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## PERSHING'S BAND ARRIVES AT PORT

Over Hundred Musicians in  
Organization Aboard  
Von Steuben.

The transport von Steuben, arrived at Hoboken to-day with 2,892 troops aboard. She sailed from Brest on April 11. She is docked at Pier No. 2.

Included in the troops on the Von Steuben were Brigade Headquarters of the 60th Field Artillery, nine officers and 66 men; the 110th Engineers complete, 46 officers and 1,611 men; the general headquarters A. E. F. band, three officers and 101 men; 12 officers of the 128th Field Artillery; the 102d Aero Squadron, three officers and 113 men; Brest convalescent detachments Nos. 166 to 170, inclusive, 600 men; Casual Co. No. 1,245, New York; Casual Company No. 1,246, Ohio; Casual Co. No. 782, Pennsylvania, and 17 Casual officers.

Headquarter's Band is known as "Pershing's Band" and will take part in New York's Victory Loan Campaign. It includes over 100 enlisted musicians, besides officers.

The Zeppelin and the Seattle are due at Hoboken to-morrow, with returning troops. The former vessel is one of the new German craft, transferred to the United States by Germany. The Walter A. Luchenbach may also arrive over the weekend.

## German Merchant Ship Arrives Here

Kaiserin Auguste Victoria Brings American Troops—One  
of First of Fleet Taken Over By Allies—  
Three Other Transports in To-day.

The Kaiserin Auguste Victoria, formerly one of the crack ships of the Hamburg-American line, arrived off Sandy Hook this morning with 2,319 United States troops aboard. This steamer is the first to reach here of the fleet of German merchantmen taken over by the Allies recently, in exchange for a guarantee of food shipments to Germany. During the war she lay in a German harbor. She will dock at Hoboken early this afternoon.

After being sailed to an English port by her German crew, the Kaiserin Auguste Victoria, a twin-screw vessel of 24,000 tons—was taken over by American seamen and the United States flag hoisted. She then proceeded to Brest and took on the troops. Among officers aboard were Brig. Gen. Ira A. Haynes, commanding the 64th Field Artillery Brigade.

On her return trip, it is understood, she will take a cargo of food-stuffs.

The liner arrived off Sandy Hook at 7:30 a. m. The Sahara docked at noon. The Iowan, the Rancho, transports, will dock later in the day.

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## More Transports Arrive Here To-day

Hospital Ship Mercy Docks on New York Side of River—  
Otsego at Hoboken, and Dante Alighiere at Jersey  
City—Other Vessels in Yesterday.

Among transports arriving today were the Mercy, a hospital ship from St. Nazaire, at Pier 45, North River, and the transport Otsego, at Pier 3, Hoboken. The Mercy brought in 10 officers and 375 enlisted men of the 132, 135th and 142nd, St. Nazaire convalescent detachments. Included in the above were 8 officers and 276 men classed as bed ridden.

The Otsego, sailing from Bordeaux on April 4 came in a day ahead of scheduled time. On board were 942 officers and men from the 19th, 20th, 30th, 35th, 36th and 45th Battalion Companies, and two officers and 73 men from the 114th, 154th, 229th and 230th Bordeaux convalescent detachments. Casuals brought the total passenger list up to 1,063.

The transport Dante Alighiere arrived at Jersey City today with 1,882 men, including the following units: 332d Infantry, detachment of field artillery and staff headquarters, machine gun company, supply company and companies H and L, base hospital 102 detachment, nine casual companies, seven special companies. The Dante Alighiere sailed from Marseilles.

With the lifting of the fog, which held her down the bay several hours yesterday afternoon, the steamship Kaiserin Auguste Victoria docked at Hoboken shortly before 7 o'clock last night. It was the first trip the big vessel made to this country since the war, she being one of the German ships turned over to the United States under the terms of the armistice. The Kaiserin sailed from Brest with 2,319 men on April 8. She docked at Pier 4.

The transport Sierra docked yesterday afternoon at Hoboken, north side pier 2, with 1,606 men of the following organizations: 144th Machine Gun Battalion Headquarters Company, medical detachment and Companies A to D inclusive, 24 officers and 660 men, from Colorado, Utah, Arizona, New Mexico and California; 143d Machine Gun Battalion, Headquarters Detachment and Sanitary Detachment and Companies A and B, 20 officers and 320 men; 40th Division Military Police Company, 4 officers and 194 men; 19th Balloon detachment 255 sick and wounded men and 42 casual officers.

The Iowan docked on the south side of Pier 3, Hoboken, at 5:40 p. m. yesterday; the Roanoke on the north side of Pier 3 at 6:15. Both brought large troop contingents.

The Mercy narrowly escaped accident on her trip to France and return. On the way over the vessel barely missed a floating mine, while feeling her way through a dense fog off Sandy Hook late yesterday. A collision with the steamer Charles Bradley was averted by a margin of twenty feet.

Among the sick and wounded officers landed at Hoboken to-day were: Captain Carl D. Figley, Toledo, Ohio; Lieut. Phillip Chesbro, North Co. K., 327th Inf., Sharon, Pa.; Capt. Adams, Mass.; Capt. James Groff, W. C. Luth, Brooklyn; Lieut. James Crutchfield, Co. C, 218th Inf., Hamilton, Mont., and Lieut. C. Watson, Philadelphia.

## WAR PIGEONS, SOME MAIMED, BROUGHT HOME

Arrive on Ohioan—One Carried Message for Lost Battalion.

Pigeon Company, No. 1, composed of men in charge of birds, which, when all other means of communication failed, were used to carry messages on battlefields in France, returned yesterday on the transport Ohioan, which docked at Hoboken. There were twenty-four crates of these little "messengers," containing 1,000 birds altogether, of which over one-half are entitled to three gold chevrons, having seen eighteen months of active service. Also on board were 100 German pigeons captured from the enemy. Attached to their legs were silver bands bearing the imperial crown, a profile of the ex-Kaiser, and the little capsule for messages.

Several of the birds were wounded, and one, Chere ami, has been fondled by General Pershing and recommended for the D. S. C. by General G. D. Russell, who had command of the pigeon unit at Langres. Chere ami was one of the few birds to establish a liaison between Wittlesey's "lost battalion" and the American lines. It was wounded in the breast and lost a leg flying through the German barrage, but brought the message to the American lines. The same bird carried valuable maps from Grand Pre to Rembrandt, where General Pershing received it.

La poilu, another bird, while bringing information from an American outpost in the St. Mihiel sector, locating the enemy ammunition train, lost a leg. The message, however, reached its destination and the train was bombarded.

President Wilson, another casualty, arrived minus an eye. One of the captured German birds carried valuable Boche information, which was used advantageously by the Americans.

The doveote of the American birds was located at Langres and was in charge of 300 officers and men. The first bird flown was trained by Sergeant L. Swanker, of Cleveland, Ohio. It carried a message to Cornville, in the Toul sector, from Major Domo Clarence Edwards, of Cleveland.

Captain John L. Carney, a Pittsburgh newspaper man, was in charge of the pigeons. He is a veteran of the Spanish-American War, and when the United States entered the war was called upon by the War Department, along with Captain Bascal, of the Marine Corps, to recruit pigeons for war service. They took 3,000 to France.

Captain Carney traveled 48,000 miles up and down the battlefield looking after the welfare of his "protégés." He said it took ten days for one of the birds to learn how to fly through a barrage.

## TRANSPORT DISABLED, REPORT AT HOBOKEN

The transport West Grove, from La Pallice, France, March 31, for Newport News, has been disabled and her troops transferred to the steamship Oskawa, from Nantes, which will arrive in New York April 20, according to report issued by the Port of Embarkation, Hoboken, yesterday afternoon.

On the West Grove was the 67th Casual Company, New York, one officer and nineteen men and two medical officers.

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## MANY ON TRANSPORT OTSEGO MINUS LEGS

On the transport Otsego, which left Bordeaux, France, on April 4, and docked in Hoboken yesterday, were 1,036 men. The majority of them were the personnel of Balloon Companies 20, 30, 35, 36 and 45, and a detachment of Balloon Company 19. They did not get into action.

Bordeaux convalescent detachments 114, 154, 229 and 230 were also aboard. Most of the men had suffered leg wounds so serious that amputation was necessary. Major W. P. Watson, of Dayton, Ohio, of the Coast Artillery Corps, was in command of all the troops aboard.

Private Alfred Quadrino, of 180 Thompson street, Manhattan, Company H, 358th Infantry, was wounded November 10 in the Argonne. Private T. F. Cosgrove, of 494 Henderson avenue, West New Brighton, Staten Island, a member of the 112th Machine Gun Battalion, was wounded in the Meuse on October 29. Private Harry Bricker, of 194 Brown Place, the Bronx, a member of the 320th Infantry, was wounded in the Argonne. Private Frank O'Neill, of 448 West Fifty-eighth street, Manhattan, with the 308th Infantry, was wounded on October 5 in the Argonne. Private Raymond Paskey, of 184 Garfield Place, Brooklyn, was wounded while fighting with the 111th Infantry in the Argonne on October 2.



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## SEVEN VESSELS IN WITH FIGHTING MEN

Five Dock at Hoboken on  
Easter Day—69th  
Coming Today.

Five vessels came into Hoboken yesterday and another today with troops. A seventh is due at Hoboken this afternoon. One transport docked at Weehawken on Saturday night. The 69th is on the ship due this afternoon.

The Zeppelin docked at the north side of Pier 1 at 9:25 yesterday morning; the Graf Waldersee, north side of Pier 4 at 9:45; the Great Northern, north of Pier 6 at 10:10; the Virginian, north of Pier 7 at 10:15; and the Seattle, north of Pier 5 at 2:10 p. m. The Charleston north of Pier 8 at about noon today.

The Harrisburg is to dock at the north side of Pier 4 at 3 o'clock. The 165th Infantry (the famous 69th) is on board this ship. Co. "B" Donovan and Major Francis P. Duffy, commander and chaplain respectively, are with the "Fighting Irish."

The Zeppelin is here for the first time, flying the Inter-Allied flag of blue and white stripes. She had 1,650 troops on board.

The Graf Waldersee's trip was the first since the start of the war. She had on board 1,741 officers and men.

The Great Northern had 3,000 officers and men, with a large number of wounded. Col. William E. McIntyre, of the Salvation Army, was a passenger.

The Virginian brought 4,177 officers and men, the majority from the 91st Division.

The Seattle had 1,601 officers and men on board, under command of Major Wormwood, of Illinois.

Casualty Company No. 7, 4th Regiment, U. S. Regulars, arrived in Weehawken on board the United States transport, Sanapolis on Saturday evening, at 9 p. m. The boat docked at Pier No. 2.

The men were not permitted to disembark until 7 o'clock last night, when they proceeded to the West Shore railroad station. They boarded trains for Camp Merritt.

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## EDGE TO WELCOME MEN HERE TOMORROW

Announcement was made to-day that Governor Edge, Adjutant General Gilkyson and the Governor's staff will form an informal welcoming party in Hoboken to-morrow to greet the home-coming 165th Ambulance Company, which was New Jersey's contingent in the famous Rainbow Division.

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## VALIANT RAINBOW DIVISION HELD IN HIGHEST ESTEEM

Many Jersey City Boys to  
Reach Hoboken on  
Sunday Next.

With the docking in Hoboken of S. S. Pueblo due to-morrow, carrying her another batch of the veteran and war seasoned fighters of the 42nd Rainbow Division, Jersey City folk will be on edge until the last contingent of that unit arrives here, since it is with that outfit that a great number of Jersey City lads fought with the old Signal Corps and old Fourth Regiment.

A voluminous batch of general order and recommendations from French and British army generals has been received showing the esteem in which that division is held by the allied military leaders. These have been dispatched here before the first of the division arrived, and were sent by Sergeant Joseph Hazlett, of 2133-A Boulevard, Jersey City, member of Company C, 117th Engineers.

Among many interesting accounts of the division's activities there is related such facts as these. Out of 224 days elapsed from the time it entered the lines in February, 1918, to the signing of the armistice, it was engaged in combat 180 days; the balance of the time being spent in moving from front to front or in reserve close behind the front. From the time it debarked in France the division has remained continuously in the zone of the armies, the first training being within sound of the guns of St. Mihiel; it has held a wide sector front in Lorraine, been in battles in Champagne, Woebre, St. Mihiel and Argonne. It was the only American division to assist in the disastrous defeat of the great German offensive of July 15 on the battlefield of Champagne, from which time on it took part in every large American operation. Part of a bulletin of information published two days after the signing of the armistice had this to say of the 42d: "In November, when German power was finally broken, the division as it lay before Sedan, had reached the northernmost point attained by the First American army in its magnificent advance."

"The American high command has long rated and employed the Forty-second Division as a first-class shock division. The French commanders under whom the Division has served, have cited it in orders, and now a captured German document shows the regard in which the Division has been held by the enemy. The weekly summary of information for October 9, of the German Group of Armies, which held the front from the Argonne to the Meuse, enumer-

ates the American units on its front and makes the following statement:

"The engagement of the Forty-second Division is to be expected soon. It is in splendid fighting condition and is counted among the best of the American Divisions."

Extracts from Major General Charles T. Mencher's bulletin to the Forty-second Division (his command), under date of August 13, after that Division had been in action a year, follow:

"Your first elements entered the trenches in Lorraine on February 21. You served in that front 110 days. You were the first American division to hold a division sector, and when you left that sector, June 21, you had served continuously as a division in the trenches for a longer time than any other American division. Although you entered the sector without experience in actual warfare, you so conducted yourselves as to win the respect and affection of the French veterans with whom you fought. Under gas and bombardment, in raids, in patrols, in the heat of hand-to-hand conflict and in the long, dull hours of trench routine, so trying to a soldier's spirit, you bore yourselves in a manner worthy of the traditions of our country."

The Bulletin continues to recount the movements of the division from Lorraine to Champagne front, where during the critical days from July 14 to 18 it had the distinction of being the only American division to fight in General Gouraud's army which so gloriously obeyed his order: "We will stand or die," and by its iron defense crushed the great German assault and made possible the offensive of July 18, to the west of Rheims. North of the Marne, fresh from the battle-front before Chalons, the division was thrown against the picked troops of Germany. For eight successive days it attacked skillfully prepared positions, captured great stores of arms and munitions, forced the crossing of the Oureq, took Hill 212, Sergey and Maurey Farms and Seringes by assault, and drove the enemy, including an imperial guard division, back to a depth of 15 kilometers. When the 42nd's infantry was relieved it was in full pursuit of the retreating Germans and its artillery continued to progress and support another American division in the advance to the Vesle.

For the division's services in Lorraine it was formally commended in general orders by the French Army Corps under which it served. The officers received the personal thanks and commendation of General Gouraud himself, for its services on the Oureq, it was officially complimented.

Praiseworthy testimonials from Generals Gouraud, Duport, S. Naulin, Bernard, Begoutte, Fayolle, Pettain Mencher and Pershing have been given the division, of which Jersey City folk will feel proud, for the valiant and successful part they played in crushing the great German drives and bringing the war to a speedy termination.

The first contingent of the Jersey City lads in the 42d is due to arrive in Hoboken to-morrow and later transports will bring back other units as fast as convoys can take them. It is estimated that by July 1, at the latest, the last of the 42d will have been returned to these shores, at which time a great celebration of welcome is to be given the fighters by their friends in Jersey City.

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## FOUR VESSELS IN WITH TWENTY THOUSAND 'BOYS'

Dock at Hoboken Piers—  
Two Accidents Nar-  
rowly Averted.

## SOLDIERS KEPT ON BOARD TWO SHIPS

The Leviathan, Prinz Fiederick, Wilhelm, Montana and North Carolina are the Arrivals—First Two Named Come Very Late.

The work of bringing back the American soldier boys was speeded up yesterday when over 20,000 arrived at the Hoboken piers on several transports. Those arriving in the evening were the Prinz Fiederick Wilhelm and the Leviathan, the former carrying 1,600 men and the latter 12,050.

The Prinz Fiederick Wilhelm, which carried the second and last detachment of the 165th Infantry (the old Sixty-Ninth), was due to arrive at 3:30, but it was after 5 o'clock when she warped into her berth. Two near-accidents marked her docking.

The strong ebb tide swept her past the head of the pier as she was coming in, and the hawser had to be slackened to allow her to slide back into the river in order to prevent her smashing into the pier. Later, when the gangplank was put on board, the vessel slid back a foot or two at her slip and almost demolished the gangplank. Those on the plank at the time lost no time in getting off.

Owing to the lateness of the docking of these two transports it was decided to keep the troops on board until this morning. This was a big disappointment to the crowds of people who were waiting at the piers gates hoping to see some of the boys in the pier yards. Neither Father Duffy nor Col. Donovan was on hand to meet the transport.

On board the Wilhelm were 48 officers and 987 men of the 165th, included in Headquarters Company, the Medical Detachment of the Third Battalion and Companies C, H, I, K, L, and M. Major Van M. Merle Smith, son of the Rev. Wilton Merle Smith, of 520 Park avenue, Manhattan, was the troop commander. He was awarded the Distinguished Service Cross for gallantry at Chateau-Thierry, where he was captain of Company I.

The 12,050 troops on the Leviathan constituted the greatest number that the ship has ever carried, thus constituting a new world's record. Among these were 1,150 sick and wounded men, while three men died during the voyage. Milton Gross, brother of Dr. Gross, of Union Hill, was one of the wounded men on board.

There was considerable feeling manifested among the men against the women passengers, owing, it was said, to the remark attributed to one of the women passengers, who invited her lady friends to go below with her "to see the cattle eat," the reference being to the soldier boys.

It is the wish of the 167th Infantry, formerly the Fourth Alabama National Guard Infantry, to be permitted to parade with the Sixty-ninth on Fifth avenue on Monday next, according to the statement of Chaplain E. P. Smith of the 167th, who arrived with his unit yesterday on board the North Carolina at Hoboken.

This is unusually interesting owing to the historic fact that the keenest rivalry has always existed between the Fourth of Alabama and the Sixty-ninth of New York, a rivalry that at times reached a dangerous stage of enthusiasm. It is a record that the two regiments, when in action in France, saved the day owing to the fact that neither would retire before the other.

Among the arrivals yesterday was Captain George W. Phelan, of 8 Burr Place, Weehawken, chief of the men's department in Holthausen's, Union Hill. He saw a great deal of service with the First Division.

## First Americans In Fight Arrive Home

Several officers and 265 enlisted men of the Eleventh Engineers, all New Yorkers, who were the first American volunteers in France, the first to reach the front, the first to suffer casualties and the first to take part in General Byng's great offensive, arrived at Hoboken to-day on the transport Santa Teresa. There were in all, 1,829 men on board the troopship.

Col. William Barclay Parsons, noted United States engineer, and more than 1,000 officers and men of the 11th are due Sunday on the transport Chicago. More than 1,500 men of the following casual and convalescent companies also arrived: Bordeaux convalescents Nos. 199, 212, 215, 220, 321, 234, 244, 248, 253, 255 and 260; 58th Casual Company;

Special Casual Companies 77, 78, 511 and 506.

The Duca D'Abruzzi also arrived at the port of New York with 1,175 men of the United States Army Ambulance Service sections Nos. 526, 527, 529, 532, 545, 555, 563, 559, 557, 565, 568, 573, 579, 587 and 496, and Provisional sections A, B and C; Quartermaster Detachment, Headquarters Detachment, Hospital Detachment, Motor Repair Shop Detachment and Casual Companies, 2,418, Massachusetts; 2,419, Illinois, and 2,426, California.

The Manchuria, with 4,769 men on board, is due at Hoboken at 2 p. m. to-day. She is scheduled to dock at Pier 1. The Mobile, with 2,973 army men on board, 35 of the navy and three soldiers' wives, is due at 5 p. m. She will dock at Pier 1 also.

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## WELCOME PLANS FOR SOLDIERS ALL AWRY

Unheralded Sailing of a Part of State Guard Upsets Everything.

[Special to Hudson Observer.]

Trenton, April 28.—Plans of Governor Edge, Adjutant General Gilkyson and other state officials for the state-wide demonstrations of welcome for the home-coming New Jersey troops in the 29th and 78th Divisions have been somewhat jarred by the news that part of the 114th Infantry, former National Guardsmen of this state, in the 29th Division, are now on their return, having left France on April 24 and due to arrive in this country on May 4.

The men now on the water are: The First Battalion, comprised of many men who were in the old Fifth Regiment, of Paterson, and the Second Battalion of the 114th, comprising former Third Infantrymen of the Camden Guardsmen, as well as Headquarters, Supply and Machine Gun Companies. It is also stated that one company of the Third Battalion is accompanying them. The 114th was commanded, when it left for France last June, by Col. T. D. Landon, of Bordentown, and he was its head for about eight months.

Washington has confirmed the news that some of the Jersey fighters have started for home. Originally the army officials advised Governor Edge and General Gilkyson that the 78th Division, composed of the drafted soldiers from this state, would leave for home in the latter part of May and the 29th Division, the former Guardsmen, late in June.

Consequently the state plans for demonstrations have gone forward on this information, and assurances had been received from Adjutant General McIntyre, of the United States Army, that the Government authorities would cooperate with the officials in seeing that the men of the two divisions arrived home as divisions in order to parade at Camp Dix and properly receive the other manifestations of welcome which have been discussed for their arrival.

The news that a part of the men of the 29th Division have started, therefore, has upset these plans somewhat, and Washington has been requested for information as to other changes in the original sailing date. The state authorities had not been advised of the switch which started the men of the 114th Regiment earlier than originally planned.

## MOTHERS EMBRACE BRAVE SONS ON THEIR MARCH THROUGH JERSEY CITY

Thousands Turn Out and Give an Enthusiastic Welcome to the Telegraph Battalion, Composed Principally of Local Boys Who Were Employed by the Railroads and Made an Enviably Record in the Struggle for Liberty.

### MET AT PIERS BY A CHEERING DELEGATION

Greeted by a cheering throng of thousands who lined the streets all the way from Hoboken to the Pennsylvania Railroad station, foot of Exchange place, Jersey City, the returning heroes of the 413th Telegraph Battalion, who landed in Hoboken yesterday noon marched to the depot, where they will be mustered out of the service and return to their duties. The Battalion was organized in the old Fourth Regiment Armory, Jersey City, from employees of the various railroads, and though many of them came from all parts of the country, they look upon Jersey City as their home town and for that reason asked for permission to march from Hoboken to Jersey City, so that they could see the friends they made while getting ready at the Armory for duty overseas.

Among the returning heroes were a number of Jersey City boys, who previous to entering the service, were in the telegraph and telephone departments of the Pennsylvania, Central, Erie, Lackawanna and Lehigh Valley Railroads, and as they marched through Grove street many were the greetings called to them by their relatives and friends and many a mother, sweetheart and sister walked alongside their boy chatting to him all the way to the depot.

Major Claude Mitchell, who was in command of the Battalion, winked at the rules of the army and did not prevent anyone from marching with and talking to their loved one, and to see a fond mother when she spied her boy, run out and throw her arms about his neck and kiss him was a frequent sight. One mother was so proud of her son and so anxious to help him that she asked where his equipment was as she wanted to help him carry it. The soldier had no equipment as it was conveyed with the others in two huge army motor transports which followed the marchers.

Heading the parade was a delegation of Hoboken and Jersey City citizens, who met them as they disembarked in Hoboken, and accompanied them from the pier to the train. At the City Hall the boys were reviewed by Mayor Hague, Commissioners O'Brien, Moore and Fagen, Chief of Police Battersby, Captain of Detectives Prescott and other City Hall officials, all of whom were as lusty with their cheers as the people on the sidewalks.

The battalion was organized under the command of Major Charles G. Baird, Division Telegraph Operator, of the Manhattan Division of the Pennsylvania Railroad, but he was not with them yesterday as he was one of the battalion who made the supreme sacrifice on the field of battle.

In an ambulance of the Red Cross were several of the wounded, who were unable to march, and a large French police dog, which was with the Battalion when in France. Not only was the dog considered a mascot, but it was also used for work in the Red Cross, and it is said to be a sagacious animal. It seemed to enjoy the ride and the admiration of the throng more than the men themselves, who, though they appreciated the greetings of the multitude, were nevertheless, eager to get to camp and be mustered out.

At the office of the Pennsylvania Railroad it was said that every one of them had their old job to step right into and it was the same with the other railroads.

The parade was headed by the police band and a squad of mounted police. All along the line of march in Jersey City were hastily decorated houses as it was not known until just before they paraded that they were to march. The impromptu reception to the soldiers was an evidence of what an enthusiastic welcome is in store for the boys of the 78th and 9th divisions, when they arrive home. They will be given a reception which they will never forget if they live to be as old as Methuselah.

## "LOST BATTALION" RETURNS TO U. S.

On Board Transport America —Two Ships in Yesterday Afternoon.

The "Lost Battalion," officially known as the Second Battalion of the 308th Infantry, returned to the U. S. this morning on board the U. S. Transport America. The ship docked at Hoboken.

It is needless to state that the battalion is now mainly composed of replacement units, most of the men who were trapped in the Argonne having lost their lives or returning as wounded casualties. Nevertheless, there were many of the battle-scarred veterans of that terrible experience who returned this morning under the command of Col. Nathan G. Averill.

Some of these men told thrilling stories of the experience and one and all agreed that they had determined, on the third day of their isolation, to make a final dash against the enemy and die fighting.

