Shipping
Board for the specific purpose of
transporting troops and war supplies,
and that this activity having been
practically concluded, the obvious
procedure was to return the vessels
to the board regardless of any inter-
national agreement.

Sir Ashley T. Sparkes, director of
the Cunard line, was absent from his
office yesterday, although he was
notified during the night of the action
of the Shipping Board. Officials of
the company said they had not been
given any explanation of the change
in the company's plan, and added:

"We had made all arrangements to
take delivery of the Imperator to-day,
and all we know here is that the
transfer of the vessel to us has been
held up for the time being."

The captain and officers assigned to
the Imperator reached here on the
Mauretania Friday night. Part of the
crew is on its way here now aboard
the Carmania.

BIG GERMAN LINERS WILL BE RETAINED

Shipping Board to Place Them
in the Transatlantic
Service.

BRITISH COUP FAILED

Authority of Allied Economic
Council Is Not Taken
as Final.

Special Despatch to THE SUN.

WASHINGTON, Sept. 29.—The Impera-
tor and other big German liners taken
over by the Shipping Board, just when
British interests were preparing to get
them, are to be placed in transatlantic
passenger line service by the Shipping
Board. These vessels, it was learned to-
day, are to be treated just as if they
were the property of the United States
Shipping Board, and will be used ac-
cordingly.

It developed that the real issue in the
possession and use of these vessels is the
authority of the Allied Economic Coun-
cil, meeting in Brussels, upon which the
United States is not represented. Ship-
ping officials, in effect, politely have de-
clined to accept orders or instructions
from this council, in so far at least as
they relate to the blockaded German ves-
sels.

These vessels were assigned temporar-
ily, it is true, to the United States by the
Allied Maritime Conference. It was the
understanding that the assignment was
temporary, and was for the purpose of
repatriating American troops. At the
same time the Allied Maritime Confer-
ence assigned to British use twelve
American tank steamships, which had
been blockaded. It was the general un-
derstanding that the British Government
was to get second call on the German
liners which have been used as army
transports for use in repatriating of
British troops.

So far as American officials have
been informed the British no longer are
repatriating troops and it was adver-
tised that the vessels would be taken
over as soon as released by the Ameri-
can Army and placed in transatlantic
passenger service on British steamship
lines competing with American lines.

Question of Authority.

Another pertinent point at issue con-
sequently is whether the authority of the
Economic Council exceeds or is even
tantamount to that of the allied Mari-
time Conference which undertook and
accomplished the assignment of block-
aded vessels. Officials here do not con-
sider that it is, and they are determined
to keep the vessels until otherwise in-
structed from the Supreme Council in
Paris or the repatriation committee of
the Supreme Council. Whether new in-
structions from the allied Maritime Con-
ference would be accepted was not made
plain.

There is no mistaking the fact that
American officials expect to keep pos-
session of the vessels. Claim will be
made to them under reparation awards
and as an offset to the tank steamships
assigned to British interests.

The question is being handled by the
State Department through the Supreme
Council in Paris. Officials will not talk
of the diplomatic issue, but there is no
mistaking the attitude of the Shipping
Board. It regards the vessels as rightly
belonging in the service and intends to
keep them there unless some higher
authority than the Economic Council
says nay.

British Coup Failed.

The preparations of British shipping
authorities to take them over are looked
upon in some quarters here as a skilful
plan to meet British shipping needs that
failed.

Murray Hulbert, Director of the Port
and Commissioner of Docks of New
York city, was in Washington to-day
conferring with Shipping Board mem-
bers with respect to disposition of the
German liners. It was understood that
his purpose was to see that American
lines intending to operate a transat-
lantic passenger service were accommo-
dated before New York city piers were
leased to foreign steamship lines.

Plans for the refitting of the Impera-
tor and other vessels for passenger ser-
vice are under way by the Shipping
Board. The board will not expend any
funds on those ships until insured
against loss either by guarantee from
one of the councils or conferences hav-
ing to do with them, or through securing
full title to them to the United States by
reparation award under the treaty or
through the action of the Supreme Coun-
cil.

HUDSON DISPATCH,

OCTOBER 25, 1919.

REPORT TWO OF TRANSPORTS TO BECOME ENGLISH

Agamemnon and Von Steuben
Assigned by Report, to Eng-
lish Government Service.

U. S. TO RETAIN THE GIANT IMPERATOR

Rumors were current about the army
docks in Hoboken yesterday that the
army transports Agamemnon and Von
Steuben are the ships designated to
be turned over to the British Govern-
ment in accordance with an agreement
said to have been entered into with
England by the United States Shipping
Board. The Imperator was originally
supposed to be transferred to the Brit-
ish, but the order was later counter-
manded, much to the chagrin of the
English authorities.

The rumors, as yet unverified, are at-

tributed to the order received by the
ship's commander yesterday to trans-
fer the Agamemnon to the army base
in Brooklyn. Inquiry by a Dispatch
reporter at the ship developed that the
War Department has turned the trans-
port over to the Shipping Board. Re-
pairs have also been in progress for
some time to convert the vessel into a
passenger ship. All the bunks are be-
ing removed and the staterooms re-
turned as in pre-war days.

The fact that both the Agamemnon
and the Von Steuben are ordered to
the army base in Brooklyn today gave
strength to the report that the gov-
ernment officials were considering
these two in the transferrals to the
British.

Chief Officer Henry Jones of the
Agamemnon declared that he is in-
clined to doubt the report. He said
he had understood the ship was to be
operated by the Shipping Board for
South American trade.

Both the Von Steuben and the
Agamemnon are veterans of the
army transport service. The latter
made twenty trips across during the
war and the former as many. Both
were German-owned vessels before the
war. The Agamemnon has been
docked at Pier 3 for the past month,
while the Von Steuben has been at
Pier 15.

U. S. TAKES OVER 2 MORE LINERS

German Passenger Ships Patricia and Pretoria Obtained by Shipping Board.

OTHER CRAFT TO FOLLOW

British Expected to Get Both Vessels, Which Had Been Allocated to Ellerman Line.

Special Despatch to THE SUN.

WASHINGTON, Sept. 28.—That the Shipping Board has made arrangements with the military authorities for the taking over of all of the German passenger liners which were allocated to the American transport service by the allied maritime conference became plain to-day when it was learned that representatives of the board had taken over to-day two additional vessels following the taking of the Imperator yesterday.

One of the vessels taken over, it was learned from unofficial sources, was the Patricia and the other is said to be the Pretoria. Both of these ships had been allocated to the Ellerman line by British shipping authorities who expected to get them when they were released from army transport service. Sanderson & Son, New York agents of the Ellerman line, expected to get the Patricia and the Pretoria.

The next vessel released by the army to the Shipping Board probably will be the big liner Prinz Friedrich Wilhelm, which British authorities had allocated to the White Star Line.

No official explanation of the diplomatic contretemps that brought action that seems arbitrary was made to-day. The situation is in the hands of the American State Department. Under Secretary of State Polk is in Paris meeting with the Supreme Council and is expected to handle the matter.

No Change in Situation.

It was officially stated to-night, however, that every one of the eight German ships used by the army in the transport service would be treated just as was the Imperator and that there was no change in the situation that had led the Shipping Board to take this big vessel just at the time of her expected delivery to the Cunard Line in New York.

All will be turned over by the army as fast as they are no longer needed for bringing home American troops. Every one of them is expected to be out of this service in a few days and will be turned over at New York or the port of destination on the last trip across.

The vessels involved are the German vessels blockaded in German ports during the war. In some instances they have been confused with the interned German ships, all of which were awarded to the United States outright by the Peace Conference. The interned ships were those seized by the United States in American ports when war was declared on Germany.

Came Out of German Ports.

The ships involved in the present issue between the British and American Governments came out of German ports after the signing of the armistice. The Allied Maritime conference allocated them to the United States, first for such period it is understood as there were need for repatriation of American troops. It has been indicated from British sources that when this task was completed they were to go to Great Britain for the same purpose.

There were two incidents that plainly upset this programme. One was the public announcement in the United States that the Imperator was to be operated by the Cunard Line in regular passenger service between New York and British ports in competition with American vessels and for the transport of British soldiers home. And the other, coming close on the first, was the sending of instructions to Germany by the

Economic Council in Brussels to deliver to British ports eight American tank steamers that had been held in Germany since the outbreak of the war. Great Britain is represented on the Economic Council and the United States is not because of the failure of Congress to authorize representation.

The tankers in question were operated by a German company, but it was a Standard Oil subsidiary and the vessels were claimed by the United States and it was understood their release to the Standard Oil Company had been promised by the Supreme Council.

Second Defeat for British.

The taking of the blockaded German ships by the Shipping Board marks the second time the board has defeated British plans for acquisition of desirable ocean tonnage. The first was when Commissioner Robinson for the United States obtained a decision awarding to this country all of the German ships interned here. Great Britain proposed that all interned and all seized ships be pooled and divided according to losses. This would have given all of the finer ships to Great Britain.

No official statement can be obtained as to what the Shipping Board intends to do with the Imperator, the Patricia, the Pretoria or the other vessels when it formally takes them over. They are passenger vessels of the finest type and only fitted for passenger line service. It was indicated that an early decision of all of the questions pending might be obtained and that it would not be necessary to make operating plans or hold up the vessels.

Technically the liners taken over are under the orders of J. H. Rosseter, chief of the division of operations of the Shipping Board. He has issued no instructions, it is learned, for their allocation or assignment and has made no recommendations for their use.

Whether the liners will be released when the tank steamships are turned over cannot be definitely stated, but it is probable that the German vessels leaving the army transport service will be held until instructions for their disposition come from the Supreme Council in Paris.

IMPERATOR'S LOSS SHOCK TO BRITONS

Cunard Line Prepared to Take Over Steamship.

Rival American and British shipping men discussed yesterday, each group from a purely nationalistic viewpoint, the surprising, not to say dumfounding, reversal of the allocation of the former Hamburg-American liner Imperator, second largest ship afloat, to the Cunard line. The Cunard officials here had exultant confidence that the Imperator would be in its service this week and had made preparations for a public flag raising to-day in the Cunard dock at the foot of West Fourteenth street. Tugs were all ready to take the great liner from the possession of the authorities of the Port of Embarkation at Hoboken, under control of the War Department, when the local office of the Cunard line received notification from Gen. F. P. Hines of the Port of Embarkation that the War Department had assigned the Imperator to the United States Shipping Board.

Other German ships that the British expected to take over were also ordered returned to the Shipping Board, including the Cap Finisterre, Kaiserin Augusta Victoria, Zeppelin, Mobile, Graf Waldersee, Pretoria and Prinz Friedrich Wilhelm, all of which are tied up in Hoboken. All have been in the United States service as transports and several were under control of the Shipping Board before they were turned over to the American troop transport service. Cunard officials did not attempt to conceal their disappointment and had no reason to give for the sudden assignment of the Imperator and the other ships to the Shipping Board.

English opinion was that the assignment was only temporary and that the Cunard Line eventually would come into possession of the Imperator and perhaps some of the other vessels named above. Capt. Smith, formerly of the Caronia, had been assigned to the command of the Imperator by the Cunard Line, and most of her British crew are on the way here by the steamship Carmania. This has cost the company something, as has the announcements of the sailing of the Imperator on October 11, and somebody, an official of the line said yesterday, would have to pay the bill. No passengers had been booked, but there was a large waiting list.