"We were surrounded on all sides," said one of these men, "by the enemy. We were under constant pounding by the German guns and were subjected to incessant rifle and machine gun fire.

"We had advanced ahead of our supports and before we were quite able to realize the gravity of the situation we found we were completely cut off. Then we dug in and proceeded to hold our own until we were relieved.

"We had but little food or water and this, of course, made matters worse. One day after another passed and our casualties were mounting. Our food was exhausted and, as there appeared to be no sign of any relief, we decided to make a final smash at the enemy and die that way, as being better than dying of hunger and thirst. We had all decided on this course of action when we heard the barrage which signalled the coming of relief."

He added that many of the men of the battalion, notwithstanding the terrible experience through which they had come, went ahead with the attackers and took part in the drive.

On board the America were also two regiments of the 77th Division, the 307th Infantry, Field and Staff Headquarters, Supply and Machine Gun Companies, Medical Detachment and Companies A, B, C, D and E, and Medical Detachment, Third Battalion Headquarters, Companies I, K, L and M, Medical Detachment Second Battalion Headquarters, Companies F, G and H, and the 308th Infantry.

Two other transports docked in Hoboken yesterday, the Orizaba and Sihoney, both of them bringing returning troops. The West Nadallet docked north of Pier 4, at 10:05 a. m. to-day.

## ARTILLERYMEN OF THE 77TH ARRIVE

On One of the Transports Docking at Hoboken This Morning.

American artillerymen of the famous Seventy-seventh Division, who laid down the terrific barrages which virtually blasted the Germans from their strongholds in the Argonne Forest, came into port this morning on the transport Agamemnon which docked at Pier No. 1, Hoboken. The vessel, which left Brest on April 21, carried an army personnel of 5,814.

Among the units on board were the 304th, 305th and 306th Field Artillery Regiments, complete, with a total of 138 officers and 4,715 men; the 152d Field Artillery Brigade Headquarters, a detachment of the Seventy-seventh Division Headquarters forces, composed of 14 officers, convalescent detachments from Brest, consisting of 643 men; 116 casual officers and 99 nurses. Ten French and twenty-four British army officers were also on board the big liner.

Among the local boys who returned on the vessel were Ferdinand Kohnfelder, who saw much hard fighting with Battery E of the 306th Field Artillery, and Edward J.

Poynton, of Wayne street, Jersey City.

River street was thronged for hours before the arrival of the big transport with relatives and friends of the returning soldiers. The latter were placed on boats, however, and transferred to Camps Mills and Upton.

Bringing 3,733 troops, the transport Kroonland, former Red Star liner, docked at Pier No. 2, Hoboken, following a trip from St. Nazaire. Troops on board included the 109th Machine Gun Battalion, Companies A to D; Headquarters of the 28th Division; field and staff headquarters of the First and Third Battalions, medical detachment and Companies F to M, inclusive, of the 111th Infantry; 138th machine gun company; 28th military police company, a casual nurse detachment and convalescent detachments, including seven sick and wounded nurses.

Five brides and two civilian war workers were among the 103 passengers who disembarked at Hoboken this morning following the arrival of the transport Atenas. The vessel brought home detachments of the 316th field hospital, 113th company transportation corps, Fourth trench mortar battery; 646th aero squadron; Second trench mortar battery, 91st Division forces, 316th ammunition train; 42d base hospital detachment; one officer of the 376th aero squadron; 117th trench mortar battery; 308th trench mortar battery; 347th machine gun battalion and six casual officers. There were a number of men on board who had won decorations.

The transport West Alsek docked at Hoboken yesterday with one officer and seven casuals from Ohio.

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## LOUISVILLE BRINGS MANY SOLDIERS' WIVES

A "honeymoon ship," the Auxiliary Cruiser Louisville, which left Brest on April 21, docked today in Hoboken. There were on board sixty-four soldiers' wives and nine children, and ten sailors' wives and three children. There were also 2,338 officers and men of the army.

Most of the soldiers' brides had been "Jenny Wrens" in England; that is, they worked for the comfort of soldiers in the canteens in camps and in cities. "We come from Oregon, where the women are very scarce," said one husband.

Among the soldiers was a detachment of the 307th Infantry, of the Seventy-seventh Division, in command of Major F. A. Tillman, of 365 West Twenty-third street, Manhattan.



*Observer*  
*may 1/19*

## THREE VESSELS DOCKED TODAY AT LOCAL PIERS

Bring Nearly Seven Thousand Troops—Operations Performed at Sea.

Three vessels, carrying a total of 6,379 troops, docked to-day in Hoboken. These were the Finland, with 3,500, the Henry R. Mallory, with 2,052, and the St. Louis, with 1,427.

On board the Finland were the headquarters troops of the 28th Pennsylvania Division, and units of the 103rd Engineers, also 28th Division. Fourteen officers and three enlisted men of the headquarters company go to Camp Dix.

Although the transport Finland is known as the "Hospital Ship," when she docked at Hoboken this morning she had only about 800 convalescents on board, the smallest number she has carried since she became a troop carrier. The Finland brought back 3,500 officers and men, including many units of the 38th or Keystone Division of Pennsylvania.

Three operations for acute appendicitis were performed on the Finland on the latest round trip, one on the way to Europe and the other two on this voyage to America. The operations were successfully performed by Lieut. B. R. Lyon, of Winchester, Mass., assistant ship surgeon. Robert Miller, a seaman, was operated on just before the vessel reached France. On the return trip Private Charles W. Hall of the 22nd Company, Military Police, whose home is at Winston Salem, N. C., a Casual, was operated on April 28. Forty-five minutes later Private W. L. Nagal, Company B, 103rd Engineers, of Philadelphia, was operated on.

The next vessel scheduled for Hoboken is the Nieu Amsterdam, which sailed from Brest April 23, and is expected to dock on May 4. She carries the 302nd Engineers complete, 45 officers and 1,499 men; 302nd Engineer Train, 2 officers and 84 men; 77th Division, Headquarters Detachment, 6 officers and 62 men; 305th Field Artillery Detachment, 4 officers and 260 men; 828th Casual Company, 1 officer and 41 men, and 17 other casual officers. Among these latter is Major General William S. McNair.

*Observer*  
*may 1/19*

## HOBOKEN PORT CONGESTION FORCES JERSEY UNITS TO BOSTON AND NEWPORT NEWS

The Governor is attending a convention in St. Louis and will not return until Saturday. Adjutant General Gilkyson believes that the Governor would want the troops discharged and returned to their homes as quickly as possible after reaching this country rather than have them held at demobilization camps awaiting the arrival of other units.

It is quite likely, Adjutant General Gilkyson stated that if the various units of the divisions do not arrive within a short period, Governor Edge would urge their immediate release from demobilization camps. Of course, it was pointed out, this arrangement would not interfere with any local celebrations being planned after the troops are demobilized.

It is impossible to say at what ports the returning soldiers of the 29th and 78th Divisions from New Jersey will arrive. It seems to be fairly definite that the members of the 114th Infantry, of the 29th Division, now on the seas, will dock at Newport News, Va. They are returning home on the Madawaska, which has been diverted from Hoboken where it was due next Monday, with 2,650 men on board.

Adjutant General Gilkyson has been advised by Washington that because of the crowded conditions at both Hoboken and Newport, ships are being diverted to Boston, but in many cases the exact destinations are in doubt until the vessels are near these shores, when they are given orders according to the conditions existing at the time.

The 307th Machine Gun Battalion and the 309th Field Artillery are understood to be returning home on the Infanta Isabella, and the 308th Machine Gunners are on the Patria, and the port of both is expected to be Hoboken, but this is subject to change. It seems assured, however, that all will be demobilized at Camp Dix, irrespective of the port of entry.

*Observer*  
*may 1/19*

The Mandawaska, Bearing Members of the 114th Infantry, Twenty-ninth Division, Due Here Next Monday, Diverted by Wireless Orders—Over Twenty-six Hundred Men Are on Board—Seems Fairly Certain Now That State Welcome Plan Must Be Abandoned.

LOCAL CELEBRATIONS  
NOT TO BE AFFECTED

Trenton, May.—Adjutant General Gilkyson said today that he thought it would be Governor Edge's idea owing to the rearrangement of the sailing dates of the 29th and 78th Divisions, to abandon plans for a State welcome in the nature of a review of these divisions at Camp Dix.

*Observer*  
*may 2/19*

## TRIED TO SAVE "LOST BATTALION;" IS HOME

The cruiser St. Louis, with 1,427 officers and men aboard, arrived at Hoboken early yesterday afternoon. Of the units on board twenty-five officers and 1,006 men were from three battalions, Companies I, K, L and M, of the 307th Infantry, part of the 77th division, and 7 officers and 182 men of the 77th Division Military Police.

The men were under command of Major Weston Jenkins, of Rome, N. Y., who won the Distinguished Service Cross for heroism while under fire in the Argonne. The Major led various assaults on the German lines to try and rescue Lieut. Whitley's Lost Battalion. In command of 26 officers and 1,000 men he tried for five days to smash his way through to rescue the Lost Battalion, but the men were literally shot to pieces, only 4 officers and 250 men escaping.

*Observer*  
*may 3/19*

## LOCAL TROOPS DUE TO LAND TOMORROW

[Special to Hudson Observer.]  
Trenton, May 5.—Governor Edge will leave here to-night for Newport News, Va., to greet the 114th Infantry of the 29th Division, which was originally due to arrive to-day. The men will remain at the port of embarkation for about five days and then come to Camp Dix. On the way it is planned to have them go through Camden and parade there, as many of the men are from that city.

The War Department has explained that the early return of this organization is due to the fact that their vessel was found to have empty space, and the 114th was shipped aboard to fill up the capacity.

*Observer*  
*may 3/19*

## First New Troops For Germany Sail Tuesday

One Thousand Volunteers for Army of Occupation to Leave on the Agamemnon—Will Replace Drafted Men Who Are Coming Home Soon.

The first units of the new American Army of Occupation will sail for France next Tuesday on the transport Agamemnon, it was announced today at the Port of Embarkation at Hoboken.

One thousand soldiers, recruited by voluntary enlistment in the last few weeks, make up the first detachment to go across. They will relieve drafted men now in France and Germany, and make it possible

to expedite the homeward movement of men who were taken by the draft or who enlisted for the duration of the war.

The new forces are being recruited from civilians and also from men who were drafted too late to be sent across, but who want foreign service. Also those who re-enlisted after being mustered out of the National Army. They will be sent abroad in groups of 1,000.

*Observer*  
*may 6/19*

## ARROGANT GERMANS ON CAP FINISTERRE

The arrogance of six German officers was the thing most discussed by the passengers on the former Hamburg-American steamer Cap Finisterre, which is now a transport and arrived in Hoboken yesterday from Brest, whence she sailed on April 25.

These officers and a ship's carpenter were sent along with the ship to give American naval officers and sailors information about the operation of the vessel should the crew be puzzled by German machinery and equipment.

Captain Emil Pohlmann, of Hamburg, was in command of the German contingent. He was once in the German raider Moewe. He boasted that the ship had sunk forty-three allied vessels. He was on an auxiliary cruiser that helped defend the Zbrugge Mole when attacked by the British under Captain Carpenter, who sank the Vindictive in the canal. He proudly wore iron crosses of the first and second class, and showed photographs of some of the Moewe's victims, snapped while the vessels were sinking. He sought to justify the sinking of ships with non-combatants aboard.

Great indignation was around among the soldiers aboard when the stories of the Germans' conduct began to circulate.

The most arrogant was Lieutenant-Engineer Alows Borgmeyer. He talked to everyone who would listen about service on German destroyers that raided the British coast, shelling Yarmouth, Margate, Dunkirk and twice gunning Dover.



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## FIRST MILLION HOME SOON, SAYS WAR SECRETARY

Newton D. Baker Arrives at Hoboken—Boys Are All Well, He Asserts.

### NEW ARMY CONTINGENT SCHEDULED TO LEAVE

They Will Depart on Agamemnon, from Hoboken, This Afternoon—Leviathan Goes Today—Transport Housatonic Here with Thirteen Hundred—Infanta Isabella Due on 13th.

"The American boys in Europe are in fine condition. We are speeding up the home-coming as fast as possible and expect to have the first million home in the course of the next few weeks."

These were the main features of the statement given out last night by Secretary of War Newton D. Baker, who arrived in Hoboken on board the naval transport, George Washington.

He was looking very well after his trip and wore his usual genial smile. "With the return of the first million," he continued, "we will have about 1,000,000 men still overseas. We expect, during the months of June and July to average 350,000. During the present month we are returning 250,000 soldiers."

"Members on the other side are all well and in the best of health. It is but natural that they should be anxious to get back home at the earliest possible moment, but they realize that we are doing everything possible to speed up the transports and are content to wait their turn."

#### THE LEVIATHAN.

The Leviathan sailed at noon today for Brest, there were but few passengers on the big liner, among them being Major-General C. B. Bedford, U. S. Marines, and Richard Crane, ambassador to Czechoslovakia.

The first 1,000 men of the new American army now being recruited will sail from Hoboken this afternoon on the Agamemnon. They are three-year men, and are in charge of Colonel H. L. Jackson.

The transport Housatonic arrived in Hoboken to-day with 1,399 officers and men aboard. She sailed from Bordeaux April 23.

The complement of the Housatonic included: First Anti-Aircraft Machine Battalion, complete, three officers and 528 men; 113th Field Battalion, Signal Corps, complete, 12 officers and 414 men; Fifth Air Service Casual Company, 3 officers and 147 men; Sixteenth Aero Squadron, 3 officers and 134 men; 353rd Aero Squadron, 2 officers and 141 men, and 4 casual officers and 2 civilians.

A rumor gained currency this morning that the Infanta Isabella, which is bringing home a large contingent of Hoboken boys, including the Rev. Father Kirk, would dock in Hoboken to-morrow. Plans were rushed for the reception of the men, but it was later discovered that the vessel will not arrive until the 13th.

Observer Apr 28/19

### MORE NEW JERSEY MEN COMING HOME SOON

Washington, D. C., April 285.—The War Department announced today that the troops of the Eightieth Division, comprising men of New Jersey, Maryland, Virginia, Delaware and the District of Columbia, have been assigned to early convoy.

### SOME GERMAN SAILORS WHO ARE STILL BOASTING.

Judging by some of the stories told by returning soldiers who landed in Hoboken yesterday on the German steamer Cap Finistere, which has been temporarily converted into a United States transport, some of the Germans assigned to assist in navigating the ship were inclined to try to conceal their defeat as much as possible by boasting of their exploits during the war. That bad blood was engendered by the cocky, not to say arrogant ways of the Prussian sailors is evident, but it is only fair to remember that other troops have landed bearing testimony to the modesty and self-effacement of other Germans similarly placed.

It would seem that it ought to be possible to navigate these vessels without the necessity of placing on board a considerable number of German officers and sailors unless American seamanship has taken a sudden and unheralded slump. There is nothing so mysterious in the German ship machinery that a good American mechanic or engineer could not master it in a reasonable time, while the presence of these men, still technically enemies, is almost certain to result in friction with the returning soldiers, if not in some outbreak that will be extremely regrettable.

Observer May 10/19

### TWO SHIPS DUE WITH 3,000 MEN

Two transports are due to dock today, bringing home nearly 3,000 officers and men. They are the Arcadia, which sailed from Bordeaux April 26, and the Patria, which left Marseilles on April 27.

On board the Arcadia are the 529th Special Casualty Company, 1 officer and 111 men; Casual Company 532, New York, 2 officers and 144 men; Casual Company 533, Colorado, 1 officer and 45 men; Casualty Company 534, Georgia, 1 officer (white) and 17 men (colored); 307th Ammunition Train Headquarters Detachment, Medical Detachment, Ordnance Detachment, Motor Battalion Headquarters, Companies A to D, inclusive, Camp Upton, 16 officers and 673 men; 11 casual officers and 2 civilians, a total of 1,024 officers and men.

The Patria is bringing the 308th Machine Gun Battalion, divided as follows: Camp Meade, 17 men; Camp Taylor, 14 men; Camp Dodge, 20 men; Camp Custer, 19 men; Camp Pike, 15 men; Camp Grant, 156 men; Camp Sherman, 75 men; Camp Dix, 22 officers and 410 men; scattered, 4 officers and 7 men, a total of 27 officers and 727 men. Casual companies as follows: 3,963 Chemical Warfare Service,

2 officers and 51 men; 3,969 New York, 2 officers and 21 men; 3,971 colored, scattered, 2 officers and 53 men; 3,982 Coast Artillery Corps, 1 officer and 16 men; 3,983 Tank Corps, 3 men; 3,987 Ohio, 20 men; 3,988 Illinois, 23 men; 3,989 Michigan, 10 men. Special casualty companies as follows: 3,951 discharges, 2 officers and 90 men; 3,965 discharges, 3 officers and 140 men; 3,966 discharges, 3 officers and 144 men; 3,973 discharges, 2 officers and 119 men; 3,974 discharges, 2 officers and 123 men; 3,975 furloughs, 1 officer and 4 men; 3,978 discharges, 2 officers and 106 men; 3,979 discharges, 2 officers and 97 men; 3,981 colored discharges, 6 men; 325th Bakery Company, divided as follows: Camp Upton, 14 men; Presidio, 14 men; Camp Lewis, 22 men; Camp Dix, 14 men; scattered, 2 officers and 27 men, a total of 2 officers and 91 men, and 16 casual officers, a total passenger list, with 4 civilians added, of 1,917.

Tomorrow one vessel is due, the Alaskan, which sailed from Bordeaux April 27, and is due to dock in Hoboken. She carries the 319th Field Artillery, field and staff, headquarters and supply companies, medical, veterinary and ordnance detachments, Batteries A to F, inclusive, Camp Upton, 11 officers and 1,666 men; 325th Infantry, field and staff, supply company, Company D, Camp Upton, 11 officers and 409 men; 3 casual officers and 10 civilians, a total passenger list of 2,129.

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### SOLDIER DIES WHILE PARENTS AWAIT HIM

Stories of deaths, births, "suicide" or "murder," and an adoption flew thick and fast when the transport Mongolia docked in Hoboken yesterday.

The Mongolia had on board 4,605 officers and men, including the 53rd Artillery Brigade Headquarters, the 107th and 109th Field Artillery Regiments and the 103rd Sanitary Train Headquarters, all of the 28th or Pennsylvania Division, some casual companies and officers and a number of sick and wounded.

Corporal Harvey A. Zimmerman, of Sheffield, Iowa, of the 672nd Casual Company, died yesterday of pneumonia. His parents, who were waiting at the pier for his return, were grief-stricken when informed he had died in sight of land.

Five births occurred on the trip over. They came as a litter of puppies to "Mrs. Murphy," the mascot of the 107th Field Artillery. The puppies were named President Wilson, Lloyd George, Clemenceau, Orlando

and Kaiser. The latter, whether despondent over his name or whether his mates had a grudge against him for bearing such a title, disappeared one night. It is not known whether Kaiser committed suicide or was pushed overboard by his comrades.

The 103rd Sanitary Train is composed of Ambulance Companies 109 to 112, inclusive, and Field Hospitals 109 to 112, inclusive. Field Hospital 110 had a bull pup as a mascot, called Connie Mack, after the manager of the Philadelphia Athletics. Connie is some ball player, but in going after a catch one day he fell overboard and ended his ball-playing days in a watery grave. The unit got another mascot in President Wilson, one of Mrs. Murphy's pups.

One prisoner was brought back on the Mongolia. He is William Lustgarten, who disappeared from New York about eighteen months ago, enlisted in the United States Army under an assumed name, was arrested in France, and will be taken to Camp Upton for discharge, after which he will be taken into custody by District Attorney Swann's men to answer to an indictment charging embezzlement. Lustgarten was connected with some financial concerns when he disappeared.

## WAR SECRETARY BAKER IS DUE AT HOBOKEN TODAY

On Board the United States Naval Transport George Washington.

### FIRST OF NEW TROOPS TO LEAVE TOMORROW

Latter, 1,000 of Them, to Sail on the Agamemnon—They Will Relieve Like Number Now on Duty with Army of Occupation on the Rhine.

Secretary of War Newton D. Baker will arrive in Hoboken on board the U. S. Naval Transport, George Washington, which is due to dock on the south side of Pier 3, at 6 o'clock this evening.

Secretary Baker left Hoboken for overseas on the last trip outward of the George Washington, when he was accompanied by General Pershing's young son and Vice-Admiral Gleaves. He stated at the time that he was going over to confer with several readjustment committees and that his trip would be a short one and entirely devoted to business.

The first consignment of troops to go overseas since the signing of the armistice will leave Hoboken at 4 o'clock to-morrow on board the U. S. Army Transport Agamemnon, which will dock at Brest. On board are 1,000 new troops, who will relieve an equal number in the American Army of Occupation on the Rhine.

Also on board the George Washington is Major General William C. Haan, commanding the 32d Division. The transport is loaded to capacity, having on board a total of 6,582 troops. These consist of the 127th Infantry, less field and staff, Headquarters Company, and Company A and Detachment Company B, consisting of 76 officers and 2,212 men; the 125th Field Hospital, 5 officers and 81 men; 127th Field Hospital, 6 officers and 81 men; 32d Division Headquarters, scattered, 33 officers; 32d Division Troops and Headquarters Detachment, scattered, 256 men; 128th Infantry, complete, 108 officers and 2,898 men; 95 casual officers, 2 other casuals; 2 army field clerks, 3 nurses, 22 civilians; Brest Convalescent Detachments 219 to 224 inclusive. Among the sick and wounded included in the above are: Bedridden, 1 officer and 140 men, and, requiring no special attention, 560 men.

Only one vessel docked at Hoboken this morning, this being the Cap Finistere, which brought home 1,052 officers and men. These included the 127th Infantry, Field and Staff, Headquarters Company, Medical Detachment, Company A, and Detachment Company B, 26 officers and 585 men; Infantry Brigade Headquarters, 6 officers and 21 men; 109th Base Hospital, 8 officers and 175 men; 77th Division Detachment, 7 officers; 12th Casual Nurse Detachment, 59 nurses; 15th Casual Nurse Detachment, 1 officer and 54 nurses; 35 casual officers; 50 other nurses, 2 army field clerks and 17 civilians. Also on board was Brigadier General Edwin B. Winans, commanding the 64th Infantry Brigade. The Leviathan will sail to-morrow at noon for Brest.



Observer May 12/19

# Imperator Is Due Here On Saturday

Sister Ship of Leviathan Brings Troops from France—  
Carries 12,000 Men—Alaskan and Arcadia Arrive—  
Soldiers Complain—Had no Press Agent.

It was learned unofficially this morning that the former German ocean giant, the Imperator, sister ship to the Leviathan, left Brest on May 9, and is due to dock south side of Pier 4, same berth as that occupied by the Leviathan, on Saturday next.

The Imperator is carrying about 12,000 American troops, and it is planned that she and the Leviathan will make regular trips, turn and turn about from now on, thus tremendously speeding up the bringing home of the American doughboys.

The Imperator has not been in Hoboken since the outbreak of the war. While 45 feet shorter than the Leviathan, she is still, with the excep-

tion of her sister ship, the largest vessel afloat. She and the Leviathan will be able to transport an army across the ocean, and it is expected that the last of the home coming American troops will be brought back by the end of August.

Two transports, the Alaskan and the Arcadia, arrived this morning. They brought back men of the 82d Division from Georgia, Alabama and Tennessee.

Details of the units on board both vessels have been published.

The men of the 82d Division were roiled because, they said, they had done more hard fighting than the 77th or 27th Division, but had not received the credit, as they "had no press agents."

## VON STEUBEN AND LOUISIANA ARRIVE

Two transports brought 4,384 soldiers home to-day from France. The von Steuben docked at Pier 3, Hoboken, with 2,940 men, and the battleship Louisiana at Pier 2, with 1,444. Among the troops on the von Steuben were the 120th Machine Gun Battalion, complete, with 761 enlisted men and 25 officers, for Camps Devens, Sherman, Custer, Dodge, Lewis, Kearny, Funston and Upton; the 323d Field Artillery, complete, 1,372 enlisted men and 54 officers, for Camps Sherman, Taylor and Upton; 15th Field Artillery, Brigade Headquarters, 66 men and 10 officers, and scattering casualties.

The Louisiana brought the 107th Ammunition Train, complete, 1,137 enlisted men and 34 officers, for Camps Upton, Sherman, Custer, Grant, Dodge, Funston and Lee; 32d Division Military Police Company; 107th Mobile Ordnance Repair Shop, and casualties.

## CROWELL GOING TO FRANCE; HEAD OF AIR MISSION

Assistant War Secretary Arrives in Hoboken and Boards Mt. Vernon.

## TRANSPORT MANCHURIA BRINGS LOCAL BOYS

Leviathan and Imperator Are Due at Port of Debarkation Today—  
Thirty Thousand Men Coming—  
Many Jersey Cityites Disappointed

Assistant Secretary of War Benedict Crowell arrived in Hoboken at noon to-day and boarded the transport Mount Vernon, which will sail later in the afternoon for Brest.

The assistant secretary is heading an aviation mission to France to make inquiries and investigation relative to the progress and future development of aeronautical science and industry. With him as members of the mission are his aide, Lieutenant Colonel James A. Blair, Jr., and S. S. Bradley, Howard E. Coffin, George H. Houston and Charles M. Keyes.