No officials of the American Line cared to talk about the reversion of the Imperator to American control. It was apparent to shipping folk who have been in touch with American shipping men that there is an expectation that the American Line will benefit by the hitch in the turning over of the Imperator and the other ships to British companies.

One explanation offered for the reversal of the decision, which had been forecast several months before it was announced that the Imperator had been allocated by the Allied Naval Commission at Paris to Great Britain, is the recent order of the Interallied Economic Council to the German Government to turn over to Great Britain twelve oil tankers belonging to a German subsidiary of the Standard Oil Company, and all owned by American capital. It is said that the United States Government had expected these American owned vessels to be returned to their owners and that the assignment of the German liners is a counter stroke to bring matters to a climax.

The American Line is said to be hopeful that it will have the Leviathan, a sister ship, just a bit smaller, to alternate with the giantess in transatlantic trips. The hope is based on a statement attributed to J. R. Rosseter, director of the division of operations of the Shipping Board, who said the allocation of the Imperator and the other ships to the United States Shipping Board was permanent and that they would be used commercially under the American flag in the trade routes of the world. Great Britain has contended that the German ships were turned over to the United States only for the period that they were to be used as transports and that later they would revert to the allied pool.

EVENING MAIL

OCTOBER 29 1919

GERMANS PLAN OCEAN SERVICES

Hamburg-American and North German Lloyd Lines to Use Foreign Steamers.

Berlin, Oct. 28 (Associated Press).—The "Boersen Courier" to-day prints a long article on the shipping possibilities from German ports, particularly as regards freight. The article says the Hamburg-American line will have a weekly service to New York and also a weekly service to Cuba and Mexico by way of New York and Baltimore at the end of October in connection with Dutch steamers.

The North German Lloyd will have a New York service every ten or fourteen days, a monthly service to New Orleans, Baltimore, Norfolk and Havana by Dutch steamers, and every ten days a service to South America on Dutch steamers.

In addition, both lines will run steamers to all Scandinavian and Spanish ports, and to Suez, Tangier, Colon and the west coast of South America.

The North German Lloyd will have a world shipping plan, relying, like the Hamburg-American line, on Dutch, Japanese and British ships for long hauls to Australia, Japan, China and Asiatic Dutch colony ports. Dates for the departure of these vessels will begin late in October and run into January.

HAMBURG LINE IS HARD PUT

**Issues New Stock and Backs
Other Enterprises to Tide
Over.**

Hamburg, Nov. 20.—The Hamburg-American Line is forced to issue a new block of preferred stock to counteract the threatening imminent ascendancy of foreign influence among shareholders in view of the smuggling of securities alleged to be going on and the ability of neutrals to acquire stock at advantageous terms, owing to depreciation in the value of the mark, it was learned here today.

The proposed change in the constitution of the company purposes enabling the Hamburg-American Company to engage in subsidiary enterprises in a similar field in order to tide the corporation over the period of economic reconstruction during which German shipping will probably recover only slowly. Meanwhile the company proposes to identify itself with undertakings related to merchant shipping.

Berlin, Nov. 20.—The Vossische-Zeitung says it learns that the Hamburg-American Line will be the agents at Hamburg for the Kerr Steamship Company which is taking over a large share of the passenger traffic of former German ocean transportation companies.

Seen Oct 16/19

COMMISSION GETS RIVAL SHIP CLAIMS

**British Call for Imperator to
Be Settled.**

WASHINGTON, Oct. 15.—Consultations are in progress by cable between the officials in Washington and Paris regarding the disposition of the former German liner Imperator and other passenger steamships which were used for the transportation of American troops but now are claimed by the British Government under allotment by the Reparations Commission, and it is regarded as probable that the question will be settled by that commission.

It was said at the State Department to-day there was not necessarily any connection between these passenger ships and the Standard Oil Company tankers which were allotted by the Reparations Commission to other Powers because they had been sailed under the German flag, though of American ownership.

It is felt by officials here that there is some urgency in the matter, as the British steamship companies to which the German liners were allotted are maintaining in New York at considerable expense several hundred sailors who were brought over to New York to man the ships.

So far as the oil tankers are concerned it is understood the British Government view is that they should be turned over to the American owners, as the British contention always has been that not the flag but the actual ownership should determine title to such craft. But the allotment having been made by the Reparations Commission, an international body, it is not within the power of the British Government to challenge the decision.

AUSTRALIA IS USING OLD GERMAN VESSELS

**May Become Property
of Commonwealth**

**All Except One of Seventeen Ships
Are More Than 3,000 Tons
and of Good Type.**

[Foreign Correspondence of The Evening Post.]

MELBOURNE, September 7.—Australia has a very direct interest in the disposal of the German merchant fleet under the terms of the Peace Treaty. Seventeen ex-German vessels, all over 3,000 tons with one exception, were taken over early in the war and are now being run by the Commonwealth. Their present names, their tonnage and their original names are as follows:

Vessels.	Tons.	Former Name.
Araluen	5,513	Scharnfels
Bakara	5,930	Cannstatt
Barambah	5,913	Hobart
Boonah	5,926	Melbourne
Booral	4,322	Oberhausen
Boorara	6,750	Pfalz
Bulga	1,449	Signal
Bulla	5,099	Hessen
Calulu	4,240	Osnabruck
Curawa	3,530	Turul
Carina	5,486	Griesswald
Cooee	4,224	Neumunster
Dongarra	5,553	Stolzenfels
Gilgal	5,512	Wildenfels
Parattah	4,196	Berlin
Talawa	3,834	Wotan
Toromeo	4,149	Tiberius

T1 tonnage. 81,617

Two other ex-German vessels taken over by the Commonwealth and renamed the Barunga and the Conargo, were sunk by enemy action during the war. The seventeen German vessels enumerated above will probably become the property of the Commonwealth. Most of them are comparatively new and of a good type. At £30 a ton they would be worth, roughly, £2,500,000, which is something to set off against the war debt.

Including the ex-German vessels, but leaving out the five wooden vessels built in America, which have been sold, the Commonwealth now has a fleet, in commission, under construction or authorized, of 71 vessels. Of

these, 36 are actually in commission, made up as follows: Ex-German steamers, 17; Austral Line steamers, 11; sailing ships (Shandon and Speedway), 2; wooden steamers and motor vessels, built in America, 5; steamer, built in Australia (Dromana), 1. Another steamer has been launched in Australia but is not yet in commission, and two others are to be launched this month. The Commonwealth construction programme embraces 24 other steamers.

The keel of the first of the five 12,000-ton steamers ordered by the Commonwealth in England was laid last week at Barrow-on-Furness. Provision is being made on these vessels for 720 passengers, with state-rooms for special passengers.

FIVE GERMAN SHIPS RELEASED BY ARMY

**Imperator Included in Vessels
Relinquished to U. S.
Shipping Board.**

THREE OTHERS ARE HELD

**Bottoms Believed Held in Re-
taliation for Seized
Tankers.**

Army officials at Hoboken, on behalf of the War Department, formally turned over yesterday to the United States Shipping Board five of the eight former German steamships, the title to which is under diplomatic discussion between Great Britain and the United States.

The transferred liners are the colossal Imperator, next in tonnage to the Leviathan, biggest ship afloat; the Mobilian, originally the Cleveland; the Pretoria, the Prinz Friedrich Wilhelm and the Zeppelin.

It is the general belief among shipping men that the ships have been held pending the restoration to their American owners of about a dozen tankers, recently seized by the naval armistice commission under British direction and allocated to British, French and Belgian shipping firms. This seizure, as told in THE SUN of yesterday, has been the subject of a warm note of protest to Great Britain.

It is regarded as not improbable that the American diplomats who have charge of the case have decided that five of the eight ships are all that is necessary to cover the value of the dozen or more American tankers. Pending a decision of the matter, however, it is likely that the three other ships will be retained by the War Department. Shipping Board officials here say that they have no instructions as to the disposition of the ships, but would hold them pending orders otherwise, and in the meantime her naval crews would be replaced by Shipping Board crews.

The ships will remain at the army piers and prepared for American service in the event of the inability of the two Governments to come to an understanding.

The ships were taken over by the allied commission while they were in German ports after the armistice and were allotted to the United States to bring troops from Europe. The Cunard Line and the P. and O. Navigation Company have more than 1,000 officers and men waiting here to man the ships, and the managers of the lines are confident that eventually they will get possession of them.

OBSERVER, WEDNESDAY

NOVEMBER 19, 1919.

THREE SHIPS TAKEN TO STATEN ISLAND

Three of the big former Hamburg-American liners, until recently engaged in the United States transport service and docking at Hoboken, have been towed to Staten Island. They are now tied up at Stapleton.

The Prinz Friedrich Wilhelm and the Graf Waldersee are at the Stapleton City dock awaiting final disposition, while the Pretoria is in the position, while the Pretoria is at the France.

More German Liners Assigned To British

Six Former Hamburg-American Ships and One North German Lloyd Now in Port Here to Be Turned Over in Accordance With Peace Settlement.

Washington, Dec. 26.—Seven former liners now held in New York harbor will be turned over to the British as soon as arrangements can be made for their transfer, the Shipping Board announced today.

The announcement was made in a letter from John Barton Payne, chairman of the Shipping Board, to Secretary of State Lansing.

The seven ships, with the Imperator, were allotted to the British by the Peace Conference. The Imperator was turned over to the British recently after some delay over pro-

ceedings concerning American oil tankers seized in German ports.

The ships to be turned over are the Gra Waldersee, the Zeppelin, Pretoria, Cap. Finistere, Mobile, Prinz Friedrich Wilhelm and Kaiserin Victoria.

The seven ships do not include those to be sold by the Shipping Board. Six ships are to be sold, but they will be kept under American registry. All except the Friedrich Wilhelm were formerly Hamburg-American vessels. It belonged to the North German Lloyd.

DECEMBER 26, 1919.

MORE GERMAN SHIPS TO GO TO BRITAIN

Washington, Dec. 26.—By the direction of the President the former German passenger ships, of the Imperator group, now in New York harbor, are to be delivered to Great Britain, the Shipping Board announced today.

The vessels are those assigned to the United States after the armistice for repatriation of American troops, and designated by the Interallied Naval Council to be turned over to Great Britain under the armistice terms. The Imperator has already been delivered to the British.

In a letter to Secretary Lansing, made public today, John Barton Payne, chairman of the Shipping Board, said:

"I am directed by the President to comply with the request contained in your letter transmitted to me this day from the White House and to advise you that the seven ex-German ships, to wit: Graf Waldersee, Zeppelin, Pretoria, Cap. Finistere, Mobile, Prinz Friedrich Wilhelm, and Kaiserin Auguste Victoria, now in the harbor of New York, will be delivered to the representative of Great Britain as soon as the proper person is designated to receive the same."

Delivery of the ships to Great Britain was delayed as the Shipping Board wished to obtain the use of the American owned oil tankers formerly under the German flag. A proposal was made by Chairman Payne that each country be permitted to use the vessels desired, pending a final determination of their ownership.

The President's action, it was said at the State Department, followed a report from Great Britain that the ships be surrendered under the original allocation of the Interallied Shipping Commission which arranged to get the vessels out of German harbors following the armistice. On investigation, it was added, the Department had found that the United States had no right to retain the ships beyond the period of their service in bringing back American troops, now completed, and so reported to President Wilson.

While the President's order puts an end to the controversy over the German ships, the status of twelve Standard Oil tank steamers formerly under the German flag, but now in the Firth of Forth under British jurisdiction, remains in doubt. Delay in turning over the German passenger craft by the Shipping Board, it has been understood, was due to efforts to obtain title to these oil carriers. The last formal action as to the tankers was the order of the Supreme Council at Paris, that they be held in British custody until finally disposed of and be not delivered for operation under the awards made by the Allied Commission.

New York, Dec. 26.—At the office of the Standard Oil Company which claims ownership of the former German flag tankers, it was said that no word had been received as to the disposition of the ships.

The tankers, twelve in number, and aggregating about 70,000 tons, were in Hamburg when the armistice was signed.

HUDSON OBSERVER.

DECEMBER 27, 1919.

OLD GLORY TO STAY ON SHIPS

Washington, Dec. 27.—The Shipping Board has under consideration the sale of all former German passenger ships with the stipulation that the vessels be run under the American flag, it has been announced here to-day.

These vessels, which were taken over by the Government during the war, total 103 and aggregate approximately 250,000 deadweight tons. No price has been fixed for the ships, but \$250 a ton is suggested as a probable valuation by high officials.

The six former German liners held by the Shipping Board pending the final determination of their status are not included among the vessels which may be offered for sale.

While no announcement has been made by the board of a change in policy with regard to the present program for the establishment of passenger lines to all parts of the world, officials freely discussed the possibility of the board's abandoning passenger service.

The decision of the board not to permit the use of liquor on Government owned ships is expected by shipping experts here to make competition with privately owned vessels practically impossible. The latter, being able to serve intoxicants outside of the three-mile limit, have considerable advantage in passenger traffic, it is considered.

Although the six liners allocated to the recently ordered New York-South America Line are included in the group of vessels to be put on the market, they will not be sold if service to South America would be thereby cut off. All proposals for the purchase of the ships, it was said, will be carefully considered with regard to the line or service in which the ships are to be operated.

GERMAN SHIPS ARE NOT TO BE RETURNED

Washington, D. C., Dec. 4.—Regardless of British or other foreign influence in the reparation commission of the supreme council of the League of Nations, the 105 German ships, held in American ports at the outset of the war, will remain American property, according to the view of John Barton Payne, chairman of the shipping board.

Asked today whether there was probability that any eventuality of the Treaty would take away any of the ships, Judge Barton said there was not.

The Shipping Board is ready to proceed with the work of refitting the German liners, at a cost of about \$50,000,000, regardless of disturbing possibilities.

HUDSON OBSERVER,

JANUARY 22, 1919.

FIRE ON TRANSPORT MEXICAN AT PIERS

Some alarm was caused yesterday afternoon at the Army Piers when fire started in a forward hatch on the transport Mexican, lying at Pier No. 3, near the transport De Kalb, which had docked some hours before. Fire units at the piers gained control of the blaze in short order, however, and it is understood that the damage was not heavy, though clouds of smoke billowed over the piers for about fifteen minutes. The fire, it is thought, was caused by the dropping of a lighted match into the hold where a gasoline can had been overturned.

THE JERSEY JOURNAL,

JULY 5, 1919.

3-ALARM BLAZE MENACES ARMY PIERS, HOBOKEN

Entire City Fire Department
Called Out—Bluejackets
Guard Port Property.

Hoboken's already overheated temperature went up several more degrees this forenoon when fire broke out in the lumber-drying plant of the Tietjen & Land Drydock Company in Seventeenth Street, calling out the entire Hoboken Fire Department, Tietjen & Lang's own fire-fighting forces, and the bluejackets on the transports now docked at the army piers nearby, the last-named to stand guard over Port of Embarkation property while the firemen battled with the flames. Three alarms called every fireman in Hoboken to the scene.

Dense smoke sent up by the fire made the blaze look a great deal worse than it was. Thousands of excited spectators flocked to the blaze, and judging from the number of telephone calls from New York, Manhattanites thought the whole Mile-Square City was burning down.

The fire broke out in the lumber-drying plant, which is situated across the Boulevard from the dry dock plant proper, at 9:10. It was blazing fiercely when the firemen arrived and they divided their efforts between trying to put out the flames and wetting down adjacent property to keep them from catching. It was apparent from the start, however, that a considerable portion of the large stock of lumber would be destroyed.

At 10:45 it was announced that the fire was under control, but the flames were still burning at a late hour.

NEW YORK AMERICAN

DECEMBER 15, 1919

TROOPSHIP AFIRE IN HUDSON RIVER

Graf Waldersee, Former German
Ship, Off 232d St., in Flames.
Fire Tugs Rushed to Her.

A United States army transport caught fire last midnight in the Hudson River, off Two Hundred and Thirty-second street.

The transport afire is the former German liner Graf Waldersee.

Two navy tugs, equipped with fire-fighting apparatus, were sent from Hoboken. The Fire Department also sent two fireboats and two police launches were hurried up the river. The vessel on fire was one of three transports at anchor in the Hudson just north of the Spuyten Duyvil Creek.

The alarm of fire reached Police Headquarters, the Port of Debarkation and the Naval Communications Offices a few minutes after midnight.

A number of small boats put out from the shore to the point where the vessels were anchored.

FIRE ON TRANSPORT AT PIER 12, HOBOKEN

The Hoboken Fire Department was called out to a fire yesterday. It developed that the U. S. Army transport Floriana was afire and the engines proceeded as close as they could get to Pier 12, where the vessel was docked.

Some rubbish in the hold of the vessel had become alight by some means or other, and the smoke coming from the hold was the first indication that the vessel was ablaze. The crew aboard the vessel tried to cope with the flames for a while, and then an alarm was turned in. The Hoboken fireman got several streams of water to play on the burning material in the hold and soon had the flames extinguished.

SOLDIER IS OVERCOME WHILE FIGHTING FIRE

Sergeant A. J. Apicella, U. S. A., stationed in Hoboken, was overcome by fumes from a fire extinguisher on Saturday while he and some comrades were engaged in fighting a fire which broke out on a big army truck at Hudson and Eleventh streets near the Army warehouses at that point. The combination of chemicals and gasoline fumes almost proved deadly for Apicella. He was placed in an army ambulance and rushed to St. Mary's Hospital, where prompt use of a pulmotor brought him around. He is recovering.

The fire on the truck was soon extinguished, damage being comparatively slight.

MONDAY EVENING, AUGUST 25, 1919.

Families Routed By Early Morning Fire

Big Army Garage, Formerly Hexamer's, Burns—Flames
Threaten Apartment Houses Nearby — Police
Arouse Slumbering Tenants and Cause
Them to Leave Buildings.

What at one time threatened to be a most disastrous fire broke out in the Army Garage, on Hudson street, Hoboken, formerly Hexamer's Garage and Riding Academy, at 4 o'clock yesterday morning. While no one was injured all of the occupants in the houses at the rear of the garage on River street were taken from their homes, most of them in scanty night attire.

Alarms were turned in by Patrolman Dennis Leahy, by Major Craig's office and by officials on the Army Piers. A second alarm brought most of the city's fire fighting apparatus to the scene, and it required the utmost efforts of the department to conquer the flames.

When the firemen arrived the place was a mass of flames, and the men in the garage were doing heroic work in getting out the seventy-two auto-

mobiles stored there. While none of the machines was destroyed, most of them were scorched and blistered and many of the tops were burned.

It at first appeared as if it would be impossible to prevent the fire spreading to the houses at the rear, and it was decided to clear the people from these. It required strenuous efforts on the part of the police to awaken some of the occupants, Patrolman Leahy having to break in a door before he could arouse the inhabitants in one of the houses. Eventually, however, all of the people were taken out and the firemen started to fight the fire from the rear.

In half an hour the blaze was under control, but not before damage to the extent of about \$30,000 was done. That the fire did not spread to the other premises is due to the excellent work of Fire Chief Gilday and his men.

ARMY TRUCK CATCHES FIRE ON THE STREET

An army automobile truck caught fire yesterday at Bergen and Communipaw avenue, Jersey City, the flames being discovered in the freight which it carried. Stephen Weber, attached to the 515th Company, of the Hoboken Piers, was driving the truck at the time. Engine Company No. 20 responded to a still alarm, and the flames were extinguished with little trouble and small damage.

HUDSON OBSERVER,

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Dispatch Let 20/19

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Obs. Mar 17/19

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NEW YORK AMERICAN—

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Eve. Sun. Dec 15 / 19

THE JERSEY JOURNAL,

DECEMBER 15, 1919.

Fire Damages U. S. S. De Kalb

Amidships Section of Transport, Former German Liner Prinz Eitel Friedrich, Destroyed
—Skeleton Crew of 35 Men Rescued.

The former army transport DeKalb, which has been lying in the North River off Spuyten Duyvil Creek, took fire late last night and was partly burned before fireboats reached her off 232d street. The skeleton crew on board was rescued by Army Tug No. 3, which responded to the fire call, and so far as is known no one was killed or injured.

The De Kalb, which was the German liner Prinz Eitel Friedrich before the war, together with the transports Graf Waldersee and Mongolia, have been in the upper North River since October having their coal burning engines and boilers removed and oil burning machinery installed. The Graf Waldersee and the Mongolia were both endangered by the flames.

The fire started shortly before midnight, in the amidships section. The watch sounded the ship's sirens, and the other two army transports, seeing the blaze, tied their whistle and siren cords down. Dr. Lee De Forest, who lives at 232d street overlooking the river, was sitting in his library when he heard the sirens. On glancing out of the window he saw the burning transport and called fire and police headquarters. Fireboats were at once on the way and the Army Transport Service sent tugs No. 3 and No. 9.

Tug Rescues Crew.

With the arrival of the first fireboats additional help was called by Fire Department officers, who were rowed ashore. The crew of the DeKalb had remained on board when the fireboats reached the scene and had made a vain effort to subdue the flames. The crew of thirty-five men was taken off by Army Tug No. 3.

The entire superstructure and all the amidships section were a mass of flames when the fireboats got to work. With the aid of the police boat Patrol and the two army tugs, which are equipped with fire fighting apparatus, the flames were kept amidships, but they burned that section out completely.

Wireless Outfits Not Working.

The wireless outfits on the transports are not working while the ma-

chinery is being changed, and the river at that point where they were anchored is almost a mile wide. Communication was not established until police and fire boats equipped with wireless responded to the alarm.

The De Kalb is a 9,000 ton ship, and was used by the Navy Department. She is a former German passenger boat. The Navy turned her over to the Army Sept. 30, and the Army Transport Service was to turn her over to the Shipping Board when the oil burning machinery was installed.

The cause of the fire is not known, and no estimate of the damage could be made to-day by the Army authorities.

U. S. TRANSPORT, AFIRE ON RIVER, IS BEACHED

Investigation Under Way to Determine Cause of De Kalb Blaze.