Among the other passengers on the big transport are John L. Caldwell, U. S. Ambassador to Persia, and his family; Congressman Dudley Doolittle and Tracey Lay, American Consul on detail to Paris. Many army officers and other civilians are also on the passenger list.

It was originally scheduled that the Mount Vernon would sail at noon and that an army airplane, flying from Washington, D. C., to Hoboken, would drop despatches on board before she left the piers. Owing to the heavy fog and rain, however, the sailing of the vessel was delayed and it was stated that the projected flight would in all probability have to be abandoned.

Braving the heaviest fog through which any homecoming transport has yet dared to dock the Manchuria carrying a capacity list of American soldiers, groped her way to the Hoboken piers this morning. She was originally scheduled to dock in Boston, but she was transferred to Hoboken.

There were on board 4,810 officers and men, including the 104th Engineers complete, 1,085 convalescent sick and wounded, fifteen brides, three babies and twenty-nine nurses. Most of the soldiers were from the 29th (Blue and Gray) Division, composed originally of soldiers from New Jersey, Virginia and Maryland.

United States Senator Walter E. Edge, Governor William N. Runyon and Mayor Frederick Donnelly of Trenton greeted the returning Jerseymen. Edge delivered a short address of welcome.

In the 104th Engineers, which was part of the Blue and Gray Division, were 25 officers and 1,553 men, under command of Colonel F. B. Downing, of Albany. Lieutenant Colonel O. M. Hurd, of Leonia, N. J., was second in command.

Yesterday afternoon the "Tourist" with the Jersey City Commissioners, other prominent officials, the police band, relatives of the men and former members of the old Fourth Regiment aboard, spent four hours cruising around the bay waiting for the Manchuria to appear. The weather was drizzly, with a nasty east wind blowing, and most of the passengers remained in the cabins.

The Newark committee boat got clubby and sailed over close to the Tourist and exchanged greetings and comments on the weather, delayed boats, the need for something to warm up the passengers besides hot coffee, etc. When the police band aboard the Tourist broke into "How Dry I Am," it was too much for the Newark bunch and their skipper headed the boat about for the Port of Newark.

Shortly before 7 o'clock Commissioner Moore received word from the quarantine officials that the Manchuria would not dock until this morning, but would be up the bay at a late hour. As there were a number of women and children on board, the Commissioner decided not to take any chances of their

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## FIRST OF LOCAL BOYS ARRIVE AT HOBOKEN'S PIERS

Come on Board Infanta Isabella—Majority Are Hobokenites.

FATHER EDWARD KIRK IS WITH CONTINGENT

Ship Docks on Saturday Night—No Advance Word of Her Coming at Piers, Due to Fact That Commander Communication with the Spanish Consul in New York.

Without any blare of trumpets or waving of flags the first contingent of Hudson County boys arrived home on Saturday night from the battlefields of France. They arrived in Hoboken on board the Infanta Isabella, and it was not until the vessel was at quarantine that the Army Information office on the Hoboken Piers was aware of the fact that she was arriving. This was mainly due to the fact that the commander of the vessel did not reply to any of the official radio messages sent out to the vessel. He communicated, instead, with the Spanish Consul in New York City and this official did not notify the piers.

Among those on board was Father Edward F. Kirk, of Our Lady of Grace Church, Hoboken, and with him were 100 Hoboken boys. Father Kirk said that he was so glad to be back and so glad that so many of his local friends came home with him that he did not want to talk about anything else. He said that in a day or two he will be in the better position to give an interview regarding what he said "over there."

### LOCAL BOYS.

Following are the local boys who arrived on the transport:

Lester A. Ahlers, 803 Dubois street; Hugh E. Eauer, 716 John street; August Boninger, 407 Palisade avenue, all of West Hoboken. T. J. Healy, 821 Washington street, Hoboken; John F. Loebig, 800 Madison street; Michael Sherman, 404 Grand street; Joseph Sullivan, 219 Madison street; Alphonse Brignola, 276 Summit avenue, West Hoboken. Maurice C. Byren, 623 Willow avenue; Peter L. Burke, 1929 Washington street; Leonard Juliano, 506 Adams street; Luigi Mococchi, 839 Willow avenue; Matea Malfetto, 396 Park avenue, Hoboken.

Emil Muendel, 612 Garden street; John A. La Marchola, 112 Fourteenth street; Joseph Porretta, 85 Clinton street; George Nicols, 131 Monroe street; Henry Visconti, 712 Adams street; Maurice J. Shea, 827 Park avenue; John J. White, 200 Grand street; John Roggemann, 322 Grand street; Gaetano Allegrette, 212 Newark street; Adam F. Rittman, 224 Clinton street; Francesco Fazio, 73 Jefferson street; John J. Qualey, 127 Willow avenue; Joseph L. Schenot, 519 Willow avenue, Hoboken.

Alexander Centrella, 310 Madison street; Frank Labes, 286 First street; Lawrence E. Ross, 209 Willow avenue; Carmine La Guardia, 725 Adams street; John C. West, 52 Monroe street; William Schalk, 802 Garden street; Berthold Terhune, 802 Bloomfield street; Walter H. Cramer, 219 Garden street; Arthur F. McKinley, 232 Jackson street; John J. Dorgan, 62 Paterson avenue; Anthony Anglera, 75 Madison street; Harry Hagen, 65 Park avenue; Daniel Scanlon, 217 Clinton street; Angelo Viscuso, 47 Bloomfield street, Hoboken.

Monis Kolzoff, 325 Bloomfield street; Edward Water, 1119 Willow avenue; Dominico De Roberto, 353 Fourth street; M. F. De Blasi, 196 Clinton street; John J. Greany, 309 Third street; Andrew Alocco, 517 Madison street; John Peluso, Jr., 533 Adams street; Herbert Messchutz, 54 Garden street; Ernest Minurva, 303 Clinton street; Arthur W. Plath, 1302 Park avenue; Albert B. Adams, 308 Washington street; Conrad Wehr, Jr., 1240 Park avenue; T. B. Bryan, 1932 Washington street; John N. Bell, 1246 Bloomfield street; William Hayes, 602 Clinton street, Hoboken.

## EIGHTEEN HUNDRED ON BOARD THE PLATTSBURG

The transport Plattsburg, laden with 1,899 persons, most of them soldiers, reached Hoboken at 8:10 to-day from Brest.

Included in her burden were 1,35 men and forty-two officers of the 322nd Field Artillery, 83rd Division (draft men from Pennsylvania and Ohio). The entire regiment was aboard.

She also brought ten children, sixty wives of soldiers, thirteen wives of sailors, and thirteen mericans who had been stranded in Europe. A number of casualties, including sick and wounded convalescents, also were aboard.

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## EIGHTEEN HUNDRED ON BOARD NOORDAM

The transport Noordam, with 1889 officers and men aboard docked in Hoboken yesterday. Among the units on board were 22 officers and 1,159 men of the 125th Infantry, Third Battalion, under command of Major John F. Gardner, who was wounded August 30 by gunshot.

Two Brigadier Generals were on board, Brigadier General Avery D. Anderson, of Washington and New York, and Brigadier General Leroy G. Irwin, of the Regular Army. There were 179 civilian passengers on board, including Hugo Scharfer, of Essington, Pa., who for three and a half years was a prisoner in Germany. He was a cook on the Norwegian bark Alexander Lawrence.

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catching cold and had the boat turned about and brought his disappointed passengers back to Pier B. Before they docked he made sure that everyone had plenty of hot coffee and sandwiches.

MORE COMING.  
More than 30,000 soldiers are due to arrive in New York before night. Half of them are on the former German liners Imperator and Leviathan, which raced across the Atlantic. These huge ships left Brest within an hour of each other, and made it almost neck and neck all the way to American shores. The Imperator carried 3,000 men against the Leviathan's 12,000, as it has not yet been fitted with bunks.

If the fog lifts so that all ships may pass Sandy Hook waters, all transport records will be broken to-day. There are several transports, carrying 33,633 troops due. The best previous day's record was 23,089 American fighters, repatriated in New York in twenty-four hours.

## JERSEY CITYITES TO MEET THE MANCHURIA

The "Manchuria" will dock to-night at 6:30 o'clock at Pier 3, Hoboken, with a large contingent of Jersey troops from the Twenty-ninth Division. The "Tourist" will leave Pier B, Jersey City, foot of Grand street, at 3 o'clock with the police band, City Commissioners and a load of chocolates, candy, cigarettes and other goodies for the returning soldiers.



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## SPEEDING UP OF WORK OF RETURNING TROOPS TO U. S. NOW IN FULL SWING

Leviathan and Imperator Arrive at Hoboken With Fifteen Thousand Men—Five Other Vessels Also in Yesterday With Nearly Ten Thousand—Seven Coming Tomorrow With Seventeen Thousand of the Nation's Fighting Forces.

### FIVE SHIPS DUE TODAY WITH ELEVEN THOUSAND

The speeding up of the returning troops is now in full swing, and the next few weeks will see hundreds of thousands of doughboys repatriated.

Today the transport Kaiserin Augusta Victoria, with 5,470 troops; the Ostego, with 1,011 troops; the Panaman, with 2,181 troops; the Harrisburg, with 2,425 troops; and the Santa Elena, with 864 troops, are due to dock, all of them, with the exception of the Panaman, in Hoboken. The Panaman goes to south of Pier 3, Bush Terminal, Brooklyn.

Tomorrow the transport America will arrive with 4,500 troops, and also due are the Italia, with 1,067 troops; the Santa Paula, with 2,213 troops; the Radnor, with 1,909 troops; the Santa Teresa, with 1,870 troops; the Mercy, with 387 troops; and the Agamenon, with 5,620 troops.

Yesterday several other vessels arrived, among them being the Leviathan and the Imperator, two of the largest vessels afloat. They docked at Hoboken, bringing 15,000 men between them. The Manchuria brought 4,180 troops, the Charleston 1,424 troops, the Kaiserin Augusta Victoria, which docked at Hoboken. There were also 200 nurses Yale with 349 troops, also docked yesterday. The Yale is off Weehawken.

**THE BIG LINERS.**  
Chief interest in yesterday's arrivals centered in the two huge former German liners, the Leviathan and the Imperator. The Leviathan, with 12,000 doughboys on board, had a big reception down the bay. Harbor craft, laden with "home folks" from Kansas, Missouri, Nebraska, Colorado, New Mexico and Illinois, met the transport and escorted her to her berth in Hoboken.

On board the Imperator, in addition to 3,000 troops, were the former German commanders of the vessel, Captains Thomas Kier and Fritz Kruse. They were not allowed to leave the vessel after she docked, and they appeared to be decidedly impressed with the difference between conditions now and four years ago.

The big vessel is to be altered for the accommodation of troops at the Tietjen and Lang Drydocks, Hoboken, after which she will vie with her sister ship, the Leviathan. It is estimated that the two vessels will carry close to 25,000 troops between them each trip.

**A WAR HERO.**  
Among those who arrived on board the Ohioan was Sergeant Alvin C. York, the soldier who is regarded as the greatest individual hero of the war. He is a member of Company G, 328th Infantry, and was an elder of Christ Church, Pal Mall, Tenn., before being drafted. He was at that time a conscientious objector, but later he killed twenty-five Germans, captured thirty-two machine guns and practically an entire battalion of the enemy. He was awarded the Croix de Guerre with palm, and the Congressional medal.

Returning New Jersey soldiers on the Mexican, which docked at the Bush Terminal yesterday, were met down the bay by the Jersey City Welcome Home Committee, including the city commissioners and a number of invited guests. Among the troops on board were Greenville, Bayonne and Bergen County boys. While a mixed contingent, most of them belonged to the 312th Infantry of the 78th Division. They were shortly be mustered out.

Fifty-eight brides arrived this morning on board the Kaiserin Augusta Victoria, which docked at Hoboken. There were also 200 nurses from Illinois and were part of the 33rd Division.

## Two More Vessels Here With Troops

Transports Sierra and Scranton Dock at Hoboken—Men on Latter Discount York's Exploits—The Valacia Is Due To-day.

Major General George B. Duncan, Commander of the 32nd Division, arrived home today on the transport Sierra, docking at Hoboken. Among the other passengers on board were Brig. Gen. J. R. Lindsay, commanding the 164th Brigade and Colonel Robert D. Walsh, commanding the 163rd Brigade, both of the 82nd Division.

Among the troops of the 32nd Division on board were eight officers and 373 men of the 328th Infantry; one officer and 76 men of the 327th Infantry; two officers and 163 men of the Divisional Military Police; and the division's Headquarters Detachment and Troop. On the boat were Brigadier General Juhan R. Lindsey, commanding the 164th Brigade, and Colonel Robert D. Walsh, commanding the 163rd Brigade, both of the 82nd Division.

Crowded to capacity with 1,875 soldiers, the transport Scranton docked in Hoboken today from Bordeaux, which port she left on May 9. Most of the troops aboard were members of the first and second battalions of the 328th Infantry. The

first battalion had 11 officers and 960 men; the second 12 officers and 881 men. Seventy-six men were left behind at Bordeaux because the ship was overcrowded.

Much bitterness against Sergeant Alvin C. York, the member of the Second Battalion who gained much fame by reported exploits, was expressed by officers and men alike. York was among the men who stayed behind at Bordeaux. Officers and men emphatically dissented his exploits, branding them as "gross exaggerations."

Some of the soldiers aboard have signed a round robin protesting against York being given the Congressional medal. About 200 members of the Tennessee Society were at the wharf to give York an ovation.

Another transport due to dock today is the Valacia, but her arrival was delayed several hours by a fog outside Sandy Hook. On board the transport are 15 officers and 371 men of the 119th Machine Gun Battalion, and six officers and 410 men of the 126th Infantry.

Observer May 24/19

## HUDSON COUNTY BOYS, HOME ON THE MONTPELIER, GIVEN SURPRISE OF THEIR LIVES

Among the returning veterans on the Montpelier were Companies C, F, G and K, of the 312th Infantry, Seventy-eighth Division, known as the Lightning Division. These companies were made up chiefly of Hudson County's own sons. As the Montpelier hove in sight, Commissioner Charles F. O'Brien, Director of Public Safety, Jersey City, gave the word to set off the aerial bombs, and for five minutes there was such a fusillade of torpedoes that old Philadelphia thought for a moment that the war had been resumed and its own city was being bombed.

Following the aerial bombs, a chorus of War Camp Community singers, under the leadership of Engineer Hugh Kelly, of Commissioner A. Harry Moore's department, sang a number of songs, which were finally interrupted as the boys on the transport began to recognize their relatives and friends on the reception boats and drowned the singers with shouts of joy and greetings.

All the way up the river to the pier in Philadelphia, where the Montpelier docked, it was one continuous riot of shouting and cheering. Many were the recognitions between the boys on the transport and the people on the reception boats, and the "Hello, Jim," and "Hello, Harry," and "Oh, You Tom," with "There's Danny Ullman and Tom Riley," and hundreds more of such greetings were wafted back and forth as the boys who lined the sides of the big ship were recognized. These greetings were kept up until the Montpelier headed her nose for its pier, and the reception boats hurried to dock so that those on board could get to the pier and meet the boys face to face.

Though the general public was not permitted on the pier, the delegation from Jersey City, through the courtesy of Major Caldwell, who was persuaded by Commissioner O'Brien, was allowed to go upon the pier and

Large Delegation of Jersey City Folk Journey to Philadelphia to Greet Members of the 312th Infantry—Meet Transport at Mouth of Delaware River and Arouse Quaker City With the Exploding of Aerial Bombs.

### PERMITTED ON PIER AS THE TROOPS DISEMBARK

There were many surprises sprung upon the boys "over there" during the days of hostilities, but it is safe to say that the biggest surprise any of the Hudson County boys, who returned home yesterday on the Montpelier which docked in Philadelphia, ever got during all the time they were in service was when they entered the Delaware River from the bay and saw awaiting them several boats on which were signs reading, "Jersey City Welcomes You Home."

It was the last thing the returning soldiers expected to see way down there so far from home, and when they saw the boats loaded down with home folks they sent up a mighty cheer. That they fully appreciated the reception given them was shown by their repeated cheering off the boats as the latter drew alongside, and those on board showered the soldiers with packages of cigarettes.

## MORE HOBOKEN BOYS RETURN TO THE U. S.

Maurice Byrnes, of 637 Willow avenue, Hoboken, who earned the sobriquet of the "singing soldier" overseas, is back and was recently mustered out of service at Camp Dix. He was in Father Edward Kirk's outfit and was chiefly known as the "gloom dispeller," always ready with a cheery smile and a joke even while working at the breech block.

Byrnes took part in five big offensives and returned while. Several receptions have been tendered to him since his return. He lives with his mother, sister and brother at the Willow avenue address.

Sergeant J. J. Camby, of 902 Bloomfield street, Hoboken, arrived on the Harrisburg after one and a half years of service in England, Ireland and Scotland. He sailed from Brest with the 38th Service Co., S. O. S.

Private Maurice J. Shea, drillmaster of the firing line, of O. L. G. Five and Drum Corps, of Hoboken, has recently returned from France with the 300th Field Artillery, Lightening Division. He saw a year's service abroad and was in the battle of St. Mihiel and the Argonne.

watch from the upper floor the boat discharge its 2,000 fighters.

Besides the Jersey City contingent there was a large delegation from Newark at the head of which was Mayor Gillen. The big excursion boat, Samuel H. Ashbridge, which carried the Newark delegation and many Jersey Cityites was missed by Commissioner O'Brien and about a dozen others from Jersey City, who arrived at the dock too late, and through the courtesy of the Commissioner of Public Safety of Philadelphia, one of the city's police tugs was given to the Commissioner and his party and they were taken down the river to the Ashbridge. Every courtesy and consideration possible was extended to the Jersey City visitors by the Philadelphia authorities who spared no pains to be obliging to the Jerseymen.

In the Jersey City party which left the night before for Philadelphia were Mayor Frank Hague, Commissioners O'Brien, Moore, Gannon and Sweeney, City Collector James Radigan, Civil Service Commissioner Max Miller, City Clerk Frank Dolan, Police Court Clerk Dan O'Regan, City Hall Custodian William Burke, Secretary Fred Bloodgood, Secretary Charles Colgan, a number of ladies of the War Camp Community Service, Chief of Police Rich. Battersby and about 100 others.

The party remained on the pier until the last soldier was entrained and on their way to camp Dix where they will be mustered out. They expect to be home within a few days when the city will give them a real welcoming home.

Observer May 24/19



*Observer May 26/19*

## OVER TWENTY THOUSAND MEN ON SEVERAL VESSELS ARRIVING AT LOCAL PORT

**Big Contingents Continue to  
Come in—Many Land at  
Hoboken—Those on Rad-  
nor Welcomed by Delega-  
tion of Jersey City Officials  
—Brigadier General Kil-  
burne Among Homecomers  
as Well as Large Number  
of Local Boys.**

### WOMEN REFERRED TO SOLDIERS AS "CATTLE"

Close on 25,000 troops from over-seas arrived at this port yesterday and to-day or are due to arrive this afternoon. This makes another big contingent of arrivals and is further evidence of the manner in which the repatriation of the American soldiers is being speeded up.

Yesterday the America docked in Hoboken with 7,043 troops, and the Agamemnon followed with 5,628. The Radnor docked at the Bush Terminal with 1,909 on board.

To-day the Otsego docked at Hoboken with 1,011 and was followed shortly afterward by the Princess Matoika with 3,714. Expected to arrive to-day are the Edward Luckenbach with 2,267 troops and the Tiger with 2,590 troops. Information office at the Army Piers were awaiting radios from these at noon to-day.

A large number of Jersey boys arrived home on board the Radnor, which docked at the Bush Terminal on Saturday. She was met at the pier by a delegation of Jersey City officials and given a rousing welcome. They were members of the 312th

Infantry and all of them had seen extensive service on the other side.

On board the Otsego, which docked in Hoboken this morning, were more officers and men of the 78th, or Lightening Division, composed of New Jersey and Western New York troops. There were 18 officers and 591 men of the 1st Battalion, 311th Infantry, including headquarters, Medical Detachment and Companies A, B and C.

Both the America and the Agamemnon had a big reception on their arrival in Hoboken. As has happened on a previous occasion there was considerable bitterness on board the Agamemnon among the soldiers against some of the women passengers, owing to a statement circulated to the effect that the men had been referred to as "cattle" by the women.

It was said that one of the women, hearing the soldiers going below to their meals, remarked:

"What a noise these cattle make!"

Quite some trouble was created by the fact that some of the officers sided with the women, as a result of which the officers were treated with surreptitious contempt by the men.

On board the America was Brig.-Gen. Charles E. Kilburne, who went to the front with Maj.-Gen. Leonard Wood after helping to organize the 89th Division at Camp Funston, Tex. It transpired that both he and General Wood were wounded by fragments of a bursting shell.

Most of the men on the Agamemnon were of the 89th (Sunflower) Division. Among those on board was a stowaway, Lebn Roberts, a sixteen-year-old Belgian boy from Lens. In 1914 he was a schoolboy in Lens. This was before the war-raging forces wrecked the town. During a bombardment he went home to find the place a shambles, it having been wrecked by a shell and all in it killed.

There was no one to take care of the boy, who was then only eleven years old. He fell in with a French regiment and traveled with them for about a month. After that he did odd jobs for an English regiment, but when the war was over decided he wanted to come to America. He stowed aboard the Agamemnon and arrived in Hoboken. One of the men on board, Private George Hark, who has a farm out in Kansas, has adopted the lad and will take him to Kansas.

*Observer May 31/19*

## TWO VESSELS BRING IN EIGHT THOUSAND

Two transports docking together at adjoining piers in Hoboken today, brought home more than 8,000 soldiers, war workers, nurses and war brides. Aboard the Mobile, formerly the amburg-American liner Cleveland, were 5,114 soldiers and civilians. A few minutes later the former Dutch liner Rizdam put down her gangplank, disembarking 3,047 troops.

Most of the soldiers aboard the Mobile were of the 80th Division, composed of men from Virginia, West Virginia and Pennsylvania.

A delegation of 200 parents of the Pennsylvania troops, headed by Mayor Edward V. Babcock, of Pittsburgh, and nine councilmen of that city, with four state congressmen, met the Mobile down the Bay.

The 80th Division troops were under the command of Brigadier General Lloyd M. Brett, commander of the 160th Infantry Brigade. The 320th Infantry complete, with 95 officers and 3,295 men, commanded by Col. W. W. Gordon, of West Point, N. Y., were aboard the ship. Thirty officers and 2,180 men of the division will go to Camp Dix for demobilization.

Other units aboard the Mobile were 29 officers and 700 men of the 315th Machine Gun Battalion; nine officers and 422 men of the 305th Field Signal Battalion, and 69 officers of the 20th Engineers.

Aboard the Ryndam were 3,047 troops and twelve war brides. The troops were under the command of Brig.-General M. B. Stewart. There were six officers and 42 men of the 175th Infantry; 56 officers and 1,847 men of the 349th Infantry; five officers and 643 men of the 313th Field Signal Battalion; 25 convalescent officers and 702 convalescent men.

*Observer June 6/19*

## STR. AGWIDALE PUTS IN AFTER SMASH ON OCEAN

**Vessel Is Being Examined To-  
day at Drydocks in  
Hoboken.**

With her bow crushed in and bearing other visible signs of her collision with the huge transport Imperator, twenty-seven miles off Nantucket Light early Wednesday morning, the steamer Agwidale, chartered by the United States Shipping Board, limped into New York harbor yesterday evening and proceeded to the docks of the Tietjen & Lang Drydocks Company in Hoboken.

The Agwidale came in under the command of Captain P. J. Crosby. She was en route from New York to Rotterdam when she ran afoul of the Imperator, which is under command of Captain Casey B. Morgan, chief aide to Admiral Gleaves before he took charge of the Imperator. The Agwidale was able to put back to New York under her own steam, thanks to the fact that her watertight bulkheads withstood the collision. The steamer is of 7,500 tons. The Imperator displaces 50,000 tons. The latter vessel was also damaged, but slightly, during the collision, and was able to proceed on her way to Brest. Officers of the Agwidale last night told graphic stories of the collision. "At 1 o'clock on Wednesday morning we ran into one of the thickest fogs I ever saw," one of them said. "We felt our way along for more than an hour. Suddenly a huge shape, terrifying in the dark, loomed up before us. We sounded our siren, and the siren of another vessel answered. She was scarcely more than five points to starboard."

"The Agwidale came to an almost complete stop. The Imperator kept on coming, however, but veered slowly just before she struck us, and the blow was a glancing one. She hove to and stood by until we ascertained the extent of the damage, then proceeded on her way, when our skipper megaphoned across the space of water that we could go on, up wireless operator sent out the S. O. S. call at once after we were struck, but we did not need assistance, fortunately."

*Observer June 8/19*

## ONE TRANSPORT DUE AT HOBOKEN TODAY

Only one transport is due in Hoboken to-day, the Kentuckian, which is bringing in 1,854 officers and men.

With the arrival of the Santa Ana yesterday at Brooklyn, bringing home the boys of the 303d Engineers, the last of the famous 78th Division came back to America. With the troops was Major General James H. McKee, commander of the division. The men on the transport were given a rousing welcome by their home folks, there being official welcoming parties from Jersey City, Bayonne and Newark.

Major General McKee spoke in the highest terms of the work done by the men of the division. He said that they had all behaved like veteran troops, that they had gone into battle with a swing and an impetuosity that carried everything before it. He could not, he added, speak too highly of the men under his command.

Accompanying the 78th Division Headquarters Troop was Captain Raymond Belmont, the banker, who was met at the pier by his wife, father and stepmother, who was formerly Eleanor Robson, the actress.

Father John A. Farrelly, who has the rank of captain, rector of St. Mary's Church, 49 Audubon avenue, Manhattan, returned. He was cited for bravery under fire in the Meuse sector, when he gave absolution to a number of dying men who were wounded in trying to put bridges across the river.

The senior chaplain of the division, Captain J. H. Buchanan, of Blue Mountain, Miss., a Baptist preacher, paid a high tribute to Father Farrelly. He said he was a wonder, and despite their difference in faith, Father Farrelly was the best friend he had. He said all sects were forgotten and there was a wonderful spirit of co-operation in helping the boys.

*Observer June 7/19*

## ORIZABA MAY DOCK AT HOBOKEN PIERS

Many local boys are expected to arrive on board the Transport Orizaba, due on Wednesday next. She is routed for Newport News, but there is a possibility of the destination being changed and of her docking at Hoboken.

The 12th Engineers of the 87th Division are on board. The 312th is a Camp Dix contingent.

*Observer June 10/19*

## OSCAR II. PASSENGER LIVED IN GERMANY

After a rough passage, the Scandinavian American liner Oscar II. arrived yesterday in Hoboken, a day behind her schedule. She had 152 passengers aboard. Among them was Miss Mabel Elsie Cox, of 1155 Park avenue, New York, who has been at Dammstadt, near Frankfurt, Germany, since 1913. She said she lived there during the war because a friend was sick and she did not want to leave her. She declared the people in Germany were in great want and hung their hopes on the United States, not expecting anything from England and France.

*Observer June 4/19*

## OKLAHOMA AND TEXAS NOTABLES IN HOBOKEN

A reception committee from Oklahoma and Texas went down the bay yesterday and escorted to her Hoboken pier the transport Troy, on which were troops of 36th Division. Governor J. V. A. Robertson, of Oklahoma, headed the delegation, which included Adjutant-General Charles F. Barratt, of Oklahoma, and Brigadier-General Roy Hoffman.

*Observer June 4/19*

## Giant Imperator In Crash Off Nantucket

**Transport Which Left Hoboken Yesterday Runs Down  
Shipping Board Freighter Agwidale—Latter  
Expects to Make Port Unassisted.**

The U. S. S. Imperator, sister ship of the Leviathan, returning to Brest after her first voyage to the United States with troops, collided with the freighter Agwidale 45 miles off Nantucket light at 2 o'clock this morning according to wireless messages received by the Army Transport Communication Offices in Hoboken from the U. S. S. Tiger.

The Tiger, which picked up the S. O. S. of the Agwidale, is proceeding to her assistance. The Imper-

ator, not seriously damaged, is continuing on her course.

The collision occurred in a heavy fog. The Agwidale, a 7,200 ton shipping board vessel, was bound for New York from Rotterdam. The Imperator left Hoboken at noon yesterday, but was held up several hours by the fog.

The Agwidale is not believed to be badly damaged and reported that she probably would be able to make port alone.



Observer June 10/19

Observer June 6/19

## First Units Return From Rhine Country

Mount Vernon Brings Five Thousand Men of Sixth  
Division, Army of Occupation—  
Santa Oliva Due To-day

First units of the American Army of Occupation arrived home to-day on board the transport Mount Vernon. The vessel carried more than 5,000 men of the Sixth Division, Regular Army, the first contingent of the American forces in Germany to embark for America.

The returning troops came back under command of Major-General Walter H. Gordon, commander of the Sixth Division. Also on board was Brigadier-General Lucius L. Duffee, commanding the Twelfth Infantry Brigade, one of the crack American units overseas.

Among the returning troops were the Sixth Division Headquarters troop; 54th Infantry; 11th Field Ar-

tillery; 6th Field Battalion, Signal Corps, and the 12th Infantry Brigade Headquarters. The division had draft replacements from all parts of the country, thanks to the heavy fighting it engaged in before the Hun was routed. Many casualties were also on board.

The transport Santa Oliva is due this afternoon with troops of the 84th Division, most of them medical units. It is expected that she will dock at Bush Terminal.

Members of the 23rd Engineers are due on the former German liner Cape Finisterre tomorrow. Some units of this regiment disembark today at Boston.

Observer June 10/19

## "Mystery Soldier" Is Now Identified

Two Mothers, Waiting at Piers, Disappointed When They  
See Him — Their Sons Were Reported  
Killed "Over There."

The hopeful mothers, waiting this morning in the office of Brigadier-General G. H. McManus, for the transport Mount Vernon to dock at her pier in Hoboken, felt the pangs of sorrow and of disappointment when they saw the countenance of the "mystery soldier" on the liner, sent back by General Pershing for identification. They had hoped against hope that he was their son, but in vain.

The soldier was Roland E. Phillips, son of Mrs. E. Phillips, of Evansville, Ind. The woman who awaited his coming were Mrs. Malcolm J. McLeod, wife of the pastor of the Collegiate Reformed Church, of St. Nicholas, N. Y., and Mrs. Roland E. Phillips, of Flushing, Long Island.

Mrs. Phillips received word last October that her son had been killed in action. She hoped against hope for his return, however, and was on hand to see the "mystery soldier" in the hope that he was her son. The soldier, with his overcoat collar about

ears, was led down the narrow corridor leading to General McManus' office. As Mrs. Phillips approached one of the men in whose custody he was, turned down Phillips' coat collar. Mrs. Phillips took one look, sobbed, and turned away. She was led out of the corridor.

Mrs. McLeod likewise failed to identify the soldier as her son, Hy. Blakely McLeod, who mysteriously disappeared last June, just before his regiment left for France. It is certain now that Phillips is, as he claimed to be, the son of Mrs. Emma Phillips, of Evansville, Ind.

The resemblance of the soldier to Dr. McLeod's missing son is strong, but it is not he. The pastor also looked into his face and turned away in sorrow. Then he began to denounce the soldier and declared that Phillips should be in the penitentiary for the torture and misery he had caused. It is alleged that Phillips wrote letters to Dr. and Mrs. McLeod and signed the name of their son, while he was at Brest.

Observer June 13/19

## PERSHING'S CHIEF ARRIVES AT HOBOKEN

On board the transport Leviathan, when she docked at Pier 4, Hoboken, yesterday, was General J. W. McAndrew. He was made chief of staff of the forces under Pershing in May, 1918. He stated that he was going direct to Washington to assume command of the General Staff College, formerly the War College. General McAndrew has several decorations.

Captain E. H. Durell, commander of the Leviathan, said his ship has been making new records. She left the United States on May 27, passing Ambrose Light at 6:26 p. m. She reached Ambrose Light again this morning at 3 o'clock, having made the round trip to Brest and back in 15 days, 11 hours and 34 minutes. Her best previous record was 15 days, 19 hours and 3 minutes.

On her last two trips to the United States the Leviathan has carried 28,412 persons. On the best previous two successive trips she brought 26,105 persons.

The ship arrived at Brest at 2:45 p. m. on June 3. The passengers were taken aboard, 3,810 tons of coal were put into the bunkers, 2,025 tons of water pumped into the tanks and 49½ hours later she started the return trip.

There were six deaths on the way over, all negroes.

Brigadier General William R. Dashiell, of the Regular Army, in command of the 11th Infantry Brigade Headquarters, was in command of the troops. Among them were: One hundred and six officers and 2,685 men of the 51st Infantry; 105 officers and 2,614 men of the 52d Infantry; 101 officers and 2,575 men of the 53d Infantry—all regular army outfits.

## TWENTY THOUSAND TROOPS SCHEDULED TO ARRIVE AT DEBARKATION PORT TODAY

One of Heaviest Totals Since  
Speeding Up Movement  
Began—Mayor Hague and  
Jersey City's Officials Go  
Down the Bay to Greet  
Local Boys on the Santa  
Ana—Other Ships Coming  
Are the Pretoria, Madawaska, Von Steuben and  
Pannonin.

## COLORED TROOPS HOLD CAMP MEETING SERVICES

Five troopships, carrying close to 20,000 men, arrived in the port of New York to-day, making one of the biggest days in the returning of the troops in quite some time.

Those vessels arriving were the Madawaska, the Santa Ana, Von Steuben and Pannonia. On the Pretoria were Texas and Oklahoma National Guard troops of the 36th Division, including Brigadier General George H. Jameson. The Pannonia brought the 317th Field Signal Battalion and other transportation and Sanitary Corps and some casualties, while on the Madawaska were the 313th Engineers, headquarters, medical and ordinance detachments and Companies A and B of the 343rd Machine Gun Battalion, and a number of other units.

When the transport Santa Anna, bearing members of the 303d Engineers, 303d Headquarters men, 303d Medical Detachment, 303d Sanitary force, three casual officers and the 78th Division Headquarters, 78th Headquarters troops, and 78th Postal Detachment, arrived in the lower bay, this morning they were met by the steamer Tourist, on board of which were Mayor Hague and the other Jersey City Commissioners, and a large number of relatives and friends of the returning Jersey boys.

THE GREETING.  
As the Santa Anna came within speaking distance of the Tourist, the big transport was received with a bombardment of aerial bombs, which was heard way back in Jersey City, and awakened the people of Brooklyn and lower New York. As the two boats came along side of each other, the Jersey City Police Band on board the Tourist played the tune, "Hail, Hail, the Gang's All Here," while persons aboard the re-

ception boat showered the boys on the transport, who lined the side of the ship, with cigarettes, chocolates and cakes.

The boys on the Santa Anna cheered the people on the Tourist and many were the exchanges of greeting as friends recognized each other. The Tourist accompanied the transport to its pier at Bush Terminal, Brooklyn, where it was docked.

An old-fashioned camp meeting, in which several negro preachers talked to the men and at which hymns were sung, was held on board the Von Steuben by negro soldiers yesterday. The Von Steuben docked in Hoboken today with 2,814 officers and men. Major General Charles J. Bailey, commanding the 81st Division, returned with several decorations. The camp meeting was arranged by Captain W. M. Mathews, personnel officer on board.

Among the units returning were 12 officers and 858 men of the 514th Engineer Service Battalion, negroes, and two officers and 237 men of the 622d Engineers, negroes.

Col. Percy L. Jones, of Cedartown, Ga., returned with the Legion of Honor, the Croix de Guerre, the French Ambulance Medal and the French Medal of Honor. He saw service with the French ambulance.

Frazier Hunt, 71 Post avenue, Manhattan, the first newspaper man to get into Soviet Russia, also returned. He left Petrograd three weeks ago, stopping at Paris, where he made an informal report of conditions to Colonel House, H. C. Hoover and other members of the American Peace Mission. Hunt spent several months with the Allied forces and the White Guards before he went into Soviet Russia.

RUSSIAN CONDITIONS.  
Asked to describe conditions in Russia, especially in Moscow, Hunt said: "If you stop the New York street cars and the subways, close up the Ritz and other hotels, make Rockefeller's and Delmonico's into lunch rooms, board up three-quarters of the stores on Fifth Ave. shut down most of the factories and work the others on half-time, take away all the private motor cars, fail to clean the streets for a week, charge \$90 for a short quart of cheap booze, then you have the present Bolshevik conditions in Moscow transferred to New York."

Hunt said that ninety per cent of the people in Petrograd and Moscow were underfed, but only a small per cent were dying of starvation. Their power of resistance to an epidemic of sickness was weak, because of their underfed condition, and the deaths from disease were appalling. He said prices were very high, black flour selling at \$3.50 a pound, horse meat at \$4 and sugar at \$10.

The hardest thing the government has to do is to get the people to work. The whole economic life is upset. The government, he said, had built 3,500 new schools and were serving free lunches to the children.

Before he crossed the Finnish border to go into Russia on March 1, 1918, he was told he would be taken a prisoner and shot, but Hunt said he was permitted to go anywhere he wanted to without interference and that Petrograd and Moscow were as safe as New York.

## MANY ARMY BRIDES ON U. S. S. PLATTSBURG

The auxiliary cruiser Plattsburg, formerly the American liner New York, docked in Hoboken today with 2,100 army personnel, sixty-nine brides of army and navy men, and twenty children.

Private Victor E. Burke, of Pasco, Wash., attached to Base Section No. 3, had his bride with him. She was Miss Louise V. Porter. They had with them a baby, which they had adopted. The mother of the child was a cousin of the bride. The father was killed at Neuve Chapelle, and the mother died after the child was born.

Fifteen army brides were stranded passengers. They were in charge of Miss Margaret Boyer, Y. W. C. A. worker, of Philadelphia, and are in the Hostess House in Hoboken awaiting their husbands.

The troops on board were under command of Captain Walter V. Buck, Second Battalion, Twenty-third Engineers, the bulk of the troops on board being members of that regiment.

Observer June 16/19



Observer June 10/19

Observer June 6/19

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The returning troops came back under command of Major-General Walter H. Gordon, commander of the Sixth Division. Also on board was Brigadier-General Lucius L. Duffee, commanding the Twelfth Infantry Brigade, one of the crack American units overseas.

Among the returning troops were the Sixth Division Headquarters troop; 54th Infantry; 11th Field Ar-

tillery; 6th Field Battalion, Signal Corps, and the 12th Infantry Brigade Headquarters. The division had draft replacements from all parts of the country, thanks to the heavy fighting it engaged in before the Hun was routed. Many casualties were also on board.

The transport Santa Oliva is due this afternoon with troops of the 84th Division, most of them medical units. It is expected that she will dock at Bush Terminal.

Members of the 23rd Engineers are due on the former German liner Cape Finisterre tomorrow. Some units of this regiment disembark today at Boston.

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## "Mystery Soldier" Is Now Identified

Two Mothers, Waiting at Piers, Disappointed When They  
See Him — Their Sons Were Reported  
Killed "Over There."

The hopeful mothers, waiting this morning in the office of Brigadier-General G. H. McManus, for the transport Mount Vernon to dock at her pier in Hoboken, felt the pangs of sorrow and of disappointment when they saw the countenance of the "mystery soldier" on the liner, sent back by General Pershing for identification. They had hoped against hope that he was their son, but in vain.

The soldier was Roland E. Phillips, son of Mrs. E. Phillips, of Evansville, Ind. The women who awaited his coming were Mrs. Malcolm J. McLeod, wife of the pastor of the Collegiate Reformed Church, of St. Nicholas, N. Y., and Mrs. Roland E. Phillips, of Flushing, Long Island.

Mrs. Phillips received word last October that her son had been killed in action. She hoped against hope for his return, however, and was on hand to see the "mystery soldier" in the hope that he was her son. The soldier, with his overcoat collar about

ears, was led down the narrow corridor leading to General McManus' office. As Mrs. Phillips approached one of the men in whose custody he was, turned down Phillips' coat collar. Mrs. Phillips took one look, sobbed, and turned away. She was led out of the corridor.

Mrs. McLeod likewise failed to identify the soldier as her son, Hy. Blakely McLeod, who mysteriously disappeared last June, just before his regiment left for France. It is certain now that Phillips is, as he claimed to be, the son of Mrs. Emma Phillips, of Evansville, Ind.

The resemblance of the soldier to Dr. McLeod's missing son is strong, but it is not he. The pastor also looked into his face and turned away in sorrow. Then he began to denounce the soldier and declared that Phillips should be in the penitentiary for the torture and misery he had caused. It is alleged that Phillips wrote letters to Dr. and Mrs. McLeod and signed the name of their son, while he was at Brest.

Observer June 13/19

## PERSHING'S CHIEF ARRIVES AT HOBOKEN

On board the transport Leviathan, when she docked at Pier 4, Hoboken, yesterday, was General J. W. McAndrew. He was made chief of staff of the forces under Pershing in May, 1918. He stated that he was going direct to Washington to assume command of the General Staff College, formerly the War College. General McAndrew has several decorations.

Captain E. H. Durell, commander of the Leviathan, said his ship has been making new records. She left the United States on May 27, passing Ambrose Light at 6:26 p. m. She reached Ambrose Light again this morning at 3 o'clock, having made the round trip to Brest and back in 15 days, 11 hours and 34 minutes. Her best previous record was 15 days, 19 hours and 3 minutes.

On her last two trips to the United States the Leviathan has carried 28,412 persons. On the best previous two successive trips she brought 26,105 persons.

The ship arrived at Brest at 2:45 p. m. on June 3. The passengers were taken aboard, 3,810 tons of coal were put into the bunkers, 2,025 tons of water pumped into the tanks and 49½ hours later she started the return trip.

There were six deaths on the way over, all negroes.

Brigadier General William R. Dashiell, of the Regular Army, in command of the 11th Infantry Brigade Headquarters, was in command of the troops. Among them were: One hundred and six officers and 2,685 men of the 51st Infantry; 105 officers and 2,614 men of the 52d Infantry; 101 officers and 2,575 men of the 53d Infantry—all regular army outfits.

## TWENTY THOUSAND TROOPS SCHEDULED TO ARRIVE AT DEBARKATION PORT TODAY

One of Heaviest Totals Since  
Speeding Up Movement  
Began—Mayor Hague and  
Jersey City's Officials Go  
Down the Bay to Greet  
Local Boys on the Santa  
Ana—Other Ships Coming  
Are the Pretoria, Mada-  
waska, Von Steuben and  
Pannonin.

## COLORED TROOPS HOLD CAMP MEETING SERVICES

Five troopships, carrying close to 20,000 men, arrived in the port of New York to-day, making one of the biggest days in the returning of the troops in quite some time.

Those vessels arriving were the Madawaska, the Santa Ana, Von Steuben and Pannonia. On the Pretoria were Texas and Oklahoma National Guard troops of the 36th Division, including Brigadier General George H. Jameson. The Pannonia brought the 317th Field Signal Battalion and other transportation and Sanitary Corps and some casuals, while on the Madawaska were the 313th Engineers, headquarters, medical and ordinance detachments and Companies A and B of the 343rd Machine Gun Battalion, and a number of other units.

When the transport Santa Ana, bearing members of the 303d Engineers, 303d Headquarters men, 303d Medical Detachment, 303d Sanitary force, three casual officers and the 78th Division Headquarters, 78th Headquarters troops, and 78th Postal Detachment, arrived in the lower bay, this morning they were met by the steamer Tourist, on board of which were Mayor Hague and the other Jersey City Commissioners, and a large number of relatives and friends of the returning Jersey boys.

THE GREETING.  
As the Santa Ana came within speaking distance of the Tourist, the big transport was received with a bombardment of aerial bombs, which was heard way back in Jersey City, and awakened the people of Brooklyn and lower New York. As the two boats came along side of each other, the Jersey City Police Band on board the Tourist played the tune, "Hail, Hail, the Gang's All Here," while persons aboard the re-

ception boat showered the boys on the ship, with cigarettes, chocolates and cakes.

The boys on the Santa Ana cheered the people on the Tourist and many were the exchanges of greeting as friends recognized each other. The Tourist accompanied the transport to its pier at Bush Terminal, Brooklyn, where it was docked.

An old-fashioned camp meeting, in which several negro preachers talked to the men and at which hymns were sung, was held on board the Von Steuben by negro soldiers yesterday. The Von Steuben docked in Hoboken today with 2,814 officers and men. Major General Charles J. Bailey, commanding the 81st Division, returned with several decorations. The camp meeting was arranged by Captain W. M. Mathews, personnel officer on board.

Among the units returning were 12 officers and 858 men of the 514th Engineer Service Battalion, negroes, and two officers and 237 men of the 522d Engineers, negroes.

Col. Percy L. Jones, of Cedartown, Ga., returned with the Legion of Honor, the Croix de Guerre, the French Ambulance Medal and the French Medal of Honor. He saw service with the French ambulance.

Frazier Hunt, 71 Post avenue, Manhattan, the first newspaper man to get into Soviet Russia, also returned. He left Petrograd three weeks ago, stopping at Paris, where he made an informal report of conditions to Colonel House, H. C. Hoover and other members of the American Peace Mission. Hunt spent several months with the Allied forces and the White Guards before he went into Soviet Russia.

RUSSIAN CONDITIONS.  
Asked to describe conditions in Russia, especially in Moscow, Hunt said: "If you stop the New York street cars and the subways, close up the Ritz and other hotels, make Recter's and Delmonico's into lunch rooms, board up three-quarters of the stores on Fifth Ave. shut down most of the factories and work the others on half-time, take away all the private motor cars, fail to clean the streets for a week, charge \$90 for a short quart of cheap booze, then you have the present Bolshevik conditions in Moscow transferred to New York."

Hunt said that ninety per cent of the people in Petrograd and Moscow were underfed, but only a small per cent were dying of starvation. Their power of resistance to an epidemic of sickness was weak, because of their underfed condition, and the deaths from disease were appalling. He said prices were very high, black flour selling at \$3.50 a pound, horse meat at \$4 and sugar at \$10.

The hardest thing the government has to do is to get the people to work. The whole economic life is upset. The government, he said, had built 9,500 new schools and were serving free lunches to the children.

Before he crossed the Finnish border to go into Russia on March 1, 1918, he was told he would be taken a prisoner and shot, but Hunt said he was permitted to go anywhere he wanted to without interference and that Petrograd and Moscow were as safe as New York.

## MANY ARMY BRIDES ON U. S. S. PLATTSBURG

The auxiliary cruiser Plattsburg, formerly the American liner New York, docked in Hoboken today with 2,100 army personnel, sixty-nine brides of army and navy men, and twenty children.

Private Victor E. Burke, of Pasco, Wash., attached to Base Section No. 3, had his bride with him. She was Miss Louise V. Porter. They had with them a baby, which they had adopted. The mother of the child was a cousin of the bride. The father was killed at Neuve Chapelle, and the mother died after the child was born.

Fifteen army brides were stranded passengers. They were in charge of Miss Margaret Boyer, Y. W. C. A. worker, of Philadelphia, and are in the Hostess House in Hoboken awaiting their husbands.

The troops on board were under command of Captain Walter V. Buck, Second Battalion, Twenty-third Engineers, the bulk of the troops on board being members of that regiment.

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# TRANSPORT GRAF WALDERSEE IN COLLISION AND SINKING; SAVED BY BEING BEACHED

**Fog Responsible for Collision**  
—Leviathan Responds to  
Wireless Call for Help—  
Those on Board Trans-  
ferred to Another Vessel  
—Smooth Sea Makes the  
Work Easier—Second Col-  
lision Also Reported This  
Morning—Several of the  
Crews Injured.

## TROOPSHIPS ARRIVE AT HOBOKEN PIERS

A wireless message to Naval Headquarters, Hoboken, early this morning brought information to the effect that the naval transport, Graf Waldersee, the former Hamburg-American line, of 13,000 tons, was in collision with the steamer Rodondo in a thick fog off New York Harbor at an early hour this morning.

The Graf Waldersee was later beached at Long Beach, N. Y. She was towed to safety by the transport Patricia and was filling rapidly when the shore was reached. Her crew of 400, with 19 army and navy officers, were removed by the Patricia, after the ship was beached. Some of the crew were transferred to navy tugs, which were still standing by. It was hoped the Waldersee might be floated after the hole in her side was patched. The Redondo continued to New York.

The fog down the bay was responsible for another collision, this time between the steamer Yankee, a United States Shipping Board vessel of 2418 tons, which sank after crashing into the steamer Argentina off Fire Island. The Argentina was damaged. She saved all hands from the Yankee.

The Graf Waldersee was rammed on the engine room compartment by the Redondo, belonging to the shipping board, off Sandy Hook. The Graf Waldersee was outward bound from New York to Brest. Her wireless calls for assistance brought the transports Leviathan and the Patricia to her rescue. Most of

those on board the stricken vessel were transferred to the Patricia, which then started to tow the Graf Waldersee towards Fire Island.

**SINKING.**  
At that time the transport was in a sinking condition, her engine and fire rooms being flooded. A skeleton crew was left on board to handle the vessel. It was stated that the Rodondo was coming into port unassisted, although damaged. When the Rodondo later arrived in port it was found that her bow was stove in. Captain A. W. Street reported that several of the Graf Waldersee's crew were injured when his ship collided with that vessel. He added that the fog was so thick he had no intimation of the nearness of the other vessel until they crashed into each other.

When the Graf Waldersee came into sight off Long Beach it was found that she was being well assisted by other vessels. Two large streams of water were being pumped from the hold of the vessel. She was listing badly and from shore it was evident an attempt was being made to beach her. Her nose was pointing to the west. There was no sea running and the water was like glass.

Captain Langdon, of the life saving station, said that, with the tide as it was, it would be possible to bring the Graf Waldersee to within one-half a mile to three-quarters of a mile from shore.

**TRANSPORTS ARRIVE.**  
The naval transport Leviathan, bringing close on 12,000 men from overseas duty, docked shortly before noon to-day at Hoboken. Among those on board are Major General James W. McAndrews, Brigadier General William R. Dashiell, Colonel E. G. Stritsinger, Colonel R. J. Adams, Colonel F. Casas, Colonel A. B. Cox, Colonel Stanford Wadhaus, Colonel Arnold Tuttle, Colonel Ernest Bingham, Colonel E. V. Smith, Congressman Fairchild George W. Pitney of the Peace Commission, Commander J. Murphy of the Medical Corps, and several members of the Public Information Bureau who have been over in Paris with the Peace Commission.