New York, Dec. 15.—Fire which broke out last night in one of the cabins of the steamship DeKalb, a former German liner now undergoing alterations here to be entered in the South American service, was extinguished before any material damage had been done, officials of the United States Shipping Board here said today. The fire did not penetrate below the main deck, they added, and there is no damage to the ship's engines. As a matter of precaution the ship was beached, but it can be floated at high tide.

From a preliminary examination made early today an officer of the Shipping Board in charge of the construction work said that the fire would not delay the entry of the vessel into the South American service. The damaged sections, he explained, would have been torn out anyhow to make way for changes in cabin construction necessary to her new service.

An investigation was under way today to determine the cause of the fire on the De Kalb, which was anchored in the Hudson River off Two Hundred and Thirty-second Street.

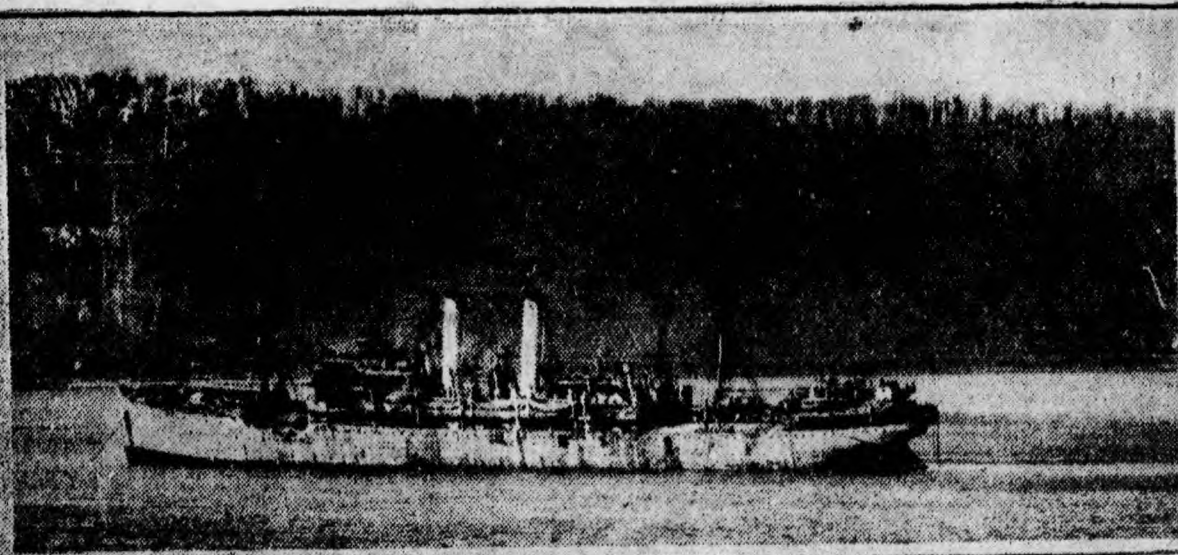
The De Kalb, formerly the famous German raider Prinz Eitel Friedrich, caught fire from a cause not made public shortly before midnight. The blaze started on the port side amidship and spread rapidly. The skeleton crew of thirty-five was unable to cope with the flames and wireless calls for help were sent for city fire boats.

The crew finally was forced to take to small boats. After several hours' hard work the fire was controlled. For a time it was feared the blaze might spread to the transport Graf Waldersee, formerly a Hamburg-American liner, and the Mongolian, which were anchored nearby.

The De Kalb was being converted into an oil burner.

NEW YORK HERALD, TUESDAY, DECEMBER 16, 1919.

THE BURNED DE KALB TO BE READY FOR SERVICE SOON



THE TRANSPORT DEKALB BEACHED IN THE HUDSON FOLLOWING FIRE ABOARD

The fire which started late Sunday night in one of the cabins of the steamship De Kalb, formerly the Prince Eitel Friedrich, a German raider, and now the property of the United States Shipping Board, as she lay at anchor off 232d street, in the Hudson River, was extinguished before any great damage had been done, according to a report by

officials of the Shipping Board, after a preliminary examination of the vessel yesterday afternoon, after the blaze had been extinguished.

The fire did not penetrate much below the main deck, they said, and there is no damage to the vessel's engines. As a matter of precaution the vessel was beached north of Spuyten Duyvil, but she can be floated at high tide. The damaged

sections would have been torn out, anyhow, it was said, to make way for alterations in the cabin, necessary in changing the vessel from a transport to a high class passenger carrier.

The fire will not delay this intended refitting, which includes substitution of oil for fuel in the place of coal. The vessel will go into the South American service, under charter to the Munson line, as soon as the alterations are completed.

Eve. Sun. Dec 15 / 19

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An investigation was under way today to determine the cause of the fire on the De Kalb, which was anchored in the Hudson River off Two Hundred and Thirty-second Street.

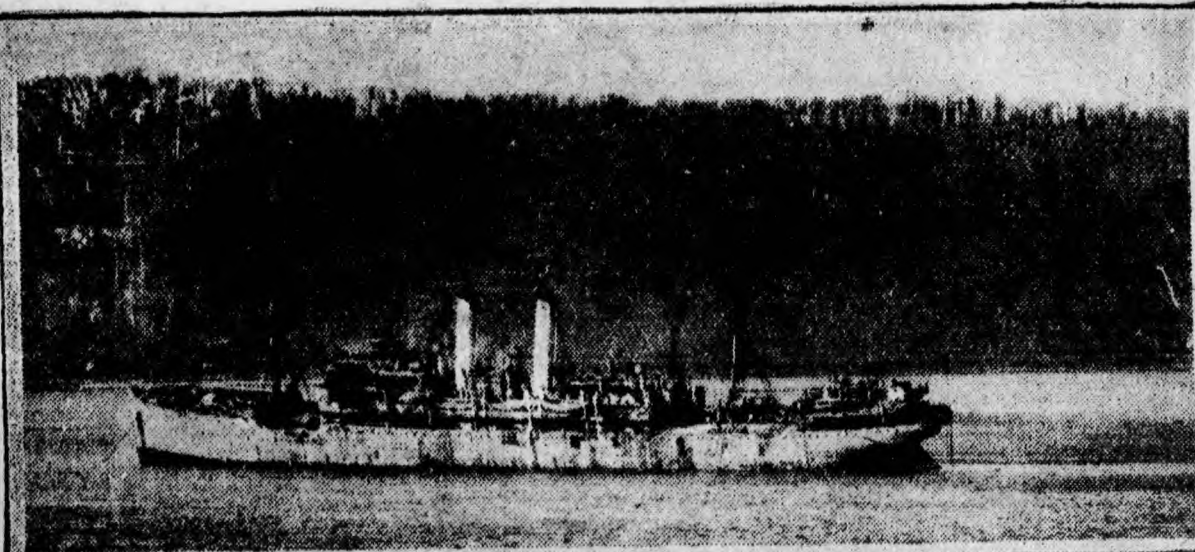
The De Kalb, formerly the famous German raider Prinz Eitel Friedrich, caught fire from a cause not made public shortly before midnight. The blaze started on the port side amidship and spread rapidly. The skeleton crew of thirty-five was unable to cope with the flames and wireless calls for help were sent for city fire boats.

The crew finally was forced to take to small boats. After several hours' hard work the fire was controlled. For a time it was feared the blaze might spread to the transport Graf Waldersee, formerly a Hamburg-American liner, and the Mongolian, which were anchored nearby.

The De Kalb was being converted into an oil burner.

NEW YORK HERALD, TUESDAY, DECEMBER 16, 1919.

THE BURNED DE KALB TO BE READY FOR SERVICE SOON



THE TRANSPORT DEKALB BEACHED in the HUDSON FOLLOWING FIRE ABOARD

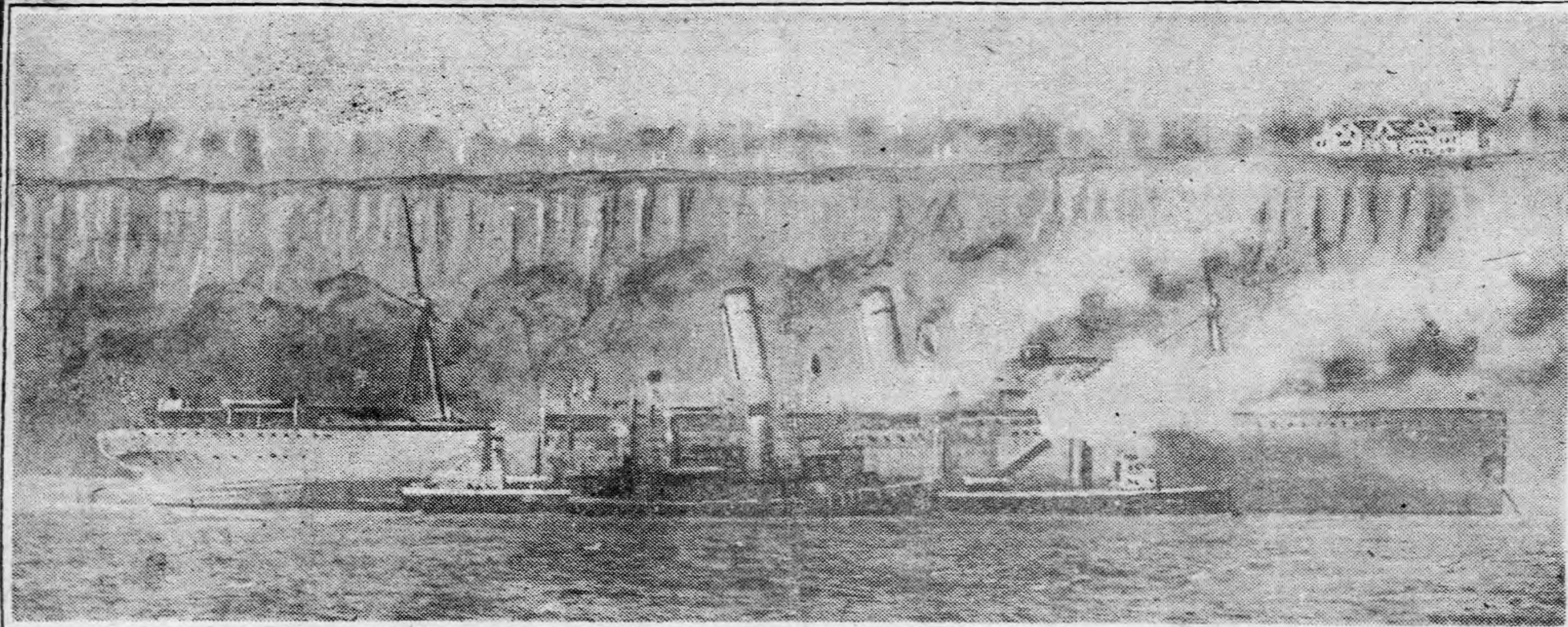
The fire which started late Sunday night in one of the cabins of the steamship De Kalb, formerly the Prince Eitel Friedrich, a German raider, and now the property of the United States Shipping Board, as she lay at anchor off 232d street, in the Hudson River, was extinguished before any great damage had been done, according to a report by

officials of the Shipping Board, after a preliminary examination of the vessel yesterday afternoon, after the blaze had been extinguished.