The transport Cap Finisterre arrived in Hoboken yesterday with 3,879 officers and men, thirty prisoners, 58 soldiers' wives and two soldiers' children. Most of the troops were from the 81st, or "Wild Cat," Division, including 21 officers and 150 men of Division Headquarters; seven officers, 60 men of the 156th Field Artillery Brigade Headquarters; 30 officers, 985 men of the Motor Transport Repair Unit, complete; 26 officers, 951 men of the 302nd Motor Transport Repair Unit. Also on board were 10 officers and 362 men of the 309th Engineers, Companies B and C of the 84th or Lincoln Division; 20 officers and 662 men of the 23rd Engineers' Train, complete, and 221 casual officers.

## NOTABLES RETURN ON TRANSPORT AMERICA

Brigadier General Spalding of St. John, Michigan, chief of the Historical Section of the General Staff, returned on the America, which docked at Hoboken yesterday. He had a complete record of the part the United States played in the war. Twenty-four officers were engaged in compiling this record, he said.

One of the six Danish officers aboard was Prince Aage, member of the ruling family of Denmark. He has visited England and the battlefields of France and will tour this country. He is a first cousin of King George and also of the late Czar Nicholas. His father is Prince Valdemar, brother of Queen Alexandra, Dowager Queen of England.

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## DRY DAYS ON PRINZ FREDERICK WILHELM

The briny ocean was much too briny for the troops on board the transport Prinz Frederick Wilhelm, which docked in Hoboken yesterday. Owing to the fact that one of the sailors on board accidentally flooded the fresh water tanks with salt water four days from the home port, drinking water was almost impossible to get. As a result the condition of "dryness" on board the transport was greater than ever dreamed of by the most enthusiastic prohibitionist.

There were a number of civilians on board, including Thos. M. Johnson, war correspondent. He said that in his opinion President Wilson was losing prestige in France and all over England.

Johnson said that every one on the other side was shell shocked. While the war was on, he said, they wanted to quit, but now that it is over they don't know what to do. He predicted that Germany and Russia would be the two big countries of the future. Russia is extremely wealthy and Kolchak was most powerful.

He said it was impossible to judge Germany by the occupied territory. The people there were submissive, but not so in other parts. This submissiveness is now changing, he said. Johnson declared that there was no doubt in his mind that France would try to hang on to the occupied German territory and already General Mangin, in command of the French forces there, was compelling the teaching of French in German schools.

Germany, he said, is looking forward to South America and many Germans would migrate there.

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## THE BERAUD SISTERS ARRIVE AT HOBOKEN

On board the Imperator, which docked at Hoboken yesterday afternoon, were Miss Marie Beraud and Miss Susan Beraud, formerly of West Hoboken, but now of Staten Island. They spent over a year in France as telephone operators.

Both girls are well-known in West Hoboken, where they have a host of friends. Their brother, Corporal Beraud, won the French war cross.

Observer June 25/19

## TRANSPORT YALE IS DUE AT HOBOKEN PIER

The transport Yale is the only troopship due at Hoboken to-day. She is coming from Newport News with 1,500 men and will dock north of pier 15.

The Yale was reported off quarantine between 10:30 and 11 a. m. to-day.

## MANY NOTABLES GO ON THE LEVIATHAN

With 142 passengers on board, including a number of representatives, fourteen colonels who are going overseas for duty and special missions, and a number of officers' wives who are going over to join their husbands, the giant liner Leviathan sailed from Hoboken yesterday. It was originally intended for the boat to take 1,000 men overseas as replacements, but these men were transferred to the Cap Finisterre, to depart later.

The Representatives on board were Louis C. Goodall, of Maine; Edwin J. King, of Illinois; James V. McClintic, of Oklahoma; Mansfield L. Neely, of Indiana, and Ernest Sanders, of Indiana. They are going over for observation and expect to return in two months.

William M. Fleischman, president of the Fleischman Yeast Company, is going over on a confidential mission for the Shipping Board with which he is connected, concerning the sale of a number of vessels. He expects to return August 1.

Mr. and Mrs. William E. Holland were passengers. Mr. Holland is Vice-Consul at the American Legation at Basle, Switzerland. W. Merritt Smith, special assistant to the American Legation at Brussels, sailed, accompanied by Mrs. Smith.

Among the officers' wives were Mrs. Walter F. Baker, whose husband is a colonel in the Regular Army, and Mrs. Helen M. Bristol, wife of Rear Admiral Bristol, U. S. N., who is on duty in England, S. N. A.

Observer July 8/19

## TWO TRANSPORTS DOCK AT HOBOKEN

Bringing 1,379 passengers, the transport, Santa Ana, which sailed from Bordeaux on June 26, docked yesterday afternoon at Pier 3, Hoboken. Most of the crew brought home pet canaries they had secured at the Azores, where the transport put in to allow the wife of Rear-Admiral Jackson to land. On board were fifty-seven brides. Fifty-four of them were with their husbands and acted as chaperones to the three who made the voyage alone.

Among the brides was one who was the superintendent of a shoe factory in France, who had sixty men working under her. Another bride was the daughter of a prominent citizen of Monte Carlo, and another was a school teacher and another an artist.

The troops on board were under the command of Colonel Charles H. Rowland, a Regular Army officer, of Jefferson, Ohio.

The transport, Kentuckian, with 1,852 passengers, which left St. Lazaire on June 27, docked at Hoboken at 9 o'clock last night. The vessel was due to-day, but because of the desire to clear the way for the arrival of President Wilson, the vessel was docked last night.

The largest unit on board was the 106th Ammunition Train, with 15 officers and 524 men, including headquarters, medical and ordnance departments, headquarters company and Battalion Companies A, B, C and D.

Lieutenant-Colonel Paul A. Francon, of Montgomery, Alabama, was in command of the troops on the ship. His name has been frequently mentioned as a possible candidate for the Governorship of his State. The troops under his command were formerly the Second Alabama National Guard Regiment.

## FIFTEEN THOUSAND TROOPS COME HOME

Nearly fifteen thousand officers and men arrived to-day on the transports Agamemnon and America, docking at Hoboken, and the Duca D'Abruzzi, landing at New York. They were members of the Seventh Division, formerly with the Army of Occupation.

The organizations on the Agamemnon were the 34th Infantry, field and staff medical detachments, 43 officers and 1,553 men; 605th Engineers, headquarters, medical and ordnance detachments and Companies A, B and C, 26 officers and 719 men; 512th Engineers, headquarters and medical detachment and Companies A to D, inclusive, 16 officers and 830 men; 528th Engineers, headquarters detachment, and Companies C and D, 11 officers and 427 men; 4th Salvage Corps; Casual Company 5473; 332nd Bakery Company; 309th Clothing Unit; 8th Camp Hospital; 6th Veterinary Hospital; 87th Base Hospital; Special Casual Companies 1703 and

1700, and 134 casual officers, 141 nurses, and 33 prisoners.

The organizations aboard the American were the 14th Infantry Brigade Headquarters, 4 officers and 25 men; 64th Infantry complete; 1st Provisional Evacuation Ambulance Company, one officer and 46 men; 71st Evacuation Ambulance, one officer and 35 men; 25th Camp Hospital, 6 officers and 46 men; 302nd, 316th and 326th Supply Companies; 1st Regiment Air Service Mechanics, 24 officers and 1,572 men; 2nd Regiment Air Service Mechanics, 18 officers and 674 men; 4th Regiment Air Service Mechanics, 18 officers and 674 men; 4th Regiment Air Service Mechanics, 18 officers and 136 men; 15th Evacuation Hospital, 19 officers and 237 men; 33rd, 48th, 58th Sanitary Squads; 22nd, 27th, 38th, 45th, 46th, 61st, 308th and 313th Sales Commissary Units; 1710 Special Casual Company, 77 casual officers of 312th to 319th, inclusive, Brest Convalescent Detachments and a Brest Medical Detachment.

On the Duca D'Abruzzi were the 18th and 25th Balloon Companies, 12 officers and 321 men; 10th Photo Section; 143rd Company of the Transportation Corps; 99th Base Hospital; 248th Military Police; 228th Military Police; 21st Evacuation Hospital; 9 casual officers and 105 civilians.



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## MOST OF TROOPS SOON TO BE HOME

Only Army of Occupation Will  
Remain Overseas Af-  
ter July.

Captain Edward S. Murphy, of the Information Office, Army Piers, Hoboken, stated this morning that there are at present about 400,000 American soldiers still overseas.

Of this number will, according to the present schedule, be reduced by the end of this month to \$250,000. The latter number will represent the Army of Occupation, so that it is expected, with the exception of this army, all of the doughboys will be repatriated by the end of July.

This is in advance of the schedule announced some time ago. The work of getting the soldiers home has been speed up in a wonderful manner. Every week thousands of troops have been returned and the work has been carried out in a thoroughly efficient and practical manner.

The date has not yet been announced for the return of the men in the Army of Occupation now on German soil.

## MEMBERS OF THE OLD TENTH ARRIVE HERE

Under command of Col. J. L. Gilbrich, of the regular army, the First and Second Battalions of the Fifty-first Pioneer Infantry arrived in Hoboken on Thursday on the transport *Wilhelmina*. There were 1,801 officers and men on board, and 53 officers and 1,537 men were of the pioneer regiment. The old Tenth Infantry, New York National Guard, was the nucleus of the regiment, which went overseas a year ago. Men from Kingston, White Plains, Hempstead, Flushing and Jersey City were among those who came home to-day. The regiment served with the First Meuse and with the 301st Engineers during the St. Mihiel drive. They did road work, built bridges and cut wire. After the armistice they went into Germany with the Army of Occupation.

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## UPTON, HERO OF BIG EXPLOSION, LANDS AT PIERS

On Board the *Nansemond*—  
Two Other Ships Bring  
Troops.

Wearing the ribbon of the Congressional Medal of Honor, Ensign Frank Monroe Upton, of Denver, Colo., landed in Hoboken to-day from the transport *Nansemond*, which sailed from Brest on June 28. He distinguished himself by extraordinary heroism when the freighter *Florence H.*, loaded with dynamite, TNT and other explosives, blew up in Quiberon Bay, 100 miles south of Brest, on April 17, 1918.

Ensign Upton was on the destroyer *Steward*. He stripped off most of his clothing, plunged into the wreckage strewn about the water and rescued a number of the crew of the *Florence H.*, who had been blown overboard. Forty men were killed by the explosion.

The *Nansemond* brought over 5,252 officers and men. Included were the 802nd Pioneer Infantry, with the exception of Companies H, L and M. 53 white officers, 1,900 negro enlisted men; the 310th Service Battalion, 5 white officers and 372 men, and the 85th Aero Squadron. The other troops were clothing and bath units, veterinary hospitals, butcher and baker companies, motor truck headquarters and transportation units.

The regiment went across in August, 1918, and did railroad construction work with the American army in the Argonne. After the armistice, the organization was put to salvage and road reconstruction work.

Their band and the "Verdun Minstrels," who gave shows in many hospitals, were with them. The man who handles the cymbals in the band is Robert Johnson, a vaudeville actor known as "Rockpile" Johnson.

The transport *Deep Water*, which sailed from St. Nazaire on June 24, anchored in the bay. Three casualties were to be taken to Hoboken.

The last American troops to come home by way of Bordeaux arrived here to-day aboard the transport *Santa Olivia*, according to her officers, who said that all troops hereafter will pass through Brest. The *Santa Olivia* will be turned back, it was said, to the shipping board, which will, in turn, give her back to her original owners, W. R. Grace & Company.

The *Santa Olivia* brought 1,757 men, all of whom were casualties, in command of Maj. E. P. Lawlor, of Columbus, Ohio. She arrived at Bordeaux, June 28, loaded in eight hours and started her return voyage.

## PRESIDENT-ELECT OF BRAZIL LANDS AT HOBOKEN PIER

Dr. Passoa Received With  
Impressive Ceremonies  
on Leaving Imperator.

The giant liner-transport, *Imperator*, with Captain Casey B. Morgan commanding, which left Brest last Thursday and was in collision with a freight boat near that port, arrived in Hoboken late yesterday afternoon with 9,807 officers and men and the party of Dr. Epitacio Passoa, President-elect of Brazil, on board. They were taken from the disabled French battleship, *Joan of Arc*, at sea.

In the party of the Brazilian President-elect were sixteen persons, including his wife and his daughter, Laurita. The Brazilians were picked up at sea on last Tuesday at 2:30 a. m. Others in the party were two secretaries, one of them being a nephew of the President-elect, two maids, one valet and four married couples brought over from the disabled battleship.

Dr. Passoa was met on the upper deck of the pier by Vice-Admiral Alfred Gleaves and several Brazilian naval officers. The pier was decorated from one end to the other and opposite the gangplank was a large Brazilian flag flanked on either side by American flags.

As the President-elect came down the gangplank the Rort of Embarkation band played the Brazilian National anthem. Dr. Passoa stood at attention with Admiral Gleaves. The President-elect was then met by Brigadier General Peter W. Davidson and his staff.

A guard of honor stood at attention along the pier as the President-elect with his staff, Admiral Gleaves and General Davidson, marched to the end of the pier, where the President and his staff entered automobiles and passed through a guard of honor along River street to the Lackawanna Ferry.

Ensign LeClercq, who acted as aid to President-elect Passoa, stated that the Brazilian party in coming to the Imperator from the disabled battleship, came more than a mile in an open launch. He declared that the head of the Brazilian republic is most

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## WEST POINT MEN BOARD LEVIATHAN

A battalion of 227 lieutenants just graduated from West Point marched from the Lackawanna ferry, in Hoboken, to the transport *Leviathan* at the embarkation docks en route to France yesterday afternoon. The young officers were under the command of Lieut.-Col. G. R. Harrison.

Until the *Leviathan* sails to-morrow the young lieutenants will sleep on board, but leave to visit New York during the day and evening will be granted them. On arrival in France the class is to report to General Pershing and, under the guidance of military experts, they will view the scene of the big battles of the war. They are to supplement the knowledge gained at West Point with information as to how the campaigns in France and Flanders were fought.

democrate in his manner and released to take his meals in a private dining-room. The five state suites were turned over to the party and it required two hours to transfer the eighty-four pieces of baggage to the Imperator.

Mr. Passoa, according to Ensign LeClercq, stated that he succeeded automatically, as Vice-president of Brazil, to President on the death of the President. He was the head of the Brazilian delegates to the Paris peace conference. Mr. Passoa stated that this is his first visit to the United States. He said he is enthusiastic over the country and hopes for a closer social and business relation between the two countries. He said he was a great admirer of President Wilson and considered him a wonderful man.

Laurita, the daughter of the distinguished visitor, has a sparkling manner and danced alternately with the officers and doughboys on the ship. She said she was particularly fond of the American "Jazz" music and liked it better than the Brazilian Tango.

On board the Imperator were forty general prisoners, 548 nurses, eight civilians, and 9,807 officers and men, most of whom were of the Seventh Division. Among these were the Eighth Regiment, Field Artillery, of fifty-six officers and 1,163 men, under the command of Colonel J. W. B. Corey; the Seventy-ninth Field Artillery, complete, 44 officers and 1,356 men, under the command of Colonel Edgar A. Smyer, formerly of Richmond, Va.; the Eightieth Field Artillery, complete, 48 officers and 1,295 men, under the command of Colonel F. W. Stopford, of Marblehead, Mass.; the Fifty-fifth Regiment, complete, 84 officers and 2,515 men, under the command of Lieut.-Col. M. H. Shute, of the Regular Army. Colonel Shute formerly lived in Colorado.

Captain Morgan of the Imperator, assigned Lieut. Senior Grade Robert Phillips and Ensign Frederick LeClercq as aid to the Brazilian President-elect. Captain Morgan stated that he had received word of the distress of the *Joan of Arc* by wireless last Monday at 4:30 p. m. He got into communication with the battleship *Arkansas*, with Admiral Benson aboard, and notwithstanding he was short of coal steamed back 160 miles and took off the Brazilian party from the *Joan of Arc*, which was under the command of Admiral Grew. When the Imperator arrived in port it only had in its bunkers coal supply for three hours.

New York, June 21.—Dr. Epitacio Passoa, President-elect of Brazil, left here for Washington to-day to pay his formal respects to the United States Government. The Brazilian boarded a special train at the Pennsylvania Station. He spent the night in the Presidential suite at the Waldorf-Astoria Hotel.

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## NO SHIP ARRIVALS AT HOBOKEN TODAY

There were no transport arrivals at Hoboken to-day.

The transport *Von Steuben* is to sail from her berth north of Pier 3, Hoboken, at 9:30 a. m. to-morrow. Her destination is Brest.

The *Calamaries* will sail from north of Pier 3, Hoboken, at 10:30 a. m. on the following day. The *Mount Vernon* is due to leave, north of Pier 3, at 6 p. m. on Saturday. Both are going to Brest.

The *Santa Anna*, now north of Pier 9, is to sail for Brest on Saturday also.

## MANY NOTABLES ON SCANDINAVIAN SHIP

U. Grant Smith, Acting Minister of the United States to Denmark since 1917, when Minister Egan became ill, arrived from Europe yesterday on the Scandinavian-American Line steamship *United States*, which docked at the foot of Fifteenth street, Hoboken, after an uneventful voyage, except for the Fourth of July Celebration in honor of Minister Smith, for which the boat was elaborately decorated and a dinner was given. The *United States* left Copenhagen on July 3, and carried 124 cabin passengers.

In 1917, on Minister Egan's retirement, Mr. Smith, at that time counselor to the embassy at Vienna, went to Copenhagen and organized the American ministry on a war basis. He said to-day that during the war he had a larger staff than the peacetime staff at London, Paris, Vienna or Rome.

Copenhagen, Mr. Smith said, was "bang up" against the enemy, and was the most important listening post. As soon as he arrived at Copenhagen, he said, he got into touch with the British and French ministers and they formed a little entente among themselves throughout the war. The Germans did everything they could to break it up, but in this were unsuccessful.

Mr. Smith looks forward to a great increase of business between the United States and the Scandinavian countries in the near future, but to meet German competition, he says, we must have a very complete organization, on a strictly business basis.

Also on board were Erwin Thompson and his wife, Mrs. Eugenia Thompson. Mr. Thompson has been commercial charge d'affaires at Copenhagen, and his home is at Charlotte, N. C. He also looks forward to a great increase of Scandinavian-American business.

Dr. Gustav Michelson, Columbian minister to Berlin and Copenhagen, was on the *United States*, and said that conditions in Germany are improving, and that the people are thoroughly glad that the war is over. Danish Consul-General J. S. Moller-Holst, stationed at Irkutsk, Siberia, was on board, on his way to take over his work in Siberia. Bishop H. H. Font and eight other clergymen who have been working in the interests of the American relief for Armenian orphans, returned home.



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## TROOPSHIP RETURNS; BANQUET ON BOARD

The troopship Walter A. Luckenbach, which left St. Nazaire, France, on July 1, last, docked late yesterday afternoon at Pier 8, Hoboken, with 2,514 officers and men. The largest unit aboard the transport was the 509th Engineers, including the field and staff headquarters, medical detachment, Companies A, B, E and F, including eleven officers and 841 men, under the command of Major E. B. Hess, of Indianapolis, Ind. The troops came from Indiana, Ohio, Kentucky and Illinois.

After being put through a process of sanitation, the troops will go to the following States: One officer and 247 men to Ohio; two officers and 69 men to Illinois; three officers and 311 men to Indiana, and four officers and 126 men will be scattered all over the country.

The troopship had an uneventful voyage, except on July 3, when Seaman C. I. Bell, of Des Moines, Iowa, fell down No. 6 hatch, fracturing his skull. He was treated by Ship's Surgeon Dr. M. F. Hanlon and will recover.

Lieutenant Foran, an executive officer of the ship, gave a dinner to the returning officers on the transport. Commander F. C. Siebert, captain of the vessel, in a speech at the dinner, lauded the valor and ability of his executive officer. He declared, "They don't make men in the navy any more like 'Pop' Foran." He urged the young men of the navy to pattern after Lieutenant Foran and study him as an example.

A congratulatory address was delivered by Major Hartz, praising the merits of the captain and the executive officer of the Luckenbach. The diners spent more than five hours at the table.

A wrestling bout was run off between Private W. E. Riley, of Pittsburgh, a graduate of Cornell University and one-intercollegiate champion lightweight wrestler of Company A, 309th Engineers, and Private George McGlenon, of Gary, Indiana, also of Company A, 309th Engineers. McGlenon won in two straight falls.

The first bout required forty-eight minutes to put the shoulders of Riley on the mat and the second required eighteen minutes. The first bout is said to have been the longest period of wrestling ever staged on the ship.

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## NOTABLES SAIL ON STEAMER NOORDAM

With 550 passengers aboard the Holland-American liner Noordam sailed yesterday afternoon from Hoboken for Rotterdam, by way of Falmouth and Boulogne-sur-Mer. Among the passengers was Julius T. Mayer, director general for the Hamburg-American line. He is on his way to Germany in connection with the future of the line.

Mayer said he had been out of touch with the main officers in Germany since the beginning of the war and stated he did not know what the officials were going to do. Asked about the report that Germans were planning a Zeppelin line to the United States, and that his trip to Europe was in regard to this contemplated line, Mr. Mayer smiled and said: "Well, you know such a thing is not at all an impossibility." He declined to make any further comment.

Among the passengers were 150 buyers who are going over to Paris and pick out new styles for "Miss America."

Another passenger was Baroness Mackay Hommel, of Ophamert Castle, Holland. On March 7, when en route from the Orient to Holland she disappeared. When no trace of her was found the Dutch Government got in touch with the State Department and the baroness was finally found working as a domestic in the home of Captain W. S. Overton of San Francisco. Asked about this to-day she said she had become a domestic in order to study American theories of democracy in order to prepare her children to become Americans.

## MANY NOTABLE INCIDENTS MARK ARRIVAL OF SEVERAL TROOPSHIPS AT HOBOKEN

Two of the Largest Vessels in World "Swap". Piers With Film Cameras Clicking—Fire Occurs on the Giant Imperator, But Is Soon Extinguished—Officers on Cap Finisterre Complain of Crowding—One Death Occurs—Italian Ambassador Here.

### SIXTEEN BRIDES ON TRANSPORT HENDERSON

Several ships docked at Hoboken over the week-end and several incidents marked their coming. They brought home a large number of troops.

The "swapping" of piers by the two largest vessels in the world, the Imperator, which came in, and the Leviathan, which sailed, was not the least of the incidents of a busy week-end. Then there was a fire on board the Imperator on the way over, a small mutiny on board the Pretoria over bad rations, a tremendous "kick" from more than a thousand officers on board the Cap Finisterre, who stated that they had been herded like cattle on board, and last, but not least, the arrival of a large number of war brides.

The fire on board the Imperator might have had serious consequences had it not been for the rapid work of the men on board. The fire started in some kopac life rafts and the highly inflammable material was soon shooting flames to a height of twenty or thirty feet above the deck.

#### FIRE ON SHIP.

The blaze started shortly after 6 o'clock on Friday evening, and Lieutenant J. V. Hennings was at once on the job. So quickly did he and his men work that the fire was extinguished inside of fifteen minutes, the majority of the passengers not being aware that it had ever started.

Over 1,000 army officers who arrived on the Cap Finisterre made a vigorous complaint regarding the lack of accommodation on the vessel. They stated that they were brought home "like steers on a cattle ship."

The officers of the transport seconded the complaints and openly criticized the embarkation officials at Brest and Secretary of War Baker for allowing the loading of so many officers on one vessel.

After the steamship had docked at Pier 3 in Hoboken, it was learned from several of the ship's officers that the ship's master, Commander F. R. McCrary, had protested strongly against the placing of so many officers aboard, lodging his complaint with the embarkation officials at Brest. His "kick," however, was ignored and he received no satisfaction.

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### THREE TRANSPORTS DUE AT THE PIERS TODAY

Three transports are due to dock at Hoboken this afternoon. They are the Manchuria, Northern Pacific and Kaiserin Auguste Victoria. As no radio has been received at the Army Piers, it is not known at what hour the Manchuria will arrive. She is to dock north of Pier 1.

The Northern Pacific is scheduled to dock north of Pier 4 at half-past 4. The Kaiserin Auguste Victoria is due at 2:30, north of Pier 14. All three ships are bringing troops from France.

The Liberator and Ohlean are due at Hoboken to-morrow, the former to dock at Pier 6 and the latter at Pier 2.

tion from the army heads. He declined to sail for New York until he was finally ordered to proceed.

The report that the death of First Lieutenant William S. Cannon, of the Field Artillery, who died on Saturday night in the ship's hospital following an operation for acute appendicitis two days previous, was partially brought about by the crowded condition of the Cap Finisterre, was denied by Commander McCrary. He said that everything possible had been done by the surgeons aboard to save the lieutenant's life and that his quarters in the sick bay were more than adequate.

#### SHIPS PASS IN RIVER.

Hoboken's most spectacular navigation feat was witnessed between 6:20 and 6:47 o'clock on Saturday evening, when the Leviathan, outward bound, exchanged berths with the Imperator, which arrived from France.

Hundreds of spectators, including all the topnotchers in seamanship, knowing in advance that the feat was to be attempted and motion pictures made of it, congregated at vantage points to witness the stunt none thought possible. In the end, Marine Superintendent Walter Bernard smiled in victory and walked off the pier as it were an every-day task.

The Leviathan was given the order to back out of her berth when the Imperator hove into position a half-mile above the pier at 6:15. At 6:27 the Leviathan was blocking the river, her stern almost pushing into the Manhattan shores. As she turned her nose seaward, the Imperator drifted down and turned to head into the berth of Pier 4, at one time they were side by side, and a biscuit could have been tossed from one to the other. Then, at 6:47 the Imperator blew her "Make Fast" signal and the Leviathan broke out her "Good-bye" pennant and signalled "Well done."

On board the Imperator was the Italian Ambassador, Count Macchi Celli, his wife, his daughter Agnes and son Stephanie. The Ambassador was shown great honor on the way over and his beautiful daughter was a favorite with all of the officers. The Ambassador was met at the piers by Rear Admiral M. Lovalli, naval attache at Washington, General Tritton, of the Italian Army, and Lieutenant-Colonel Serapelle, of the Italian Navy.

#### SIXTEEN BRIDES.

Carrying sixteen brides, the bridegrooms being made up into a special casualty company, the transport Henderson, which sailed from St. Lazaire ten days ago, arrived at Hoboken yesterday. There were 2,032 officers and men aboard, the bulk of them being 50 officers and 1,536 enlisted men from the 257th Battalion.

All the troops were under the command of Lieutenant Colonel A. G. Goodwyn, of Montgomery, Ala., a regular army officer who has been attached to the general headquarters in France, as inspector of military police.

The casual company of newlyweds was known as Casual Company No. 1619, and the only member of the company who was unmarried was its commanding officer, Lieutenant C. C. Hopkins, of Pittsburgh. Asked to produce the seventeenth bride, Lieutenant Hopkins said: "You can search me; I haven't any that I know of." The brides, all French girls, were chaperoned by Miss Winifred Burnett.

### TRANSPORT ALASKAN COMING TO HOBOKEN

The transport Alaskan is due to dock at Pier 8, Hoboken, at 2:30 to-day. The transports President Wilson and Sofia are scheduled to arrive at New York this afternoon. All three will have more than 5,000 troops from overseas.

On the President Wilson are 124 casual officers and thirteen casual companies.

The Alaskan has aboard five casual companies—137th Engineers' Headquarters Detachment, and Companies B and C, 3d, 7th, 8th, 9th and 12th Companies, Transportation Corps. The Sofia is bringing eight casual officers, two ordnance casual companies and Transportation Companies 83, 134, 136, 160 and 91.

## 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.

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## FIFTH DIVISION MEN HOME WITH SPLENDID RECORD

### Sustained Seven Thousand Casualties While Fight- ing in the Argonne.

The first men of the Fifth Division to return from overseas arrived in Hoboken yesterday on the cruiser South Dakota. There were 40 officers and 736 men of the Second Battalion, under command of Major W. M. Werner, of Terre Haute. The men wore a red diamond insignia on the left shoulder.

The division had 7,000 casualties, according to the officers, while fighting in the St. Mihiel, Argonne and Meuse sectors. They went overseas in April, 1918, and in twenty-one days in the Argonne fighting suffered 6,000 casualties. Between November 4 and November 6 the battalion swam the Meuse River and took the Meuse Heights, which aided the Allies in gaining big strides in the latter stages of the war.

The Henry R. Mallory also docked in Hoboken yesterday, bringing home 21 officers and 499 men, mostly casuals. The vessel had one death on board, Sergeant Robert G. Tweed of the Regular Army dropping dead one hour after the vessel left Brest. His body was brought along and will be held to await word from his relatives.

Bringing 2,206 officers and men, the tharnsport Panaman, from St. Nazaire, docked yesterday at Hoboken. Among those on board were more than 2,000 colored enlisted men. The largest unit was 15 white officers and 845 negro soldiers of the 814th Pioneer Infantry who did repair work behind the lines. The rest of the troops were small units, including one theatrical troupe of one officer and twenty men.

Six stowaways were discovered on board the transport Plattsburg which docked yesterday in Hoboken. Two of them were brought to light when the transport left Liverpool for Brest. They were put ashore at Brest. When two days out four more stowaways were discovered.

Three of them were Americans, two of whom had been discharged from the army and had spent their money. Another was a distressed seaman. The fourth was an Irishman. All were put to work doing kitchen police duty.

The Plattsburg had 2,164 officers and men of the army on board, including 23 officers and 1,301 men of the 11th Infantry, the First and Third Battalions of the Fifth Division. There were also on board four officers and 287 men of the navy personnel, thirteen casual officers, fifteen stranded American seamen, nineteen wives and seven children of navy men and 51 soldiers' brides and six soldiers' children.

The commander of the 11th Infantry was Colonel Robert Peck, "Wild Peck" as he was called, who originally came from San Francisco. He wore all kinds of decorations and has been complimented time and again for individual heroism and bravery. Last November near Fontaines a German horse battery of artillery was bombarding the American lines, causing considerable casualties. Col. Peck called for a couple of runners and went out to reconnoitre. He crawled up to the battery, shot a couple of the leaders and then he and his two runners captured fifteen men and several guns, taking all back to the American lines. He got the Distinguished Service Cross for this feat.

Miss Helen Hendricks, organist of St. Paul's Episcopal Church, Chicago, who has been overseas fifteen months doing Y. M. C. A. work, mostly in Paris, was on board. Also on board was Miss Elizabeth Dickerson, of Seattle, a Y. M. C. A. relative to greet it, so the War Camp worker who went to Russia in 1917. Community Service organized a committee in Moscow when the revolution broke out and fled to Petrograd. The Fifth took part in the St. Mihiel. When it was reported the Germans were coming she went by an Ambassador's train to Vladivostok. After being there a month she went to Samara, passed through the stages of the Czechoslovak revolution, then made her way to Soviet Russia, remaining there until ordered out. She then went to Stockholm and thence to Archangel where she established the only hostess house for the men of the 399th Infantry. Miss Dickerson will make her home with her sister, Mrs. Arthur M. Sweezy, at Patchoque, L. I.

## TRANSPORTS ARE DOCKED; BRING THOUSANDS HOME

### Many Unusual Incidents— Strike of Officers Is Reported.

The first half of the army of returning troops scheduled to reach Hoboken yesterday and to-day arrived in port yesterday, providing a busy day for the officials at the Army Piers. Among those vessels docking yesterday were the Northern Pacific, the Kaiserin Auguste Victoria, the Manchuria, the Ohioan and the Lebanon, bringing in a total of over 17,000 officers and men.

A strike on the part of officers against traveling steerage was reported on the Northern Pacific when she arrived. It was stated that seventy officers, who had been assigned to the vessel, did not report on board and the transport sailed without them. They have been marked absent without official leave and face a court-martial. All of them were entitled, under the army regulation, to a first-class passage, but there was not sufficient accommodations of this kind on the vessel.

It was also stated when the Northern Pacific docked that 310 officers had refused to travel steerage on the Leviathan. They were held in custody in Brest, and some of them, it was also reported, have been sent to the United States under guard.

In spite of these things, however, a large number of officers traveled steerage on the Northern Pacific. All officers below the rank of major slept in bunks and others on mattresses on the floor. There were some protests made against the food served to the officers in the steerage.

There were 2,445 passengers on board the transport which sailed from Brest on July 11. The soldiers told how they were confined to camp on the Fourth of July as a result of serious rioting between Frenchmen, principally sailors of the Black Sea fleet, and American soldiers.

The Manchuria brought 4,788 officers and men home yesterday, most of the enlisted men on board being colored. Seventy war brides were among the passengers and one mother-in-law. One French bride brought with her six white mice. All went well until the mice escaped in her stateroom and created confusion among all the seventy brides. The ship's cat assisted in the round-up.

Among the arrivals on the Manchuria were two heroic telephone girls, Mrs. Paula McDermott, of 1419 Avenue I, Brooklyn, and Miss Agnes Blazina, of Harrison, N. Y. These two women were operating a switchboard at Nevers, France, when the town was bombed by the Germans. Although ordered to retire the girls refused to do so and continued to operate the wires during the raid.

The troop transport Ohioan, which left St. Nazaire on July 7, arrived yesterday with 1,615 soldiers, mostly colored men. The transport Lebanon, which left Brest on July 5, docked yesterday with 2,478 troops, of whom fifty were general prisoners.

The Kaiserine Auguste Victoria brought in 5,635 officers and men, including a large number of women welfare workers. On board the vessel was Col. Charles J. Simmons of Kenosha, Wis., who commanded the supply base at Givres, France. He stated that when the armistice was signed there was at the supply base \$850,000,000 worth of material, enough to supply the whole A. E. F. troops abroad without further supply until two weeks ago.

The vanguard of the "Fighting Fifth" Division of Regulars, among the first troops to see action in France, arrived at Hoboken at 11 a. m. today aboard the Cruiser South Dakota, composed of units from all sections of the country, the division faced the possibility of having few friends anderson, of Seattle, a Y. M. C. A. relative to greet it, so the War Camp worker who went to Russia in 1917. Community Service organized a committee in Moscow when the revolution broke out and fled to Petrograd. The Fifth took part in the St. Mihiel. When it was reported the Germans were coming she went by an Ambassador's train to Vladivostok. After being there a month she went to Samara, passed through the stages of the Czechoslovak revolution, then made her way to Soviet Russia, remaining there until ordered out. She then went to Stockholm and thence to Archangel where she established the only hostess house for the men of the 399th Infantry. Miss Dickerson will make her home with her sister, Mrs. Arthur M. Sweezy, at Patchoque, L. I.

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The Cruiser brought a total of 1,896 troops including part of the Eleventh Infantry, the divisions military police mara, passed through the stages of the Czechoslovak revolution, then made her way to Soviet Russia, remaining there until ordered out. She then went to Stockholm and thence to Archangel where she established the only hostess house for the men of the 399th Infantry. Miss Dickerson will make her home with her sister, Mrs. Arthur M. Sweezy, at Patchoque, L. I.

## FIRST WOMAN TO ENTER TRENCHES ARRIVES IN U. S.

### Miss Frazer, Noted Writer, on Board Prinz Frederick Wilhelm.

### ASSAILS ORDER THAT CAUSED MANY DEATHS

### Condemns "Swivel Chair Officer"— Tells About Having to Don Man's Uniform Before Going into Toul Fighting Area—Cites Soldier's Bravery.

The Prinz Frederick Wilhelm, which left Brest on July 5 last, with a total of 3,593 passengers, docked late yesterday afternoon at Hoboken. Commander W. G. Roper, of the United States Navy, was the captain of the ship and Col. Howard F. Noble, formerly in command of the Culver Military Academy, at Culver, Ind., was in command of the troops. Among the passengers were fifty-five general prisoners with various crimes and 321 civilians, mostly Y. M. C. A. girl workers.

Among the passengers on board was Elizabeth Frazer, a writer for one of the leading fashion weeklies. Her New York address is the Cosmopolitan Club, 33 East Fortieth street. She went to France first in 1916 as a volunteer worker and worked in a French hospital. She returned in 1917, and went overseas again when the Americans entered the war. She was the first woman to enter the trenches in the Toul sector, near Mount Sec. She was also in the trenches with the 26th, or Yankee Division, at Chateau Thierry.

After the armistice was signed, the writer said, "the American army marched into Germany in British shoes, poor at best, hard on the instep, which made many lame."

Miss Frazer also charged that "some swivel chair officer" ordered the Americans, after they arrived in Germany after heavy and long fighting, "to drill eight hours a day in a cold, snowy, rugged climate for months to keep the men pure."

The writer declared that she was informed by high officers of the

American Army that "this order caused more deaths than German bullets." She declared that the order was given partly through stupidity and partly for the purpose named in the preceding paragraph. It was not the order of any "combat general," she said.

### ENTERS TRENCHES.

When she asked permission of Major General Edwards to enter the trenches, she says he replied: "Well, I'll let you go in, but you've got to wear britches, for you are liable to want to get out in a dam big hurry."

Describing the scene, Miss Frazer said: "I asked the General to fit me out in a uniform. He called an orderly, who gave me a quick 'once over' and brought me one that fitted like a glove."

At the Toul sector, according to Miss Frazer, she went into the trenches with a major for a guide. Her identity was soon disclosed and she was subject to many "verbal shots" as to the "poor quality" of her stories.

After having to listen to one soldier who was particularly virulent in his language before her, she said she heard some one warn the soldier that "a woman is in the place." The vociferous soldier beat a hasty retreat and later she received a bouquet of flowers from him, which he had picked in No Man's Land, under fire.

The captain who handed the bouquet to Miss Frazer said, according to her description: "Jack Blake, a private, sent you this bouquet with his apologies for cursing in the presence of a lady. He went out in No Man's Land under shell fire and picked them for you."

Miss Frazer expressed the opinion that if the war had lasted another two weeks there would have been no First or Second Division.

### A STOWAWAY.

On the morning after sailing a stowaway was found in No. 5 hold, with a pair of overalls over a sailor's uniform. He came aboard, he said, with the Y. M. C. A. girls. The lad, Geaudry Gohn, a Belgian, was 15 years old. He said his parents were killed in Belgium in 1914, his father defending his home town and his mother in her own home. This story, according to officers of the ships who make many trips back and forth, is identical with the tales of almost every other stowaway, and they are skeptical enough to say, is a play for American sympathy rehearsed overseas to incite some rich American widow to adopt them.

The boy speaks English, French, German, Italian and Belgian. He says he went with the French Canadian troops to Dinan and later to Brest, where he worked as a mess boy on American ships, the last one, the Cuba. He was sent to Ellis Island.

Asked who won the war, Miss Frazer replied: "There is no doubt that the French people think the Americans won it and appreciate it."

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## MORE TRANSPORTS ARRIVE IN HOBOKEN

Secretary Lansing who returned to Hoboken yesterday from France, on the liner Rotterdam, left New York for Washington today. He denied yesterday any intention of resigning.

"There is no foundation for such a report," he said.

Returning army officers on the Rotterdam included Brig. Gen. Alfred Bjornstad, of St. Paul, Minn.; Col. J. M. Jenkins, South Carolina; Col. M. R. Hilgard, Illinois; Col. M. C. Corey, Washington, D. C.; Col. W. F. Harrell, Marion, Ohio, and Col. Charles Weybrecht, Alliance, Ohio.

Carrying 2,470 troops of the Third Pioneer Infantry Battalion, the transport Mexican arrived at Hoboken from Brest today. The entire regiment did not return.

The transport Sierra arrived at Hoboken today with 1,567 officers and men from St. Nazaire.



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## SMALLPOX ON AN ARMY TRANSPORT CAUSES TROUBLE

Many Vessels Arrive Here  
With Doughboys Who Saw  
Overseas Service.

Considerable trouble was caused to the entire shipping of the Port of New York when the transport Mobile arrived with four cases of suspected smallpox on board. They were Filipino attendants and they were taken off at quarantine.

The vessel was stopped down the bay and the officers of the army health department went on board and soon decided that the entire vessel would have to be overhauled. This morning it was stated that more than 5,000 of the passengers were suffering with sore arms or ankles, or both.

The Mobile left Brest on July 15 and shortly after clearing port Carlos Carpio, a Filipino, developed a case of smallpox. He was isolated by Lieutenant A. H. Robnett, the ship's surgeon, and all males on board the vessel were vaccinated.

Three other mess attendants who had shared Carpio's room, were taken off with him at Quarantine as a matter of precaution, and the 138 brides on board were also vaccinated after the boat reached Quarantine.

Brigadier General Thomas B. Dugan, of the 5th Division, and 43 marines from the 2nd and 5th Brigades, returned as casualties. Also on board were 21 officers, all colonels and lieutenant-colonels, and 25 enlisted men. They formed the Third Corps Headquarters Detachment, and the officers thought they would be allowed to go ashore as casualties but were informed that they would have to go to camp and probably stay there ten days with the enlisted men.

The 47th Infantry complete, consisting of 93 officers and 3,151 men, returned. They are the first of the Fourth Division to return home. The men say they are the "Forgotten Fourth," having fought all the time and received no publicity, taking part in the Aisne, Marne, St. Mihiel and Argonne offensives.

The 47th Infantry suffered 2,740 casualties out of 5,330 officers and men. Ten officers and 34 men have the Distinguished Service Cross, three the Croix de Guerre and seven the Italian War Cross.

Of the 138 brides aboard four were from Russia, who married men of the 339th Infantry from Detroit, and 20 from Luxemburg, who married men connected with the Army of Occupation.

Naval officers returning on the Mobile and Martha Washington state that when they left Brest there were twenty-four American transports waiting to get troops to bring back home. They say the reason for this is that France is demobilizing her army, and American troops are unable to get railroad trains to bring them to the port of embarkation.

When the Santa Teresa docked in Hoboken, the suicide of Private Jas. McPherson, attached to Company A, 137th Engineers was reported. He gave as his best friend Miss May Thompson, 137 West Fifteenth street, Erie, Pa. Lieutenant Commander F. S. McMurray, captain of the vessel, and Lieut.-Commander F. B. Devlin, of Yonkers, executive officer, held a board of inquiry following the suicide and it developed that McPherson is alleged to have wronged a girl in the United States, and that he was afraid to come back, fearing arrest. Among his effects was a bible, in which he had marked a passage in the 8th Psalms, reading: "Leap high. I will bring my people from the depths of the sea."

On board the transport Radnor, which docked to-day in Hoboken, was the Ninth Field Signal Battalion, in command of Major I. Deems, of Pueblo, Col. There were thirteen officers and 450 men in the organization, which is part of the Fifth Division and worked in the Vosges, St. Mihiel salient, and the Meuse-Argonne offensive.

There was also on board the Seventh Engineers, of the Fifth Division, under command of Colonel E. G. Raules, who complimented Lieut.-Commander M. S. Harloe, commander of the ship, for the manner in which the troops were accommodated on the trip across. With the regiment was the organization's "million dollar band," which was commanded to play for President Wilson and participated in the formal entry of King Albert of Belgium into Brussels. The leader of the band is Lieut. A. E. Smith, of 1059 Flatbush avenue, Brooklyn.

## TWO TRANSPORTS DOCK HERE WITH MANY DOUGHBOYS

Five Thousand Officers and  
Men Return—Brides Are  
Given Reception.

The transports Kroonland and Montpelier docked in Hoboken to-day with more than 5,000 officers and men. The Kroonland was the last American transport to leave St. Nazaire, which has ceased to be a port of embarkation.

On board the Kroonland were the 809th Pioneer Infantry, medical detachment, and Companies K and L; 422d Motor Supply Train, 5th and 132d Companies Transportation Corps, 226 casual officers and twenty-five scattered and casual companies.

The Kroonland was given a great send-off when she left St. Nazaire, French and American war vessels escorting her out to sea and a salute being fired. When she docked in Hoboken to-day the band of the ship, under the leadership of Bandmaster Ciccone, known as the crack band of the cruiser and transport force, went on the upper deck of Pier 1 and played popular airs as the troops marched ashore.

There were also twelve wives on board the vessel, and when they appeared the band played the Wedding March and one of the drummers produced a whistle and made a noise like a baby crying, causing much amusement.

On July 23, when the Kroonland was four days out, she picked up an S. O. S. from the U. S. Ship Wheaton, which wirelessed that one of the crew had fallen forty feet out of the rigging and they had no doctor aboard. Lieut. Commander G. S. Whitmore, of the Kroonland diagnosed the case by wireless and told how to treat the injured man. He said the Kroonland would come to the Wheaton's assistance as fast as possible. She reached the Wheaton that night. Lieut. Commander Whitmore went to the Wheaton in an open boat and brought back Boat-swain James Kinney, of 155 Lafayette street, Newark, who was suffering from a compound fracture of the right knee and contusions of the back. All efforts to save Kinney failed and he died late that night from shock superinduced by his injuries.

Most of the troops on board are composed of small units. Included in them were six officers and ten men of the Headquarters Tank Corps, under command of Brigadier-General S. D. Rockenbach, who was in the calvary on the Mexican border when General Pershing, then organizing the first expeditionary force, sent him to Europe, where he organized the first American base. In December, 1917, he was sent to General Headquarters and organized and trained the Tank Corps, after which he went back to the base section at St. Nazaire. General Rockenbach has a Distinguished Service Medal, a Croix de Guerre with Palm, the Cross of the Order of the Bath and is an officer of the Legion of Honor.

The Montpelier had aboard the 814th Pioneer Infantry, Companies L and M; 705th Machine Gun Company; 857th, 860th and 865th Company Transportation Corps; 20th Engineers, Company O, and a number of casual companies.

Observer Aug 2/19

**Transports Leave Hoboken.**  
Transports which left the Port of New York last Saturday for France are given as follows in response to an inquiry from a Hudson Observer reader: Prinz Friedrich Wilhelm, Aquitania, President Wilson and Plattsbury.

## ARE UNABLE TO GET PASSPORTS TO U. S.

Among the passengers on the Scandinavian-American liner Hellig Olav, which docked at Hoboken yesterday following an uneventful trip from Copenhagen, from which the ship sailed on July 18, was Jules Batschynsky, who has come to the United States on a special mission for the Ukrainian government. He left for Washington upon disembarking.

Batschynsky declined to make any statement, but said he would probably give his message to the press after his visit to the capital. Two soldiers who had gotten their discharges in France and who had toured the continent also returned on the Hellig Olav.

The vessel carried only 119 passengers—nineteen in the first cabin, forty in the second and sixty in the steerage. Her normal carrying capacity is 1,100. Halvor Jacobsen, agent of the line, said that he could not understand why so few passengers were carried. At this time of the year, he said, the boats ought to be crowded to capacity.

According to the passengers on board, most of them business men, the American consular agents in Scandinavian countries are not issuing passports and their attitude in this respect is simply playing into the hands of other countries. The passengers say that hundreds of business men want to come here and do business in the United States, which would amount to hundreds of millions of dollars annually, but that it was absolutely impossible for them to get passage because of red tape involved in their getting passports. They say that the consular agents' attitude is hurting business in general and the steamship trade, almost stationary for the period of the war, in particular.

It was pointed out that the British consular agents were handing out passports freely, and business men were going from the Scandinavian lands to England, giving British trade America would have otherwise received. It was also stated that, due to the shortage of cabin space on British ships, high premiums are being exacted for passage. Many persons are delayed for weeks.

Observer Aug 1/19

## FIRST UNIT OF THE FAMOUS NINTH HERE

The Ninth Infantry, 121 officers and 3,079 men, first unit of the famous Second Division to return home, arrived in Hoboken unexpectedly on the transport Princess Matoika. The transport, originally destined to Newport News, was diverted at sea to this port.

This entire division is now on the sea and the 5th and 6th Marines are expected within a few days. The division was the second of the American Army to get into action and distinguished itself at Belleau Wood, Chateau Thierry, Soissons, St. Mihiel, La Mont and Argonne-Meuse. It captured 25,078 Germans and suffered 25,026 casualties.

The Mount Vernon arrived at the same time with 5,795, including the Fourth Division Headquarters Detachment and Headquarters Troop, 58th Infantry complete, 59th Infantry, incomplete, and casualties.

The following Generals were also aboard the Mount Vernon: Major General Mark L. Kersey, commanding 4th Division; Brigadier General Benjamin A. Poore, Brigadier General Marcellus G. Spinks and Brigadier General Maline Craig.

The transport Pocahontas arrived today from Brest with 2,894 officers and men, including the Third Army Military Police Battalion, complete; 308th Field Battalion, Simnal Corps, complete; 91st Base Hospital; 1st, 24th, 86th and 258th Aero Squadrons, and 14th and 41st Balloon Companies.

## SECOND DIVISION IS TO REMAIN IN CAMP

Brigadier General George H. McManus, Assistant Officer at the Port of Embarkation, Hoboken, received a telegram yesterday from Adjutant General Harris in Washington, telling him to keep the entire Second Division in camp, and to make arrangements so that the entire division would be able to parade in New York at some future date. The division has taken part in some of the heaviest engagements of the war, and has fought continuously with brief rest periods since the Chateau Thierry drive until the armistice was signed. Included in the Division are the Fifth and Sixth Marines and the Ninth and Twenty-third Infantries.

General McManus said that in order to keep the Division intact it will be necessary to care for 700 officers and 23,000 men. Two of the units, the First Field Signal Battalion and the 15th Field Artillery, are still to be heard from, he said. The majority of the troops which will arrive this week will go to Camp Mills, with the exception of the Third Infantry Brigade, which will go to Camp Merritt. The Leviathan and Wilhelmina, which are due to arrive on Wednesday, will bring a great many of the men of the division, while other boats arriving in the interim will bring the other troops of the division with the exception of the two units which have not been heard from.

General McManus said the work of caring for the troops of the Second Division will not work any hardship as troops have been arriving slowly of late and the camps were almost empty.

Observer Aug 6/19

## THE LEVIATHAN AND WILHELMINA ARRIVE

The transports Leviathan and Wilhelmina arrived at Hoboken this morning with 6,410 troops and 1,807 officers.

On the Leviathan were Brigadier-General Daniel F. Craig, commanding the Second Field Artillery Brigade; Major-General John Biddle, Brigadier-General Charles H. McKinstry; Major-General William Lasater, and Brigadier-General Charles G. Lawes; thirty-one soldiers' wives and three soldiers' children.

The units on the Leviathan included the Second Field Artillery Brigade Headquarters; Twelfth Field Artillery, complete; Second Supply Train, complete; Second Train Headquarters and Military Police Company; 39th Infantry, complete; 65th Base Hospital; 15th Ambulance Company; 34th Engineers, Company F; a number of scattered casual and miscellaneous organizations, 111 nurses and 132 casual officers.