The fire did not penetrate much below the main deck, they said, and there is no damage to the vessel's engines. As a matter of precaution the vessel was beached north of Spuyten Duyvil, but she can be floated at high tide. The damaged

sections would have been torn out, anyway, it was said, to make way for alterations in the cabin, necessary in changing the vessel from a transport to a high class passenger carrier.

The fire will not delay this intended refitting, which includes substitution of oil for fuel in the place of coal. The vessel will go into the South American service, under charter to the Munson line, as soon as the alterations are completed.

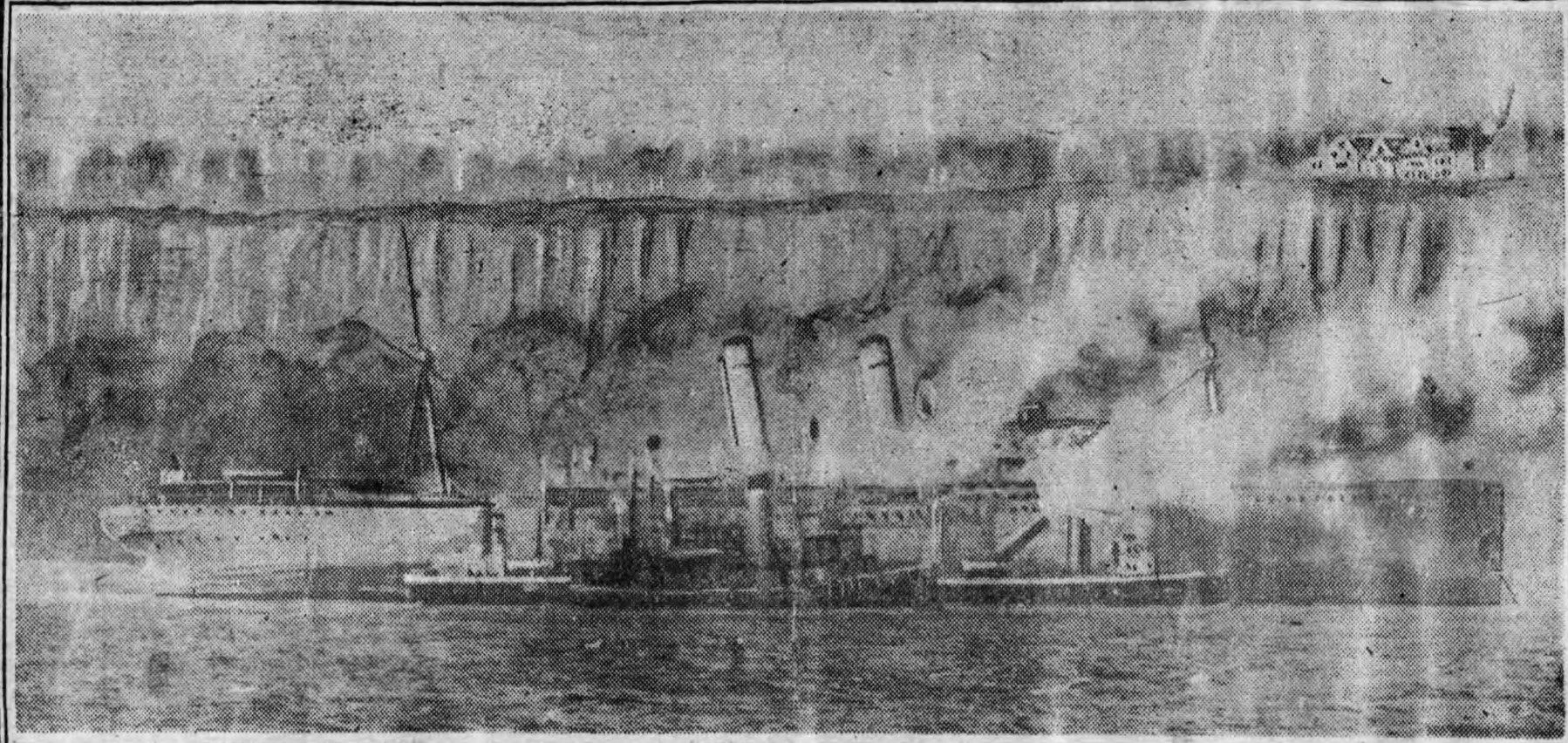


U. S. TRANSPORT, FORMER GERMAN RAIDER, BURNS IN NORTH RIVER

THE UNITED STATES TROOPSHIP DE KALB, formerly the German raider Prinz Eitel Friedrich, was damaged by fire yesterday while the vessel was lying at anchor in the North River. The fire, the cause of which is unknown, caused only slight damage, the ship being beached a short distance north of Spuyten Duyvil creek. The skeleton crew of thirty-five men was removed safely. The De Kalb, which was interned in Newport News during the war, recently was turned over to the Shipping Board, and was taken up the Hudson to be fitted with oil burners.

(© by U. & U.)

The News - Dec 6 / 19



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The News - Dec 6/19

Dispatch Feb 6/19

SHIP REPAIR MEN DANCE IN ARMORY AT THE CITY HALL

Recruited From All Parts of
Nation to Convert Ships
Into Transports.

BAND FROM CAMP UPTON FURNISHED THE MUSIC

The armory on top of the City Hall, Hoboken, presented a gala appearance last night when the boys of Ship Repair Union No. 301 held a ball at which Port of Embarkation Band No. 2, formerly of Camp Upton, did the honors.

Never has the armory been seen to such advantage, as it was last night. The Sanitary Squad of the outfit, and the electricians, have been busy for the past two days, the latter in installing extra lights, while the sanitary squad, better known as the "clean-up squad," were putting a bright shine on everything in the armory.

The armory was decorated with flags, and it seemed as if it would have been impossible to crowd many more of them into the scheme of decorations. There were flags of all the Allies, flags of the Army Transport Service, and dominating them all, was the Stars and Stripes.

They originally were seen on the upper deck of Pier No. 4 of the Army piers, when President Wilson departed on the George Washington for France.

The boys of the ship repair unit invited their lady friends and the entire affair was under the supervision of the officers of the outfit. Lieutenant J. Loon had charge of the arrangements and with a competent staff of "non-coms" and men under him, made it an affair which will long be remembered by those who took part.

A number of the officers from the piers graced the affair with their presence and they had with them their lady friends. The committee room on the second floor was made use of as a cloak room.

The Ship Repair Unit which has been engaged on ship repair work at the piers since the Government took over the German ships and turned them into transports, has been assigned to repair work at the piers. They were recruited from practically every state in the Union, for this particular work.

Feb 24/19

FIVE HUNDRED ATTEND TRANSPORT UNIT DANCE

More than 500 persons attended the midwinter dansant and reunion of the Transportation Division, Army Transport Service, held on Saturday night at the Lackawanna Concourse, Hoboken. A high-class cabaret entertainment, a lengthy dancing program, and other features made the affair one of the best held in Hoboken in some time.

Khaki predominated at the affair. The concourse was decorated with the national colors. Many prominent persons were present, among them being Colonel E. Davis, Port Utilities Officer; Colonel Shannon, Troop Transportation Officer; Captain Powers and a number of others. Music for dancing was furnished by a military orchestra. Professional talent entertained.

The committee in charge consisted of A. Wendell Peterson, chairman; Edward G. Primont, J. J. Burke and William Kreamer.

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Washington's Birthday at the
Lackawanna Concourse;
Special Decorations

The Transportation Division of the Army Transport Service has completed arrangements for its midwinter dansant and reunion at the Lackawanna Concourse of the D. L. & W. Passenger Station, next Saturday night.

Present indications point to its being one of the most brilliant social events of the season.

It will be the first social assembly the division has had since its establishment in this city, as the exigencies of the great war have hitherto demanded constant attention.

On Washington's Birthday, however, King Jollity will reign, and the transportation of the country's large army will be temporarily forgotten.

An enlarged jazz orchestra will go into action at 8 p. m., and will continue firing its volleys from the latest musical comedy hits until 1 a. m. There will be a brief intermission, during which refreshments will be served.

Special decorative features will be introduced, and cabaret performers galore will be on deck to keep the guests in good humor.

Feb 17/19

PORT BAND GIVES A SPLENDID CONCERT

A splendid entertainment was given Friday in the auditorium of the Hoboken High School under the auspices of Port of Embarkation Band No. 1, formerly stationed at Camp Merritt. More than 500 persons enjoyed the concert and the elaborate dancing program which followed in the gymnasium.

The band played under the direction of Lieutenant Homer A. Dahlman. Its selections included: "Chicago Tribune," by Chambers; "A Night in June," by King; Von Suppe's "Poet and Peasant;" Lampe's "A Vision of Salome," and "The Stars and Stripes Forever," favorite composition of Lieutenant John Philip Sousa.

Miss Vivian Sherwood, of New York, soprano soloist, sang "Roses of Picardy" (Hayden-Wood); "My Laddie" (Toubetzky); and "The Trumpeter," by J. Arlie Dix. Lieutenant Dahlman, tenor, rendered Von Tilzer's "Forever Is a Long, Long Time," and "Until," by Sanderson. Sergeant Burger played trumpet solos. A trio, composed of Corporals Lathrop, Wetachutchechter and Gaudard, violinist, cellist and pianist, also registered a hit.

The committee in charge consisted of Lieutenant A. Donaghy, chairman; Sergeant Bell, Corporals H. Stockwell and G. Green. The proceeds go into the band fund.

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Enjoyable Time Had At the
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The midwinter dansant and reunion of the Transportation Division of the Army Transport Service, was held at the upper concourse of the Lackawanna Terminal in Hoboken, on Saturday night, when the boys in khaki and blue predominated. The affair was conducted by the civilian employees of the service, and a very fine program was carried out.

J. J. Burke, William Kraemer, A. W. Peterskn and E. G. Premont, civilian employees of the transportation service, comprised the committee, which made the arrangements for the affair and carried it out.

Several distinguished guests from the Army and Navy were present, including Port Utilities Officer, Colonel Wzra Davis, Colonel Robert E. Shannon, transportation officer of the Troop Movement Service; Captain J. Powers, assistant transportation officer, and a number of other officers of the Port of Embarkation.

About 500 were present.

Feb 22/19

DANCE TO SAILORS AND SOLDIERS

A dance to soldiers and sailors from the Leviathan, Camp Merritt, and the Port of Embarkation, Hoboken, was given last night by Miss Laura A. Charles of 84 Lake Street in the Apollo Dancing Academy, West Hoboken. The hall was decorated in the national colors. There were novelty dances for the entertainment of the guests and at midnight refreshments were served.

On the Reception Committee with Miss Charles were Miss Norma Twaits, Miss Dorothy Lundin, Miss Lillian Guthmuller and the Misses Georgianna and Mabel Charles. Mr. Charles Van Holten was floor manager. The patronesses were Mrs. J. Steiner, Mrs. George B. Carpenter, Mrs. Van Holten, Mrs. Van Vliet, Mrs. Quackenbush, Mrs. Lundin, Mrs. Guthmuller and Mrs. Charles.

Feb 8/19

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Guests of honor will include officers and enlisted men recently discharged from the service. The committee extends a special invitation to residents of Hoboken to be present in appreciation of the fine treatment accorded all branches of the service since the transport service was established here.