On the Wilhelmina were the Sixth Marines, Headquarters, Machine Gun Company and Companies I to M, inclusive; Second Engineer Train and Casuals.



Observer  
aug 12/19

## HAS DIFFICULTY, BUT HE FINALLY LANDS HIS BRIDE

Error in Message Keeps Pair  
Apart for Time—Pass  
on Road.

### OFFICER GOES VIA AIR ROUTE FOR CERTIFICATE

Yankee Navy Man Brings French  
Wife to Hoboken, Following Un-  
usual Series of Handicaps—Even  
After Ceremony Has Been Per-  
formed, They Miss the Boat.

A multitude of difficulties failed  
to prevent Third Officer George Mac-  
Namee, of the Army Transport  
Winooski, from marrying Miss Maria  
Catherine in France. He brought  
the girl ashore with him when the  
vessel docked yesterday afternoon  
north of Pier 14, Hoboken.

MacNamee, whose home is in Attle-  
boro, Mass., met his bride while he  
was an officer of the transport Mont-  
peller. He told her he would come  
back to marry her when the war was  
over. Her home was at Calvedos, near  
Havre. When the Winooski neared  
Havre in the latter part of June, Mac-  
Namee sent a wireless to the girl, ask-  
ing her to meet him in Havre to be  
married. Through an error the mes-  
sage, when it reached her, had Paris  
substituted for Havre.

She went to Paris, which is five  
hours from Havre and was there  
when MacNamee reached Havre. He  
set out to find her. While he was  
on the way a correction reached her  
parents' home and they wired it on  
to her. She started back and passed  
MacNamee on the road. He re-  
turned to Havre, found her and they  
went to Paris to be married. In  
Paris they were informed she would  
have to have the consent of her par-  
ents, although she is 26 years old.

They went back to the girl's home,  
got the written consent and were  
married at Havre. Then they went  
to Paris to get a passport for her.  
None would be issued, they were  
told, unless she was able to present  
a birth certificate. An American  
naval lieutenant took MacNamee to  
the girl's home town in an aero-  
plane. MacNamee secured the cer-  
tificate, returned to Paris, got the  
passport and with his wife returned  
to Havre to go aboard the Winooski.

But the Winooski had sailed for St.  
Nazaire, so they hurried there and  
got aboard. The Winooski, which is  
a freighter, owned by the United  
States Shipping Board, carried a  
cargo of aeroplanes, ordnance, engi-  
neers and quartermaster material. A  
number of the aeroplanes were used  
by the Americans during the fighting  
in the Argonne.

The transport Northern Pacific,  
from Brest, is scheduled to dock  
north of Pier 5, Hoboken, at 6  
o'clock this evening. She is bringing  
1,619 troops. This is the only vessel  
due at Hoboken to-day.

Observer  
aug 16/19

### TRANSPORT PATRICIA ARRIVES; OTHERS DUE

The Transport Patricia with 29  
officers, 152 troops, and 14 nurses  
arrived at 8:45 at Pier 3, Hoboken,  
today. The New Amsterdam is ex-  
pected today, with 1879 soldiers. She  
will dock at Pier 7, and is due here  
at 3:30 p. m.

The Cap Finisterre is due to dock  
tomorrow, north of Pier 1. She is  
carrying 2,153 troops.

The Agamemnon, with 2,552  
troops, is also due tomorrow north  
of Pier 4, Hoboken.

Observer  
aug 11/19

## PERSHING TO COME HERE ON LEVIATHAN

It is said that the transport Levia-  
than, which docked at Hoboken yes-  
terday, will make only one more trip  
as a transport. That will be to bring  
General Pershing home. Details as  
to the time of the final trip are as  
yet unavailable. High army officers  
were among the 6,383 passengers on  
board the Leviathan, which left  
Brest on July 30. There were also  
on board 31 soldiers' wives and three  
soldiers' children.

The general officers were: Brig-  
adier General D. F. Craig of the  
Second Field Artillery Brigade,  
Major General John Biddle, com-  
mander of all American troops in  
Great Britain; Brigadier General  
Charles G. Dawes of Chicago, for-  
merly president of the Central Trust  
Company there, formerly controller  
of the currency under President Mc-  
Kinley and for some time before the  
Armistice in charge of the United  
States of co-ordination with the Brit-  
ish and French armies in France.

On its last trip across, the Levia-  
than took \$9,000,000 in gold to pay  
soldiers, but for an unexplained rea-  
son brought it back yesterday.

Carrying 76 officers and 1,411 men  
of the Third Battalion, Sixth Regi-  
ment, Marine Corps, the transport  
Wilhelmina also docked yesterday in  
Hoboken. The marines were under  
command of Colonel Harry Lee, who  
has the Legion of Honor, the D. S.  
M. and the Croix de Guerre. There  
were 100 decorated men on board.

Observer  
aug 9/19

## THE GREAT NORTHERN AIDS BRITISH VESSEL

Answering an S. O. S. wireless call  
on August 4, when three days out of  
Brest, the transport Great Northern,  
which docked yesterday in Hoboken,  
found the British steamer Mount  
Baker, of the Globe Line, New York  
to Liverpool, in distress, with six  
feet of water in the hold, no drink-  
ing water and little food.

The Great Northern took the ves-  
sel in tow, sent aboard a crew of  
repair men, pumped out the water in  
the hold and gave the Britisher 150  
tons of fresh water. Three other  
vessels came up and stood by until  
the Mount Baker was ready to re-  
sume her trip.

There were 1,650 officers and men,  
229 soldiers' wives and seventeen  
soldiers' children on board the Great  
Northern. Captain Doyle, the com-  
manding officer, has been ordered to  
shore duty in Washington. Lieuten-  
ant Commander B. Killey, executive  
officer, has been detailed to a de-  
stroyer and will take 300 men of the  
crew with him. The remainder, 195  
naval reserve men, will be dis-  
charged.

The Great Northern, the Pacific  
Coast's crack steamship, ended her  
last voyage as a navy transport  
when she docked yesterday at the  
army piers in Hoboken. She will be  
sent back to the Pacific to be used  
as an army transport between the  
Philippines and the United States.

The Great Northern held the record  
for a round trip with troops—twelve  
days and one hour between this  
port and Brest—and during her term  
of service she carried 35,000 soldiers  
across to France and brought 26,000  
back.

Three Congressmen returned aboard  
her. They were Louis Goodale,  
Maine; M. M. Neeley, West Virginia,  
and J. V. McClintock, Oklahoma.  
They had been on a seven weeks' tour  
of the battlefront.

On board was the body of Richard  
Ree, third class engineer of the  
American steamer El Sol, formerly a  
Morgan Liner, who was killed in a  
train accident at Brest. His home  
was in Ada, Okla.

Observer  
aug 4/19

## FAMOUS "DEVIL DOGS" LAND AT HOBOKEN PIERS

Men Who Crashed Through  
German Hordes Given  
Rousing Welcome.

### WILLING TO PARADE TO PLEASE GENERAL

Dub Trip "Honeymoon Special"—  
Virginian Comes in This Morning  
with Troops of Second Division—  
Other Transports Due at Hoboken.

America's soldiers of the sea, who  
crashed through every obstacle and  
planted the Marines' standard out  
where it struck fear in the hearts of  
hun hordes, returned from France  
yesterday on the transport George  
Washington, "first in war, first in  
peace and first in the hearts of their  
countrymen." They landed at Ho-  
boken.

Major General Barnett, ranking  
officer of the 75,000 Marines who  
fought during the war, went down to  
Quarantine to escort the Devil Dogs  
up the bay and the welcome he  
shouted at the Fifth and Sixth  
Marines was drowned out by the  
cheers of the men who have fought  
as part of the Second Division, Regu-  
lar Army. The "Devil Dogs" will  
parade in New York.

The Second Division faded into  
insignificance, such of it that came  
into Hoboken on the transport, com-  
pared with the famous Fifth Marine  
Brigade, which was complete. Mrs.  
Barnett, wife of General Barnett,  
Captain Charles Murray, Lt. Col. H.  
L. Roosevelt, Col. H. C. Davis, of the  
Marine Publicity Bureau, Capt. J. H.  
Platt, Captain Beverly Robinson and  
the Misses Barnett were among  
those who went down the bay to  
escort them to the Port of Embarka-  
tion. It was "Marines' Day" and all  
the way up the bay the famous  
fighters who tore through the Ger-  
man lines received such an ovation  
as has never been heard in the port  
before.

Major General John A. Lejeune,  
who was in command of the Second  
Division was with the headquarters  
detachment and superior to Col. Har-  
old G. Snyder, who came home in  
command of the Fifth Marines.

With the marines were various  
military units, forty soldiers' wives,  
two children born abroad, a repre-  
sentative of the U. S. Shipping Board  
and Brig. Gen. Wendell C. Neville,  
commanding the 4th Infantry Bri-  
gade. There were 6,749 officers and  
men on the transport and she was  
reported to the port of embarkation,  
as "loaded to capacity."

### DECORATIONS.

Among the men with the All Star  
Fifth Marines were a number who  
have been decorated overseas. They  
included David Bernstein, 427 East  
134th street, Manhattan, with two  
Croix de Guerre, with a gold star and  
a D. S. C.; Charles A. Tilden, of 1592  
Castleton avenue, Staten Island, with  
the Distinguished Service Citation  
and a Croix de Guerre; Calvin H.  
Schwabe, of 131 Maple avenue, Ir-  
vington, N. J., with a Croix de  
Guerre; George H. Hillabush, Ba-  
tavia, N. Y., Croix de Guerre; Joseph  
Finley, Niagara Falls, D. S. C. and  
Croix de Guerre; Frank J. Barczy-  
kouski, Buffalo; D. S. C. with Oak  
Leaf and D. S. C.

Among the forty-eight brides  
aboard the George Washington were  
seven native American girls, thirty-  
five French, four English and one  
Irish and one Belgian. Because of  
this part of the population the trip  
was dubbed the "Honeymoon Spe-  
cial" by the marines and their com-  
rades in arms.

On the way over a wireless was  
received, which declared that no of-  
ficer would be permitted to wear a  
Sam Browne belt on arrival of the  
transport. As a consequence there  
was a parade around B deck, and  
each officer fell in and dropped his  
Sam Browne belt into a silk lined  
coffin, which was shoved overboard  
to a full military burial at sea.

### "GLAD TO PARADE."

General Lejeune said on his ar-  
rival: "We are darn glad to parade.  
We have paraded all over Europe  
and now we are ready to show our  
real parade to New York. We'll  
show them what the Marines and  
the Second Division is made of and  
it will be the best parade we have  
ever marched in."

Down below decks the men voted  
on whether they would parade or  
not. Not a voice answered in favor  
of a parade. Everyone shouted,  
"No" in a loud voice.

Then someone in authority said:  
"Men, I am sure that the General  
wants you to parade."

"O. K. to the General. If the old  
man wants anything we're there for  
him. Tell the New Yorkers there  
will be a parade. It will be a hum-  
dinger, too."

Subsequently it was announced  
that the men had decided to go with-  
out furloughs or anything that was  
necessary to please General Lejeune,  
and that the parade was a go with  
all the enthusiasm that the men  
could command.

### TODAY'S ARRIVALS.

It was announced at the Port of  
Embarkation, Hoboken, that 15,057  
troops would arrive on five transports  
today, most of them of the Second Di-  
vision.

The Virginian, which was originally  
destined for Newport News but was  
diverted so the men of the Second Di-  
vision could be landed in New York  
for the parade, was the first boat to  
arrive. She docked at Pier 5 at 8:35  
a. m. and had on board 4,041 officers  
and men, 118 officers and 3,049 men  
being of the 23rd Infantry complete.

There were hundreds of people out-  
side the pier to welcome the regiment,  
whose band alternated with the Port  
of Embarkation band in playing as  
the men landed. The regiment was  
organized in Syracuse, N. Y., in the  
summer of 1917. It has been called a  
regular army unit, but Colonel Corey  
explained that there were only 2,500  
regulars in the entire Second Division,  
the rest being from the National  
Guard and National Army.

The Ryndam will dock in Brooklyn  
at 2 o'clock this afternoon, having on  
board 3,035 officers and men and 67  
soldiers' wives and four soldiers' chil-  
dren. Included in the units of the  
Second Division on board are 57 offi-  
cers and 1,396 men of the 17th Field  
Artillery complete, and 38 officers and  
878 men of the First Battalion, Sixth  
Marines.

The Santa Clara will arrive at 2  
o'clock and dock at pier 8, Hoboken,  
with 1,938 officers and men, including  
thirty-five officers and 73 men of the  
Sixth Machine Gun Battalion of Mar-  
ines complete.

The Finland, which also will dock  
in Hoboken, at pier 3 at 3 p. m., will  
have on board 3,585 officers and men,  
forty-six soldiers' wives and eight  
soldiers' children. Included in the  
units are thirty officers and 1,001 men  
of the Second Ammunition Train,  
complete; fourteen officers and 368  
men of the Fourth Machine Gun Bat-  
talion, complete; thirty-two officers,  
647 men of the Second Engineers,  
Headquarters, Medical Detachment  
and First Battalion, Companies A,  
B and S; six officers and 315 men of  
the Third Corps Headquarters troops  
and detachment.

The Julia Luckenbach will dock in  
Brooklyn this afternoon with 2,456  
officers and men on board. This will  
include fifty-nine officers and 1,254  
men of the 11th Field Artillery, com-  
plete; twenty-nine officers and 448  
men of the Second Sanitary Train,  
including Headquarters detachment,  
Field Hospital, Ambulance Section,  
Headquarters Ambulance Company  
No. 16, Field Hospitals 1, 15, 16, 23,  
and 2d Division Medical Supply Unit.

Obs Aug 9/19

## TWO VESSELS DUE WITH MANY TROOPS

Only one vessel carrying troops is  
due today at the Army Piers, in  
Hoboken, it was stated this morning  
at the Information Office at the  
piers. She is the Mongolia, one of  
the biggest transports in the service,  
however, and is carrying close to  
3,000 men, including regulars, nation-  
al guardsmen and even some draft  
men who become part of the Army  
of Occupation.

The Mongolia is due to dock at  
Pier No. 2 at 3 o'clock this afternoon.  
Tomorrow morning the giant liner  
Imperator, sister ship of the trans-  
port Leviathan and one of the Ger-  
man vessels turned over to this coun-  
try, will be warped into her pier, No.  
4, also with a large consignment of  
troops from the steadily diminishing  
American Expeditionary Forces in  
France.



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# UNUSUAL HONORS FOR FIRST BABY BORN ON VESSEL

Fund Is Raised—Parents  
Get Passage Fee Back  
and First Cabin.

## TRANSPORTS IMPERATOR AND MONGOLIA ARRIVE

Liberty Also Docks at Hoboken Piers  
—Brig. Gen. Bamford Says All of  
First Division Will Soon Be Home  
—Prettiest French Bride Brought  
by Yale Registrar.

A grand christening was held on board the Italian liner Dante Alighieri, which docked at Jersey City, on the voyage from Genoa, in honor of Beatrice Dante Vittoria, who was named after the ship, and was born to Mrs. Antonio Vittoria. The father formerly lived in Brooklyn and four years ago went over to fight for his mother country. While in Italy he married and took passage in the steerage on the Dante Alighieri.

Beatrice was the first baby born on the ship. Many welfare workers, returning home, took up a collection of \$450 and presented it to the parents, while the captain refunded the passage fee to Vittoria, and they were placed in first cabin accommodations. After the christening the welfare workers got busy with their needles and provided a grand wardrobe for the baby.

The boat had rough weather after she left Genoa until the baby was born, and then it became calm. Beatrice was hailed by the crew as a good omen. At the christening John R. Giblyn, a Y. M. C. A. worker, of 308 West Ninety-ninth street, New York, acted as godfather.

The transport Imperator, sister ship of the Leviathan, docked at Hoboken yesterday. The transport Mongolia docked on Saturday, both bringing large consignments of troops. The transport Liberty arrived this morning at Hoboken, a little before 10 o'clock, tying up at Pier 9. The transport Lake Winowski is due this afternoon at Hoboken.

The Dante Alighieri sailed from Genoa. She will resume passenger service, having been used as a transport. She docked in Jersey City, she had on board more than 500 passengers, half of them being Italian-Americans, who had left their homes in the United States to fight Italy's battles in the war. The rest were mostly welfare workers. Among those returning was Stanley M. Neal, of New Haven, who was regional director of the Y. M. C. A. at Bologna, Italy.

Dr. G. D. Whiteside, of Plover, Wis., who was with the Red Cross fifteen months in the battle zones, returned on the Italian ship with the French medal of honor, the Italian war cross and the Czecho-Slovak medal. He was accompanied by F. E. Brooks, 132 East End avenue, New York, who was formerly superintendent of the Italian hospital, Manhattan.

Sidney R. Clarke, a Y. M. C. A. worker, of Rochester, N. Y., returned with the Italian War Cross, won for bravery under fire on the Monte Grappa front, when he continued to run a moving picture show for the soldiers despite the fact that an Austrian shell hit the structure in which the show was being held.

The transport Imperator docked south of Pier 4, Hoboken, yesterday with 6,602 men and woman aboard, 5,508 of them being army personnel. Included among those on board were 205 casual nurses, 384 welfare workers, 44 civil employees, 56 general prisoners for confinement, among them a former lieutenant charged with cowardice; 78 soldiers' wives, 15 soldiers' children, many athletes who competed in the inter-allied games at the Pershing Stadium, and Brig.-Gen. Frank E. Bamford and Brig.-Gen. John J. Bradley. Brig.-Gen. Bamford is one of the first commanders of the First Division to return home. He was in command of the Second Infantry Brigade of the First Division, and said he expected the division would all be home by September 1.

Brig.-Gen. Bradley was attached to the general headquarters in Chaumont, and recently was in charge of the investigation of the welfare organizations with the American Expeditionary Forces. He is on his way to Washington report.

The units on board were composed of various organizations, 58 in all. They were under command of Col. E. E. Haskell, Seattle, Wash., who was attached to the General Headquarters of the Eighth Army Corps, and returned as a casual officer. Many athletes of nation-wide fame were among the troops on the big ships. They came as members of Casual Company No. 3271.

Sixty-two of the Y. M. C. A. workers who returned were women. They were with the Second Division through the fighting and in Germany. They wore the insignia of the division on their sleeves and were angry because they had been promised that they would be returned to America in time to take part in the parade of the division.

Lieut. General Nelson A. Miles, retired, was at the pier to meet his son, Col. Sherman Miles, who returned as a casual on the Imperator.

The transport Magnolia arrived north of Pier 2, Hoboken, shortly after 2 p. m. Saturday, on what was reported to be her last trip as a transport. She left Brest on July 30, with 2,441 army and navy officers aboard, including 30 nurses and 38 welfare workers attached to the Y. M. C. A., Red Cross, and Knights of Columbus and a few civilians.

The trip was most uneventful, with no sickness, no deaths and a perfectly smooth sea. The troop commander on the ship was Major Wilfred Danvers, of Salt Lake City, who brought back the 51st Telegraph Battalion, with two officers and 129 men.

Among the passengers was one French bride, the wife of Major Herbert Vreeland, who in civilian life is registrar of Yale University. Major Vreeland went over in June, 1918, with the 301st Field Artillery. After the armistice he was put in command of the Army Students' University at Bordeaux. On May 4, last, he was introduced to a young French woman named Baylin, daughter of a wealthy physician, and proposed to her that very day. She is a university graduate and was said to be the "prettiest bride" so far to come over. The major will return to his position at Yale.

There were forty dogs aboard, and irritation was caused by the enforcement for the first time of the quarantine rule for long-haired dogs.

## FASTEST TRANSPORT DOCKS AT HOBOKEN

With a total of 1,619 passengers, the army transport Northern Pacific, the fastest ship in the army transport service, docked north of Pier 5, Hoboken, yesterday afternoon after a record voyage. Included in the number of passengers were 945 casual officers, 60 field clerks, 487 male welfare workers, 1 officer and 125 me of the 293rd Military Police.

The vessel passed Ambrose Lightship at 2 p. m., breaking the world's record from Brest, France, to New York. The time was 6 days and 11 minutes. The voyage was made over the "long course," a distance of 3,070 miles, against a head current, under orders from the Navy Department.

The executive officer is Captain F. S. Austin, of the U. S. Coast Guard, and the navigating officer is Captain W. P. Kain. The vessel sailed from Brest on Wednesday last at 6.08 p. m., and after deducting differences of time the ship made the voyage in 6 days and 11 minutes.

During the last twenty-four hours, said Captain White, the ship made 564 miles, with an average of more than 22 knots an hour, two miles an hour better than any ship under the American flag has ever made.

According to Captain White this is the last trip the Northern Pacific will make as an Atlantic transport. She will be sent in a short time to the Pacific coast with her sister ship, the Great Northern, to ply between San Francisco and the Philippines for army transport there.

Private Willard Heitzman, of Avoca, Ky., of the 293rd Military Police, was operated upon with such success by Surgeons John C. Ruddock and Louis Iverson, that he ate solid food, chicken, four days after the operation. When asked by the captain if Surgeon Ruddock desired the vessel stopped for the operation, Surgeon Ruddock replied: "Go out and break the record. I will operate successfully if you can keep the ship above water." The operation required thirty minutes and was hailed as a great success.

Observer Aug 18/19 Obs Aug 20/19

## FOUR VESSELS BRING TWELVE THOUSAND

Four troopships, with more than 12,000 men, docked at the Hoboken piers over the week-end. One, the Nieuw Amsterdam, carried civilian cabin passengers for the first time since she was pressed into service as a troopship.

The Nieuw Amsterdam docked in Hoboken on Saturday night. Yesterday the Cap Finisterre and President Grant came in. This morning the Agamemnon also came in at Hoboken.

The Agamemnon carried 546 officers, 3,095 enlisted men and 69 war brides. On the President Grant were nearly 3,000 officers and men, formerly part of the Army of Occupation. The Nieuw Amsterdam carried 400 civilian cabin passengers and 1,700 officers and men, while on the Cap Finisterre were 2,364 passengers, including army and navy personnel and welfare workers.

On the Nieuw Amsterdam were Brand Whitlock, American Minister to Belgium, and Miss Jane Addams. Military regulations kept outside the piers Mr. Whitlock's aged mother, who came to Hoboken to greet him.

Miss Addams had a black eye, the result, she explained, of a fall to the ship's deck. She was a representative to the Women's Convention at Zurich.

Five surgical operations were performed on the Cap Finisterre by Lieut. Commander Lucius Johnston, ship surgeon. Another feature was a baby contest, in which twenty-one kiddies were entered.

## "ROCK OF MARNE" UNITS ARRIVE HERE

Lieut. "Pat" Regan, of Old  
"Double Deuces," Back  
With Honors.

First units of the famous "Rock of the Marne" Division, the noted Third, of the Regular Army, disembarked in Hoboken yesterday after the arrival of the big transport Agamemnon. There were almost 3,000 officers and men of the Thirty-eighth Infantry, Ninth Machine-Gun Battalion, and other units of the Third on the vessel.

Among them was Lieutenant Patrick Regan, winner of the Congressional Medal of Honor, the Distinguished Service Cross and numerous other decorations which he had refused to accept. Hobokenites will remember "Pat" as a sergeant in the famous Twenty-second Regulars when the latter occupied the Hoboken piers.

All Pat did to win his decoration was to mop up an Austrian machine-gun nest in the Argonne and capture its members, with the aid of nothing but an empty automatic revolver, an imaginary platoon of soldiers and a magnificent bit of nerve and histrionic ability. He served with the 115th Infantry, 20th Division, and came back as a casual.

Regan brought back the news that Major George Bomford, formerly in command at the Hoboken piers, had been assigned as colonel in command of the 113th Infantry, but before assuming his post, had been stricken with pneumonia, which, three days later, proved fatal.

There were many brides of soldiers on board, among them a Scotch girl who was chauffeur to General Rawlinson, of the British forces. Formerly Katherine Maughan, she married Captain Carl D. Ford, U. S. A., of Alabama, in England.

## MORE 3RD DIVISION TROOPS ARE COMING

Parts of two regiments which have received American and French citations and the commendation of General Pershing for holding back the enemy under decimating fire are scheduled to arrive in Hoboken this afternoon on the transports America and Matsonia.

They are the 30th Infantry and the 38th Infantry, both of which fought in the Chateau-Thierry sector and are part of the Third Division, "Rock of the Marne."

On the America are: 30th Infantry, field and staff, headquarters, machine gun and supply companies, medical detachment First Battalion, and Companies A, B, C and D; Third Field Artillery brigade headquarters; 18th Field Artillery, field and staff, medical and ordnance department, and Battery F; a number of convalescents and casuals.

On the Matsonia are the 38th Field Artillery and staff headquarters and Companies A, B, C and D; the Fifth Field Hospital Detachment and casuals.

The transport Troy is also due with 2,395 troops and 50 general prisoners.

Arrivals yesterday included the Koenigen der Nederlanden and a submarine chaser which came in from the North Sea via Best, and brought with it one casual officer.

The transport Imperator, at her Hoboken pier, is being refitted for passenger service and it is not thought that she will again be used as a transport. It is believed that the big vessel will be turned over to the Shipping Board and then to England, under the surrendered tonnage agreement. If this is so, almost 1,000 members of her crew will be released here within the next three weeks.