Preparations are complete for the big entertainment and dance to be given to-morrow night at the High School under the auspices of Embarkation Band No. 1, formerly stationed at Camp Merritt. A high-class program has been arranged. The proceeds will go into the band's fund.

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Obs. Mar. 19/19

Observer Mar 19/19

PORT CHAPLAINS AND OFFICERS HAVE DINNER

More than forty army chaplains from the Port of Embarkation, Hoboken, the various debarkation hospitals and from camps near New York, with several chaplains who have recently returned from overseas, dined together on Tuesday evening at the Harvard Club, New York. The guests of honor were: Major-General D. C. Shanks, commanding the Port of Embarkation, Hoboken; Col. E. A. Brown, of the Adjutant General's Department, Washington, who has directed the details of chaplain's affairs during the war, and Rev. Gaylord S. White, of the War-Time Commission of Churches.

Greetings were read from Chaplain-Archbishop Right Rev. Patrick J. Hayes, of New York, and from Bishop William F. McDowell, of Washington, D. C. Music was furnished by the Port of Embarkation Band, under the direction of Lieut. A. W. Eckenroth. The presiding officer was Major General John T. Axton, Chaplain, Port of Embarkation.

REPAIR UNIT HOST TO WOUNDED MEN

An entertainment was given last night by a few enlisted men of the Ship Repair Shop Unit 201, U. S. Army, stationed in Hoboken on the Army Piers. With the help of the women of the Motor Corps, under Captain MacNeille, Bayonne Red Chapter, who supplied four motor cars and drove the boys, ten wounded men lately returned from overseas at Debarkation Hospital, No. 3 (Greenhut Building), New York, given a royal good time.

After showing the men the city and giving them a drive through Central Park, a good burlesque was taken in. Later in the evening the party drove to the "Rockwell Terrace" where a fine supper and cabaret were enjoyed. The boys were delighted at the idea of other boys in the service entertaining them and voted it the best ever. As a lasting remembrance of the occasion a group photograph was taken.

The money for this entertainment

was contributed by the civilian personnel under Major John S. McKinney. The Red Cross, Knights of Columbus, Y. M. C. A. and Jewish Welfare Board, contributed tobacco, pipe and various kinds of dainties. Special credit is due Mrs. McMullen, of the Hoboken Red Cross, who sent ten big cakes baked by Hoboken Women, also sending fruit and candies. These articles were made up into packages and each wounded man received two.

Great credit is due Sergeant Grover and Corporal Reiner, who gave all their spare time and worked very hard to make this a success. The other men composing the committee were Sergeant S. C. Kingsley, De F. W. Truman, A. A. Miller, M. Lebowitz, P. S. Trafford and M. Cohen.

Ship Repair Unit of the Army is commanded by Major S. McKinney and is composed of experts in various lines, recruited from almost every state in the Union.

OBSERVER, FRIDAY

APRIL 18, 1919.

BENEFIT AFFAIR FOR CAMP MERRITT BAND

Preparations are being made for the benefit basketball game and dance to be held at the Hoboken High School, Fourth and Garden streets, next week. The entire proceeds will be utilized to fill the depleted mess fund of Port of Embarkation Band No. 1, formerly stationed at Camp Merritt.

The game will be staged under the auspices of the Young Men's Hebrew Association of Hoboken, and will bring together in combat the undefeated Y. M. H. A. team and another crack basketball quintette. Concert music and jazz music for dancing will be furnished by the crack marine band of the Tietjen & Lang Drydocks Company, which has been secured for the affair through the efforts of Lucien J. Talstra, head of the Social and Welfare Committee at the Drydocks.

The affair will be one of the most enjoyable of the season, and preparations are being made to handle a big crowd. Exhibitions of modern dancing will be given by recognized experts and there will be other features on the program of entertainment. It will be the final basketball game of the season.

Obs. July 14/19

Arrangements are being made for a sail up the Hudson this week by employees of the personnel department of the Port of Embarkation. The boat will leave at about 6 o'clock and there will be over two hundred on board, including officers and field clerks.

Several moonlight trips have been made this summer by this department and proved enjoyable affairs. No stops are made. A band from the port furnishes music for the dancing, which is the principal feature of the trip. Although most of the young people employed at the port are from out of town, nevertheless there are quite a number of them who belong in Hoboken.

OBSERVER, THURSDAY

JULY 24, 1919.

WANTED TO TAKE JOY RIDE ON ARMY TRUCK

Fred Meissner, of 718 Park avenue, Hoboken, who has been out of the service for a year, was yesterday arrested because, so it was alleged, he wanted to take out an army truck for a joy ride. He did not succeed in getting out of the piers with the truck.

Sergeant Herold, of Company 798 Motor Transport Corps, said he arrested the man. Recorder Carsten this morning imposed a fine of \$10 on him as a disorderly person.

Obs. Mar 15/19

COLORED SOLDIERS ENTERTAINED HERE

The Literary Society of the First Emmanuel Church, at 105 West 130th street, New York City, Rev. R. M. Balden, pastor, entertained colored soldiers and sailors of Hoboken at a musical and literary entertainment and supper at the home of Mr. and Mrs. T. D. Prath, 209 Jefferson street, Hoboken, recently. A large number of men in service attended.

The program was furnished by artist from New York. It was as follows: "America," sung by assemblage; Twenty-third Psalm and prayer; recitation, "In Honor of the Fifteenth Regiment," Miss Ella Gordon; piano solo, Mme. M. Jackson; recitation, "Ancient Mariner," Miss M. Johnson; solo, "Roser of No. Man's Land," Miss Dorothy Small; recitation, "A Prayer," Miss A. Willey; solo, Mrs. Lillian Tuckett; oration, "Charge of the Light Brigade," Mme. M. Ne-Pollie; solo, Mrs. Mattie Shaw; an Irish monologue, Mme. M. Ne-Pollie; National Anthem. Mrs. Kathrynne was mistress-of-ceremonies.

Obs. Apr 9/19

Port of Embarkation Band No. 1, nationally famous as the Camp Merritt military band, now stationed at Hoboken, will give a concert in the gymnasium of the Union Hill High School to-night. The jazz orchestra of the band will furnish dance music following a basketball game in which one of the contenders will be the crack Union Hill High School team. The proceeds will go into the depleted mess fund of the Port Band.

Obs. June 12/19

ARMY CLEANING PLANT EMPLOYEES WILL DANCE

Employees of the U. S. Army Dry Cleaning Plant will hold a picnic at Columbia Park, formerly Schuetzen Park, on Sunday afternoon and evening, July 13. A big crowd is expected.

A feature will be exhibition dancing by "Jimmy" La Brush, champion of New Jersey. Dancing will start at 3 p. m.

J.C.S. June 20/19

ARMY PIERS WORKERS ENJOY A PICNIC

A number of the employees of the Hoboken Army Piers, members of the "Downtown Muffins" club, held their fifth annual picnic at Grand View Park Saturday night. Lieut. Bostwick and a number of the officers' staff at the piers were among the guests at the picnic, for which an excellent entertainment had been arranged.

Obs. July 14/19

HUDSON DISPATCH,**AUGUST 12, 1919.****EMBARKATION BAND TO
GIVE CONCERT TONIGHT**

Another outdoor band concert and motion picture show under the auspices of the Jewish Welfare Board will be held tonight at 324 River street, Hoboken, opposite Pier No. 1. Soldiers, sailors, marines and their friends are cordially invited to take part in the festivities.

The Port of Embarkation Band No. 1, which has welcomed home thousands of troops during its existence at Hoboken, will render a number of selections. As the members of the band are to be mustered out of the service on the 15th of this month, this will probably be the last opportunity to hear them. Lieutenant Harry Wright will direct the numbers. In addition there will be other novelties, including seven reels of motion pictures. Entertainment secretary Jacques L. Gottlieb is in charge of the affair.

HUDSON OBSERVER,**SEPTEMBER 15, 1919.****LOCAL PORT EMPLOYEES
PLAN FOR THEIR PICNIC**

At the last regular meeting held by the Port of Embarkation Employees, of Hoboken, plans were completed for their picnic, which will be held on Saturday afternoon and evening, September 27, at Columbia (Lower) Park. On this occasion Paddy Hughes, songster, will appear; also Jimmie Pedro and partner will dance. Two bands will play for the dancing.

Up to date over 1,500 tickets have been disposed of. The committee in charge is headed by J. Thierer, president; J. MacCauley, vice-president; Maggie Cassidy, treasurer; Curley Adams, chairman of arrangements committee.

HUDSON OBSERVER,**G, DECEMBER 22, 1919****PORT OF EMBARKATION
CHRISTMAS EXERCISES**

The exercises in connection with the Christmas tree for the Port of Embarkation will be held on the upper deck of Pier Three, Hoboken, at 3:30 p. m. tomorrow. There will be musical numbers by the band of the 13th Infantry and by the Jersey City Police and Fire Quartette.

The emergency canteen service of the Red Cross will play Santa Claus. Ample provision has been made for all who were reported in response to Bulletin No. 242, December 5, these headquarters.

It is especially desired that the women and children be present.

HUDSON OBSERVER,**SEPTEMBER 29, 1919.****SEVERAL HUNDRED AT
PORT EMPLOYEES' BALL**

Employees of the Port of Embarkation, Hoboken, made a big success of their inaugural picnic and ball at Columbia Park, North Bergen, on Saturday night. About six hundred persons attended, many of them officers of the Army and Navy and government officials.

Mayor Patrick R. Griffin and the Hoboken City Commissioners were on hand, as were also County Clerk John J. McGovern, County Registrar John J. McMahon, Freeholder Bolland, Mayor Philip Schumacher of Union Hill, and many others. Employees of the Fletcher and Tietjen and Lang plants, with their families, were also present in force. The picnic was in the nature of a reunion of men and young women who worked so hard and long during the war, and their families.

An enjoyable program of entertainment, including vocal and instrumental music, was presented. Dancing was the big feature.

HUDSON OBSERVER,**DECEMBER 26, 1919.****HOLD A CHRISTMAS
PARTY ON TRANSPORT**

Delayed at sea by storms, the 651 passengers on board the transport President Grant had a big Christmas celebration. The ship docked shortly after noon yesterday at Pier 4, Army Piers, Hoboken. A Christmas dinner was served to everyone at the end of the afternoon's entertainment. There were exchanges of gifts among all the passengers and presents were provided for the members of the crew. An officer dressed as Santa Claus went into the sick bay and was declared a great success by the few officers and men of the army and navy confined there.

A particularly fine time was had by fifteen children. One was an officer's child, one a field clerk's and the others were the sons and daughters of enlisted men of the army. There were also on board 14 officers' wives, one officer's mother-in-law, 11 nurses, 6 women Y. M. C. A. workers, two army field clerks' wives, 47 soldiers' wives, 12 women employees of the War Department and 6 women welfare workers.

On Pier 4 were the elaborate decorations which have greeted many notables. Some of the passengers thought they had been put up to welcome the ship for Christmas.

One officer of the tank corps was under guard. No information could be obtained concerning his name or offense. It was reported he had become intoxicated while at Brest, just before the ship sailed, which was December 11, and that he struck two French policemen. Fifty-seven casual army officers were on board.

HUDSON DISPATCH,**JULY 26, 1919.****EMBARKATION BAND
TO PLAY FOR "VETS"****One of Last Concerts Before
Famous Musicians Will Be
Disbanded**

The Port of Embarkation Band of forty pieces will give probably its last concert before being disbanded at a block dance and mardi gras, which will be held by the West Hoboken Post No. 14, American Legion, Wednesday evening, August 6.

The affair will take the form of a carnival, and there will be cabaret entertainment as a feature. Dancing will be enjoyed on Central avenue, between High and Hill streets, while the Port of Embarkation Band will provide the inspiration.

The proceeds will be used toward securing a club house for the local post.

Samuel Sachs is chairman of the committee, assisted by Ernest Graef, Matthew Gaeta, Fred Schutti, Harry Tierney, George Black and Louis Brummond.

Commander Joseph Barchi, of the post, announces a special meeting to be held at Emerson High School, next Tuesday night, to arrange for the carnival and consider other business.

HUDSON OBSERVER,**NOVEMBER 26, 1919.****ARMY FIELD CLERKS
ON AUTOMOBILE TRIP**

An automobile trip from Hoboken to Stroudsburg, Pa., was enjoyed by Army Field Clerks George F. Stephens and Carl F. Stephansen of the Port of Embarkation, William J. Musli and James Magill, of Hoboken, and Private John Wynne, of Motor Truck Company, No. 555, New York City.

The party left Hoboken early Saturday morning and arrived in Stroudsburg in the afternoon. While in Stroudsburg, they were given a dance at the armory and other receptions by some friends. They attended services Sunday morning in one of the local churches and in the afternoon took a walk through the Mitchell Palmer estate.

Mrs. E. Kent, of Hoboken, was in charge of the party. A short stop was made at Morristown and another at the Delaware Water Gap.

HUDSON OBSERVER,**SEPTEMBER 10, 1919.****PICNIC TO BE HELD
BY PORT EMPLOYEES**

At the last regular meeting of the Port of Embarkation Civilian Employees, of Hoboken, arrangements were completed for their picnic to be held at Columbia Park, North Bergen, on Saturday, September 27. This affair is expected to be the banner affair of the season and the committee has left nothing unfinished in the matter of insuring an enjoyable afternoon and evening.

A motion was made and passed endorsing the candidacy of Senator Edward I. Edwards for governor, and J. J. McGovern for re-election as county clerk.

Leviathan, Bound for France, Grounds in the Upper Bay

Gigantic Transport, Buffeted by
Gale, Goes Ashore, but Is Pulled
to Deep Water by Tugs.

The transport Leviathan, bound for Brest, grounded yesterday afternoon in the upper bay, close to Robbin's Reef Lighthouse. She left her Hoboken pier at 11:30, and while proceeding slowly, suddenly found herself in the grip of a strong northwest gale.

Captain W. W. Phelps, her commander, was unable to manoeuvre his ship in the usual way, because of the large number of tugs and barges in the vicinity. So he sent out wireless signals to clear the bay and then headed his vessel toward the Staten Island shore in order to get advantage of the wind.

Suddenly, directly in the path of the transport, loomed a tug towing two barges. To avoid a collision, Captain Phelps gave the command to back water and in doing so the bow of the Leviathan ran into six feet of mud. A wireless was sent to the offices of the Department of Debarkation at Hoboken. Within half an hour six tugs pulled up alongside the transport and attached their hawsers. In fifteen minutes they had her out in midstream. The transport went aground at 12:45 and at 1 o'clock she was proceeding on her journey as if nothing had happened.

The Leviathan has been designated to leave Brest on February 12, with the Twenty-seventh Division. On board the transport were W. G. Sharp, Ambassador to France, and his son, W. G. Sharp, Jr.; Brigadier General Frank T. Hines, Chief of Embarkation at Washington; Felix W. Smith, American Consul at Tiflis; William Jenkins, Consul at Odessa; William J. Pike, Consul at St. Gall, Switzerland; Newcomb Carlton, head of the Western Union, and William Fleischman, representing the United States Shipping Board.

Others on board were ten French officers and seven Polish officers. The latter were accompanied by 600 Poles recruited in Canada for military service in Poland.

Heavy Fog and Ebb Tide Hold Up Celebrities

George Washington Unable to Put
to Sea on Schedule—Will Sail
at Dawn To-day.

Due to a heavy fog and an ebb tide, the George Washington did not get away from Hoboken with her shipload of celebrities yesterday afternoon.

It was decided at midnight that the former German liner, which carried President Wilson on her last eastward trip, should leave her dock and drop down the bay as far as Quarantine. Casting anchor there, she would be ready to put out to sea at dawn.

Captain Edward MacCauley, Jr., commander of the ship, denied that the postponement of her sailing, which was to have been at 3 p. m. yesterday, had anything to do with the strike of harbor tugmen.

The American and foreign diplomats and other dignitaries bound for the Peace Conference went on board early in the afternoon. Information of the postponement of sailing was accompanied with the intimation that passengers would be expected to remain on board. And remain they did.

Among them were Franklin D. Roosevelt, Assistant Secretary of the Navy; Charles M. Schwab, Mrs. Edward N. Hurley, wife of Edward N. Hurley of the Shipping Board; Bernard M. Baruch, of the War Industries Board; Vance McCormick, of the State Department; Lou Tseng Tsiang, Chinese Ambassador to the peace conference, his wife and two children, and several secretaries; the Mexican peace delegation, headed by Mr. Pani, wife and two children.

Others were the Marquis de la Begaferie, with the Chinese Mission; M. Madeneo and wife, with the Mexican Peace Mission; General William P. Ennis, U. S. A.; John H. Finley, Red Cross Commissioner to Palestine; Congressman Guy T. Helvering and Commander Hanceck, U. S. N.

6 TRANSPORTS ON WAY WITH 12,000 HEROES

Agamemnon Due Next Sunday
with Trench Mortar, Machine
Gun Units and 35th Infantry

15,000 Others, Including Aviation
and Artillery Men, Designated
by Pershing for Early Convey

WASHINGTON, Dec. 31.—Departure from France of six additional transports, carrying approximately 12,000 homecoming soldiers, was announced to-day by the War Department.

The first of the ships, the Agamemnon, which sailed December 28, should reach New York January 5, and the last of them, the Eastern Queen, carrying only a few officers, is due at Baltimore January 14.

The transport Finland, which sailed December 29 and is due at Newport News, January 10, brings Brigadier-General Martin, of the 87th Division, the Second Battalion of the 345th Infantry and the Headquarters of the 173d Infantry Brigade, of the same division, all en route for Camp Dix, N. J.

The transport Madawaska, which sailed December 28 and is due at Newport News January 8, carries additional units of the 37th Division, also en route for Camp Dix: Casual Companies Nos. 113, 114, 115, 401, 408, 409, and the Headquarters of the 174th Infantry Brigade.

2,000 SICK AND WOUNDED.

The Madawaska also carries 1,158 sick and wounded officers and men, while the Finland brings 949 sick and wounded officers and men and these additional units: Casual Companies Nos. 116, 117, 118, 120, 405, 406, 407, 410 and 411, and Chemical Warfare Service Casual Company No. 2.

The Agamemnon carries the 313th Trench Mortar Battery, Companies A, B, C, D, I, K and L, of the 35th Infantry, Third Battalion Headquarters, Machine Gun Company, and 300 sick and wounded.

The Santa Marta left December 27 and is due at New York, January 8. The Louisville left December 28 and should reach New York January 6. The Louisville has on board casual companies Nos. 1,008, 1,009, 1,068, 1,069, 1,070 and 1,071. The Santa Marta is bringing 112 casual officers and one officer and twelve men of the First Field Artillery.

15,000 MORE RELEASED.

General Pershing notified the War Department to-day that 15,000 more men had been assigned for early convey home. They include the 329th and 330th Infantry of the Eighty-third Division, with a strength of more than fifty officers and 3,400 men each, and the Fourth Regiment, air service, including about sixteen aero squadrons.

The Fifty-fourth Field Artillery, with 106 officers and 2,429 men, and the 116th Engineers and train, twenty-six officers and 1,600 men, also were among the units designated for early return.

Aero squadrons included are the 21st, 30th, 31st, 32d, 33d, 37th, 42d, 162d, 101st, 257th, 184th, 483d, 480th, 490th, 469th and 640th.

New York Journal Jan 4/19

TRANSPORT

PANORAMIC VIEW OF RESCUE FLEET AND STRANDED

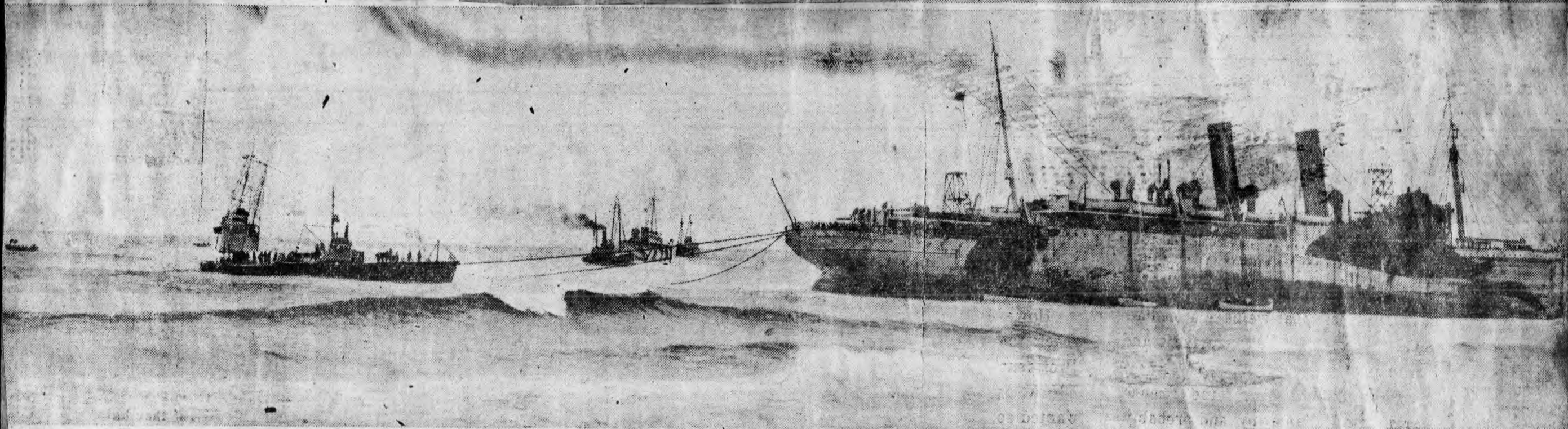


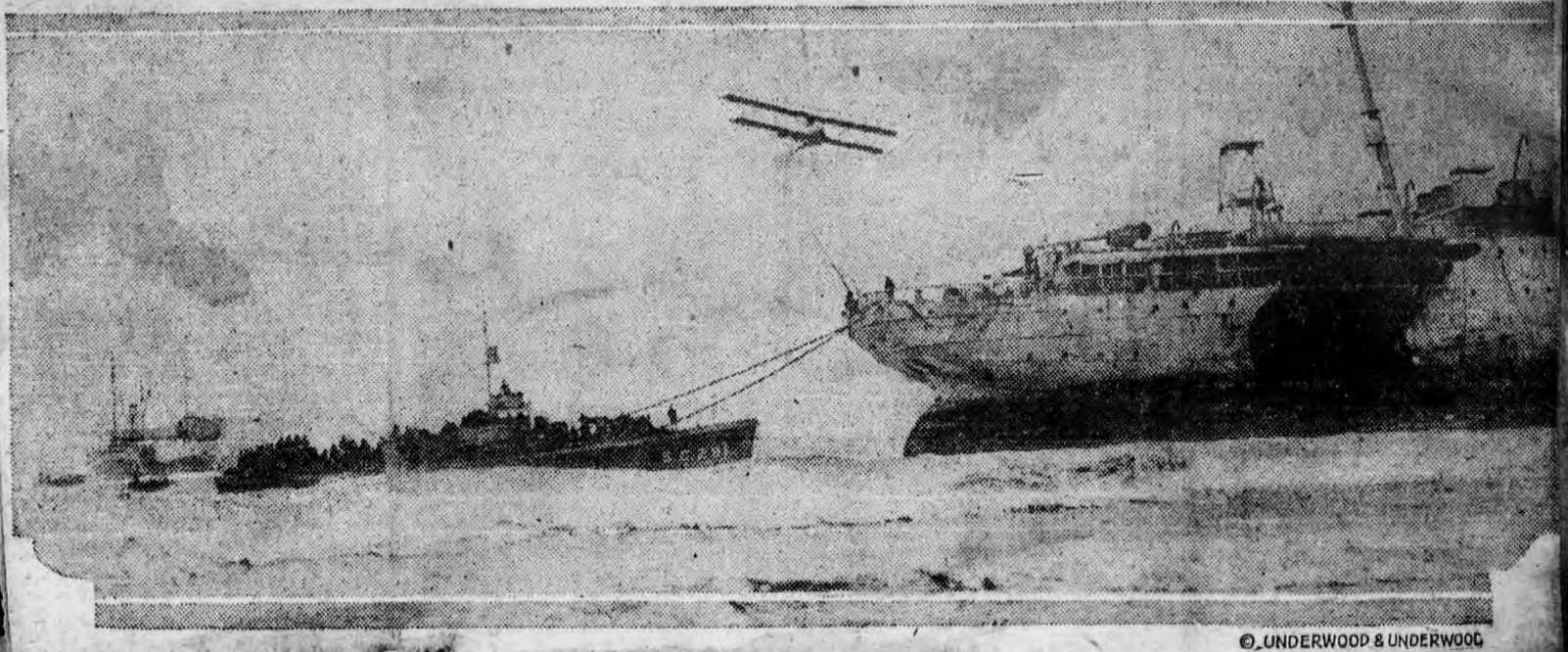
Photo Copyright by International Film Service.

Soldiers are being taken in small boats from the Northern Pacific to waiting destroyers and the hospital ship Solace. The vessel holding fast to the stranded troopship is a submarine chaser.

Motion pictures of this remarkable scene are shown in Universal Current Events, out to-day.

N. Y. American Jan 4/19

AN American destroyer loaded with troops from the Northern Pacific pulling away from the stranded transport to carry the survivors to military hospitals near New York Harbor.



American Jan 3/19

BUFFALO MAN FIRST ASHORE FROM VESSEL

Officers Allow Him in Surf Boat
in Answer to His Urgent Plea:
"Take Me Home to America"

Soldiers Thought They Bumped
Dock When Ship Hit Bar—Men
Cheered by Vaudeville Shows

The first man of the stranded transport Northern Pacific to arrive ashore yesterday was Private Albert Lichtner, of Buffalo. He is a member of Company D, Thirtieth Infantry. He was taken aboard a surf boat with two officers, who had been implored by Private Lichtner to take him "home to America."

"Gee, this looks good," he said as he stepped from the boat to shore. The officers arriving in the same boat were Lieutenant J. A. Logan, of Milton, Pa., Company B, 111th Infantry, wounded in the right leg in Argonne October 1, and Lieutenant Robert H. Wilson, No. 142 Rugby Road, Brooklyn. Lieutenant Wilson was an officer in Company I, 47th Infantry, Fourth Division. He was wounded in the side in October's activities in the Argonne.

Among the first boats to land were those bearing seventeen nurses, two from Brest and fifteen from Queens-town. The Queenstown nurses are from Naval Base Hospital No. 4. They come from Providence, R. I., with the exception of Miss Gertrude Craig, of Springfield, Ill.

One private said that when the transport grounded on New Year's morning, the men were of the belief that they had reached their dock. Some of the men said the boat went into the bar with a bump.

WOUNDED OBOARD CHEERED.

Others declared the boat glided into

the sand so slightly that they turned over in their bunks and continued their sleep until informed later of their predicament.

One rescued soldier said that 50,000 men are now at Brest, waiting for sailing orders, and are impatient to "get home." The men, he said, were hampered by damp weather, with daily rains that made them uncomfortable.

It was said that many of the men became seasick while the transport rocked on the bed of sand off Fire Island.

Valdeville shows were held Wednesday night and again last night on board the transport. The convalescing soldiers were permitted to circulate freely among the men in the "litter" wards, to cheer the latter with songs and other diversions. In recognition of the work done by the "mended" men among their less fortunate comrades, a turkey dinner was served them last night.

The most popular song on board last night was "Rocked in the Cradle of the Deep." In describing the grounding of the ship, Private Fred S. Weiner, of No. 3027 Third avenue, said:

"I was asleep when the old boat hit and didn't know anything was the matter until mess call was sounded in the morning. They sure have to hit hard to wake me up!"

BRIDE HAUNTS SHORE.

The troops on board are commanded by Colonel Merritt H. Smith, of the 104th Field Artillery. His home is in New York City. Louise Orr, commanding, of the Babylon Branch of the Red Cross, has seven assistants in charge of Red Cross activities among the landed soldiers.

Wednesday night and again yesterday the bride of Lieutenant A. M. Broughton, of No. 13 Cambridge place, Brooklyn, waited on shore in the hope her husband would be taken off the ship. Several times during yesterday she had a friend wig-wag the ship, asking if her husband was "all right." The ship signalled back he was "well."

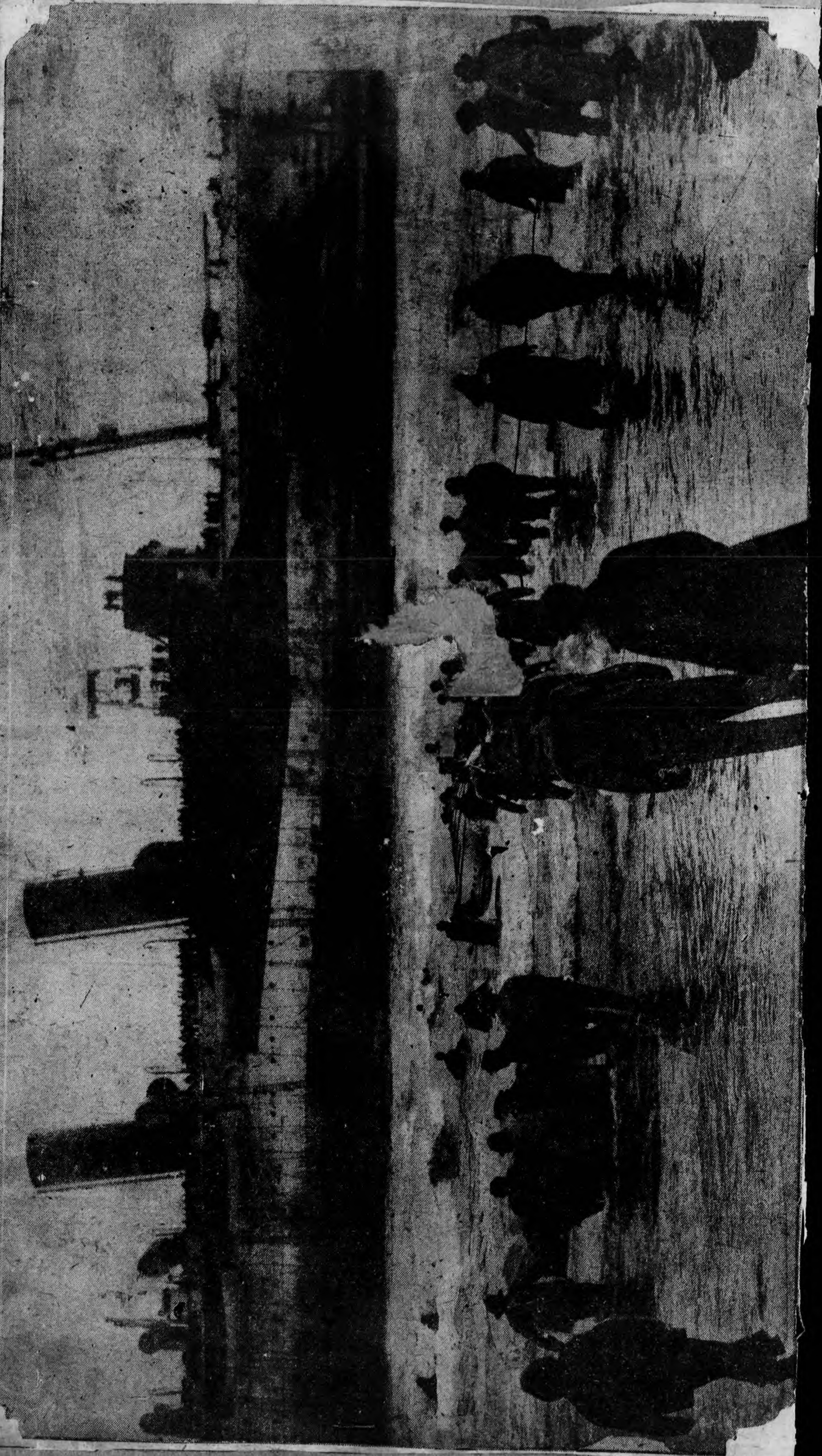
Mrs. Broughton left the shore for her home at 4:30 o'clock. Twenty minutes after she had left, Lieutenant Broughton limped from a lifeboat and began to search for his wife. The couple were married a little more than a year ago, shortly before Lieutenant Broughton went to camp as an officer of the 305th Infantry. He was wounded in the Argonne in October in the legs.

The Rev. Father J. R. O'Mahoney was one of the water-soaked men rescued yesterday. He is a New York priest, but said he was too cold to give his address or any other information.

Motion picture men waded through salt water and sand to take pictures of the wreck and the rescue work.

American Jan 3/19

Thrilling Scene at Rescue from Stranded Transport



Thrilling Scene at Rescue from Stranded Transport



American Jan 3/19

N. Y. American Feb 15/19

Picturesque Scenes as the Gallant Old Ninth Returned from the War

Proud mothers marching with their sons as the 57th Artillery returned to New York yesterday after 18 months' glorious service in the war.



Sweethearts were waiting for the gallant young men of the 57th at the pier and marched with them arm in arm to demobilization camp.