Obs Aug 23/19 Obs Aug 23/19

## MANY TROOPS COMING TO HOBOKEN TODAY

The transport Nansemond arrived at Pier 15, Hoboken, at 8:30 this morning with 2,337 troops. Later the Prinz Frederik Wilhelm and the Sol Navis came in, at Piers 5 and 8, respectively, the first with 1,940 troops and the latter with 868. The Huron is due at 5 o'clock this afternoon south of Pier 8, with 1,471 troops.

On board the Nansemond were Transport Personnel Adjutant Captain Thomas O'Connor, and Brig.-General Hunt, commanding the Sixth Infantry Brigade. Major General Robert L. Howze, commanding the Third Division; Brigadier General Meriwether L. Walker and Transport Personnel Adjutant S. P. T. Terendon were on board the Prinz Frederik Wilhelm.

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Obs Aug 30/19 Obs Aug 25/19

Obs Aug 23/19

## FIRST DIVISION TROOPS ARRIVE AT LOCAL PIERS

Advance Numbers on Board  
Orizaba—Three Other  
Ships Dock Here.

### STOWAWAY SAYS HE LIVED IN HOBOKEN

Another Boy is Also Held by Authorities for Stealing Trip on Ship—Nine Transports Come Into New York Harbor, With Over 6,000 Men.

Nine army transports were due to arrive in New York harbor last night, docking this morning in Hoboken and Brooklyn, bringing, among others, the advance numbers of the First Division, which is to parade on September 15. The first detachment of the First Division on the Orizaba docked north of Pier 9, Hoboken, at 8:05 o'clock this morning. The Santa Malta docked south of Pier 1 at 8:40 a. m.; the Pastores at 9:40, north of Pier 3, and the Graf Waldersee was the last to arrive, docking south of Pier 2.

A 14-year-old stowaway, who claims Hoboken as his home, was on board the transport Plattsburg when it docked here yesterday. He is Charles O'Neill, and says he lived at 216 Washington street, Hoboken, before he was taken to Hamburg by his German mother. He claimed that he is an American and is tired of life as he found it in Germany. If the assertions of the youngster are found to be correct, he will be allowed to stay. Just at present he is at Ellis Island.

On the South Bend, which docked on Thursday night, was another stowaway, also being held at Ellis Island until his case is disposed of. Though only 13 years old, Frederick Blesser, who lived in Ypres before the Germans captured that city, has been an American infantryman, marine and sailor. His parents were killed during the war, and after escaping the Germans, the lad attached himself to an American infantry company, later to the "Devil Dogs," and finally became a "gob" when discovered aboard the Plattsburg.

The transport Orizaba left Brest on August 23, with 1,781 officers and men aboard, 40 officers and 1,292 men being of the 28th Infantry, including the Field and Staff Headquarters Supply, Machine Gun Battalion, Medical Detachment, and the First Battalion complete. There are also aboard 13 officers and 380 men of the First Engineers, including the First Battalion Headquarters and Medical, Veterinary and Ordnance Detachments, and Companies B and C. Four officers and seven enlisted men of the First Division Headquarters, including Major General Edward F. McGlachin, Jr., commanding the First Division, with his aides. Other First Division arrived on the transport Pastores, formerly a United Fruit Company steamer, which left Brest on August 21, carrying 1,473 officers and men, including 19 officers and 30 men of the advance party of the First Division, which was to have come in before the Orizaba. There were also on board 25 casual officers, 13 army nurses and four newspaper correspondents. The others aboard are small units, such as casual companies, 50 per cent, being negroes.

The Santa Malta left Brest on the 19th. She carried only 368 troops. The transport Graf Waldersee, which left Brest on August 18, docked at 10 a. m. at Pier 2, Hoboken, with a total of 1,639 officers and men, and five soldiers' wives and one soldier's mother. There were 99 Welfare workers aboard, several civilian employees and 89 casual officers. Coming back under guard of a fellow officer was Second Lieutenant Fred Roy Munger, of the Fourth Engineers; the reason has not been given out.

On Monday next the Arizonian, which left St. Nazaire on the 19th, will dock north of Pier 4, Hoboken. The Liberator, which left Brest on the 22d, will arrive on the same day, docking north of Pier 4.

Other transports arriving in the Port of New York to-day were the Iowan, the Ipswith, the Mallory, the Santa Leonora and the Peerless. All told these five ships brought 1,505 men.

## TRANSPORT MANCHURIA IS DUE AT HOBOKEN

The transport Manchuria is due at Hoboken to-night with 2,400 troops, including the following units: Sixth Engineers complete, 5th Field Signal Battalion, 3d Sanitary Train, 3d Military Police Company, 3d Supply Train, Companies E and F, 11th Bakery Company and other scattered organizations.

### TROOPS PRAISE FOOD ON TRANSPORT HURON

The army transport Huron, formerly the Frederick der Grosser, arrived at pier 8, Hoboken, Saturday afternoon late with 1,243 officers and men of the Third Division. The Huron is the sixth transport to arrive in the port of New York on Saturday.

Twenty-eight officers and 1,215 men on board belong to the 4th Infantry of the Third Division. These include the Field and Staff, the Sanitary Train, the Supply Company, the Medical Company and Companies A, B, C and D. Seventeen officers and 344 men will entrain for Camp Upton. This unit was recruited mainly from Syracuse, N. Y.

According to Major Robert Ward, of Albany, one of the returning officers, there are not more than 74,000 troops remaining in France and Germany who are to come home at this time.

The ship carried only about one-third of its capacity and the passenger troops were loud in their praise of the ship, especially the commissary. Many of them declared they had gained at least fifteen pounds and said they regretted to leave the ship.

Obs Aug 26/19

## TWO BRIDES SENT TO ELLIS ISLAND

Two brides-to-be, who came over in the steerage on the Scandinavian-American liner United States which left Copenhagen, August 13 and docked in Hoboken yesterday, will be sent to Ellis Island until their future husbands come to claim them. One was on her way to Australia, the other booked for New York.

The United States had 168 cabin passengers. Valeska Suratt, the actress, was among them. She said she would stick to the actors and actresses when asked which side she would take in the theatrical strike. Major T. A. Siqueland, assistant military attaché at Copenhagen, also returned. He said food conditions in Denmark were still bad. He said twenty ships were at Copenhagen, from various countries, ready for trading with Germany when the peace pact is signed. He said the Scandinavian countries want to sell to Germany, but they were still in doubt about Germany's credit. He said Germany's terms of depositing the money for the goods for five years was not satisfactory to merchants, who wanted cash or short-time credit.

Obs Aug 27/19

## FIRST DIVISION MEN ARE DUE ON SATURDAY

Captain Willard L. Coe, information officer at the Port of Embarkation, announced to-day that the first troops of the First Division would arrive on Saturday on the transport Pastores, formerly a United Fruit Liner. The unit will consist of 19 officers and 30 enlisted men.

The Pastores is bringing 1,473 officers and men, including 13 nurses, four civilian newspaper correspondents, 25 casual officers and a number of miscellaneous casual companies. The transport left Brest on August 21.

## SAYS BOLSHIEVIKI TOOK TREASURES AWAY FROM HIM

Destitute Seaman Declares  
He Found Gems on  
Kola Peninsula.

### ONE OF ARRIVALS ON TRANSPORT MATSONIA

Vessel Brings Units of Famous "Rock of the Marne" Division—America Also Docks at Hoboken with Troops—Story Is Told of One Soldier Who Would Dance with Spurs.

On board the transport Matsonia, which docked in Hoboken yesterday afternoon, was a man who was listed as "One Civilian Destitute Seaman," but who claims that if it had not been for the Bolsheviks he would have had a fortune that would have rivalled Rockefeller's and DeBeer's. He is James Patrick Woods, 23 years old, of 226 West Twenty-second street, New York, who left for Russia on board a United States Shipping Board boat. He was taken sick and was sent to British Base Hospital 86. After being thirty-eight days in the hospital he came out to find that his boat had left.

Woods says he went prospecting on the Kola peninsula. In a creek which he waded he says he found pecks and pecks of diamonds. He went out of the water and sat down on a rock and found it was a big piece of gold. Then he wandered along and came across a bed of rubies, copper deposits and acres of coal land. He says he loaded up with diamonds and rubies and was about to return when the Bolsheviks came up and made him put back his "find." And he told the tale with all seriousness.

The army transport America, which left Brest, France, on August 12, with 2,516 officers and men of the American Expeditionary Force, arrived in Hoboken late yesterday afternoon. The vessel had an uneventful voyage up until Tuesday afternoon, when Machinist's Mate Herman Weimers, of New Orleans, was dangerously scalded by the blowing out of a cylinder head. He was rescued by comrades and taken to the Naval Hospital in Brooklyn.

The Matsonia was formerly of the Matson line, and made her last trip as a transport. She had on board 1,654 officers and men, the bulk of them being 81 officers and 979 men.

Obs Sept 30/19

## CARRIES 75,000 MEN ON SEVENTEEN TRIPS

Completing her seventeenth round trip as a troop carrier, the transport Von Steuben docked in Hoboken to-day with 2,334 officers and men aboard. During her service as a transport she has carried 75,000 troops.

Brigadier General Paul D. Lochridge, Assistant Chief of Staff, was among those who returned. He was met at the pier by Mrs. Lochridge. The General said he was going to Washington to report and did not know what his duties would be in the future.

On the second day out the Von Steuben ran into a heavy storm during which a dog was washed overboard.

of the 38th Infantry, of the Third Division, including the Field and Staff Headquarters, the Headquarters Company, Medical Detachment, First Battalion, Companies A, B, C and D. The men were recruited in Syracuse, but of the original regiment only 21 officers and 293 men returned, the rest being replacements.

The regiment was commended by General Pershing for its part in the battle of the Marne on July 15, when it was stationed on the southern bank of the river and was attacked by two German divisions. Despite the overwhelming number of the enemy the regiment fought the Germans back and captured prisoners from each regiment of the German divisions. On July 22 the regiment was attacked by the 10th German and again captured prisoners from each of the army's regiments.

The division was known as the "Rock of the Marne," a name it received when Col. Robert R. Kelton, chief of staff of the division, in talking with Major-General Dickman about the achievement of the division, said: "General, this regiment is the Rock of the Marne."

Commander William Rind, of the transport, will leave for San Francisco to go back in the merchant service.

The 38th Infantry, on board the Matsonia, is under command of Colonel Frank H. Adams, who went overseas as a major. He has the Distinguished Service Cross, the Croix de Guerre with a palm and is an officer of the Legion of Honor.

Among the higher officers on board the America was General W. M. Cruikshank, of the Third Field Artillery Brigade of the Third Division. Among the troops on the ship were the 18th Field Artillery, 22 officers and 336 men, and the 30th Infantry, 46 officers and 1,397 men. The 18th Field Artillery was commanded by Lieut. Col. T. C. Gottschalk, of Milwaukee, and the 30th Infantry was under the command of Lieut. Col. Thomas F. McNeill, of Marion, Ill. Both units were part of the Third Division.

Referring to the work of the Third Division, Colonel Gottschalk stated that while the credit for fighting at Chateau Thierry was given to the Second Division, they were not within 15 miles of that place and the Third Division took the place after hard fighting.

Officers of the returning troops laughingly told of a certain officer among their number who insisted in dancing with his spurs on and who always carried a riding crop day and night. Among the passengers were pretty nurses and welfare workers, and, the officers said, the spurred dancer cut a wide swath across the ankles of all who came in contact with him on the floor. The dancing became so painful to most of the nurses that they went on strike and handed him an ultimatum, "No spurs or no dance." The story goes that the indignant officer left the floor rather than be shorn of his spurs.

The America will make one more trip as an army transport and bring home civilian workers. It was also reported by officers on board that as many as forty transports were tied up in Brest through the error of someone in the Navy Department. These are capable of bringing home 125,000 troops, or more than are overseas ready to come home at this time.

Obs Nov 27/19

## NO TROOPS COMING; TRANSPORTS TO SAIL

For the first time since November 30, 1918, the shipping schedule issued by the information office of the Port of Embarkation, Hoboken, this morning contained the word "None," in the space reserved for "troops coming."

Five army transports, the President Grant, Mercury, Northern Pacific, Antigone and Martha Washington, are due to sail for various ports within the next few days.



Obs Sept 9/19 Obs Sept 3/19 Obs Sept 24/19

# MORE OF FAMOUS 1ST DIVISION HERE

Additional units of the famous First Division arrived yesterday on four transports.

The "Freedom," with 778 men, including the Sixth Infantry, First Battalion, complete, docked north of Pier 3, Hoboken, at 8:05 a. m. The "K. I. Luckenbach," with seven officers and fifteen men, anchored in New York Harbor. The officers and men were brought to Hoboken by boat.

The foregoing arrivals were followed by the "Zeppelin," with 2,072 men, including First Division Headquarters troop and detachment, the First Field Artillery, Brigade Headquarters; Fifth Field Artillery, field and staff, headquarters and supply company, medical detachment and Batteries A, B and C; Sixth Field Artillery, field and staff and supply companies, medical detachment and Batteries A, B and C; Second Field Hospital. She docked at 11:30 a. m. south of Pier 3, Hoboken.

The "Acolus" brought 2,141 men, including the 818th Aero Squadron; 820th, 825th and 829th Aero Repair Squadrons and casual units, docking at the Brooklyn Army Base.

The "De Kalb" docked at 6 p. m. with 765 men, including the Third Machine Gun Battalion, complete, and other units, south of Pier 8, Hoboken.

The recent crime wave in Germany is due to the fact that there are few police dogs left to catch criminals, according to the German view, as expressed by American officers who returned on the transport "Freedom." The boat had its usual quota of police dogs, and the officers say the Germans do not take kindly to the idea of the American soldiers taking the police dogs with them and blame the increase in crime in that country to this fact.

On the transport Zeppelin, which docked here yesterday, was the battery which has been given credit for firing the first and last shots of American units in the war. It is Battery C, Sixth Field Artillery. To Sergeant Alex Arch, South Bend, Ind., has been given the credit of firing the first shot, on October 23, 1917, in the Luneville sector.

The Zeppelin carried 2,072 officers, including First Division Headquarters.

Obs Sept 3/19

# TWO SHIPS ARRIVE WITH FOUR TROOPS

The vessels arrived at Hoboken this morning, each bringing two troops. They were the Clan Rose and the Nieuw Amsterdam.

Both ships docked at 10:30 a. m. the Clan Rose south of Pier 3 and the Nieuw Amsterdam at Pier 2.

# STRANGE BIRD ON VESSEL WORRIES THE COMMANDER

## Travels Across Ocean and Flees on Approaching New York.

Entering the port of New York on her last voyage as a transport the Arizonian yesterday docked in Hoboken, bringing a tale of a strange bird which settled in the masthead and held that place for days, and whose presence none could explain, nor could one tell why it, as the ship neared New York, screamed and flew away.

When the Arizonian was two days out from France, on August 23, a big snow white bird with a crimson colored head, and a comb resembling a rooster's circled the ship and then settled in the upper rigging.

The sight of the curious creature was the cause of considerable wonderment aboard ship, for the like of it was apparently never before seen. Some stated that the bird was none other than a "red headed abtross." Others said it was simply a Louisiana "cootie bird."

Several sailors climbed aloft and tried to coax the red and white bird with food but when they reached it the bird circled away and only returned when the sailors had descended to the deck.

One sailor swore that once when he was on a voyage to the south seas he had had a similar experience with such a bird. He said that the creature was driven off and a sea arose which nearly wrecked the ship.

The following day the bird returned, he said, and the sailors allowed it to remain in the rigging. There were no more storms.

Two days later the Arizonian got an S. O. S. from the steamer Edward W. Luckenbach, saying that she was in dire straits and needed help. The former boat found the Luckenbach stranded with a broken propeller. She was towed to the nearest harbor and the transport resumed her journey.

The Arizonian had aboard 24 casual officers under command of Captain E. Higgins of Andora, Mass., who was a member of the 26th Division. The ship's commander was Captain Carl E. Anderson, who admitted that the appearance on his boat of the "snow and blood" bird, as he called it, was a matter of worry to him. He declared that he thought the coming of the bird was a signal, but he admitted that he could not read the signal. He said that he had refused to allow the bird to be chased and that it was fed by throwing food to it, the bird catching it like a ball player.

Obs Nov 7/19

# SCANDINAVIAN LINE SAILINGS ANNOUNCED

Official announcement was made in Hoboken yesterday that the Scandinavian Liner Frederick VIII would sail to-day from Philadelphia, as originally planned. It had been reported that in view of the ending of the 'longshoremen's strike the liner might be brought up to Hoboken.

The United States, of the same line, from Copenhagen, was to have docked at Philadelphia, but officials of the line gave orders that she come to Hoboken. The company will have sufficient 'longshoremen' to unload her quickly. She is booked to sail from Hoboken November 15.

The Helg Hlav, another liner whose sailing had been held up by the strike, will sail from Hoboken November 22. She arrived two weeks ago, went to Newport News for coal and was expected to sail from Philadelphia. She will be brought up to Hoboken.

# Medals Worn By The Crown Prince Arrive

A box of captured medals once worn by the German Crown Prince and a copper field kitchen, with fancy enameled decorations, where food for the Crown Prince was prepared, were among the 2,000 tons of war trophies for the Smithsonian Institution at Washington brought from France by the transport Santa Rosa, which locked in Hoboken yesterday.

Captain William T. Dillon was in charge of the former possessions of the Kaiser's eldest son. The field kitchen is reported to have been captured near Verdun, and the medals were taken at another point. Captain Dillon, of San Francisco, had nine cases of German telephone material, including a wireless outfit used by

the Crown Prince's party, and 900 German and Austrian military medals found in captured dugouts and trenches.

Captain Sanford Evans, of Birmingham, Ala., was in charge of four tanks on board. He also had a 14-ton French artillery tractor, a British Exshaw steam tractor and an Austrian 380-millimeter gun, the barrel of which weighs sixty tons.

Lieutenant Paul McCullough, of Shippensbergh, Pa., was detailed to deliver two German military motorcycles of a new type. They weigh one and one-half tons each, were reputed to be able to make 120 miles an hour, and carried machine guns.

There were 35 officers and 15 enlisted men of the army on board as passengers.

Obs Sept 24/19 Obs Sept 24/19

# SOLDIER DUE ON SHIP, BUT DOES NOT ARRIVE HERE

## Name Stricken From the Lists at Brest—Wife Ill Through Worry.

Mystery surrounds the apparent disappearance of Corporal Chester Pecinich, of 1120 Hudson street, Hoboken. His pretty young wife, who was Miss Edith Lissenden, well-known in Hoboken, is virtually heart-broken as a result.

Pecinich was an old Fourth Regiment boy, and served overseas with Company I, 113th Infantry, 29th Division. He was wounded in October during the Argonne fighting and spent some weeks in the hospital, but his wife did not learn of that until a comrade of her husband told her how he had dragged Chester off the battlefield.

Pecinich was to have arrived home on the transport Manitou on July 13, with Casual Company 1257. When his wife made inquiries of officers on the vessel, however, she learned that his name had been scratched off at the last moment and that he was still at Brest. She received her last letter from him on June 25, but since then she has heard nothing and is almost frantic. Her condition became so bad recently that she had to go to a hospital as a result of a nervous breakdown, and she is again almost ill because of worry.

Mrs. Pecinich can offer no explanation of her husband's silence, and fears that something has happened to him. They were married about two years ago and were a very devoted couple, according to neighbors. The Hudson Observer has been asked by the young wife to aid her in her search for her husband.

Mrs. Pecinich saw General J. J. Pershing at the Waldorf-Astoria following his arrival from overseas, and he promised to take the matter in charge. She also told Congressman John J. Eagan of the case, and wrote to War Department officials, but from the latter has not even received a reply.

A peculiar feature of the case is that Mrs. Pecinich recently received a check from the War Department—for what, she does not know. More peculiar than anything else is the arrival last week a letter from the War Risk Insurance Bureau, in which was inclosed her husband's policy. This worried Mrs. Pecinich very much, for she feared that he had been killed, until she happened to glance at the postmark—May 27, 1918! The letter, from the War Department, to 1120 Hudson street, Hoboken, was on its way for almost sixteen months.

Members of Company I, 113th Infantry, or of Casual Company No. 1257, who may know something of the whereabouts of Corporal Pecinich are requested to communicate either with Mrs. Pecinich at her home or with the Hudson Observer. An investigation of the case has been started by this newspaper.

# URUGUAYIAN MINISTER ARRIVES AT HOBOKEN

Uruguay is strongly in favor of the League of Nations, according to J. V. Acevedo, Uruguayan Minister to the United States, who arrived at Hoboken yesterday on the Holland-American Liner Nieuw Amsterdam, which sailed from Boulogne on September 12.

"If you will remember," he said, "twelve years ago at a Hague conference, Uruguay proposed a League of Nations. Uruguay is hoping very much the league will go through."

Minister Acevedo was a delegate to the peace conference. While in France he was notified of his appointment as Minister to the United States. He is going to Washington to await the return of President Wilson, when he will present his credentials. He was accompanied by his wife, two daughters and one son.

Charles Helms, general agent of the North German Lloyd Line before the war, returned after a visit to Europe on business.

"The North German Lloyd has no definite plans for the future here," he said. "The line has no ships except a few in trade between Germany and Scandinavian ports. It is hard to build ships in Germany, as labor is very scarce."

Dr. William H. Tolman went abroad fourteen months ago as a director for the Y. M. C. A. for Bordeaux and vicinity. He volunteered for service with the "Y" after his son had been rejected when he sought admission to the army. Part of his duty was to render "Y" service to 9,000 Chinese coolie laborers employed by the army.

There were on board ninety delegates from England, Belgium, France and Holland to the world cotton conference, to be held in New Orleans October 13 to 17.

The Nieuw Amsterdam brought 500 cabin passengers and 500 third-class passengers.

Obs Nov 15/19

# WAR BRIDES AND BABIES DELAY DOCKING OF SHIP

One hundred and seventy-five war brides and nineteen children, fifteen of them babes in arms, were last night the cause of the transport President Grant being held down the bay until this morning. The military authorities were unwilling that the women and children should submit to the unpleasantness and risk of a night docking and they ordered that the vessel anchor down stream and come to her pier at Hoboken this morning.

The vessel docked north side of Pier 1, Hoboken, at 6:50 this morning. Besides the women and children, the transport had a few casuals on board, consisting of casual officers and war workers and casual companies. There were 154 soldiers' wives, fourteen children and twenty-one sailors' wives and five children.



Obs Oct 15/19 Obs Oct 12/19 Observer Oct 11/19

## U. S. TO SEND 5,000 TROOPS TO EUROPE

Washington, Oct. 15.—Although Secretary Lansing declined to discuss the question of whether or not America will contribute 5,000 troops to take part with the Allies in the occupation of Upper Silesia, Memel, Danzig and other areas pending the plebiscite ordered under the peace treaty, Secretary Baker said yesterday afternoon that 5,000 additional American troops are to be sent to Europe at once from the United States.

Mr. Lansing was aware of Mr. Baker's statement when asked about the matter, but explained that the question had not been settled. The understanding is that the 5,000 troops will go to Germany to be ready to relieve that number in case it is decided that the United States should participate.

This additional 5,000 will bring the total American force in the Army of Occupation up to approximately 17,000. Arrangements will be made to comply with the commitment which President Wilson made before he left Paris, but in the event of opposition from Congress it will still be possible to countermand the order.

The President's promise to contribute America's quota for the occupation of the prescribed territories was in response to recommendations made by Marshal Foch. At that time it was believed that the treaty would be ratified before the time came for carrying out the plebiscites.

In view of the fact that the war is generally supposed to be over, why we should send soldiers to Europe is a question that is being asked by every man and woman.

## TROOPSHIP RETURNS; BANQUET ON BOARD

The troopship Walter A. Luckenbach, which left St. Nazaire, France, on July 1, last, docked late yesterday afternoon at Pier 8, Hoboken, with 2,514 officers and men. The largest unit aboard the transport was the 309th Engineers, including the field and staff headquarters, medical detachment, Companies A, B, E and F, including eleven officers and 841 men, under the command of Major E. B. Hess, of Indianapolis, Ind. The troops came from Indiana, Ohio, Kentucky and Illinois.

After being put through a process of sanitation, the troops will go to the following States: One officer and 247 men to Ohio; two officers and 69 men to Illinois; three officers and 311 men to Indiana, and four officers and 126 men will be scattered all over the country.

The troopship had an uneventful voyage, except on July 3, when Seaman C. I. Bell, of Des Moines, Iowa, fell down No. 6 hatch, fracturing his skull. He was treated by Ship's Surgeon Dr. M. F. Hanlon and will recover.

Lieutenant Foran, an executive officer of the ship, gave a dinner to the returning officers on the transport. Commander F. C. Siebert, captain of the vessel, in a speech at the dinner, lauded the valor and ability of his executive officer. He declared, "They don't make men in the navy any more like 'Pop' Foran." He urged the young men of the navy to pattern after Lieutenant Foran and study him as an example.

A congratulatory address was delivered by Major Hartz, praising the merits of the captain and the executive officer of the Luckenbach. The diners spent more than five hours at the table.

A wrestling bout was run off between Private W. E. Riley, of Pittsburgh, a graduate of Cornell University and one-intercollegiate champion lightweight wrestler of Company A, 309th Engineers, and Private George McGlenon, of Gary, Indiana, also of Company A, 309th Engineers. McGlenon won in two straight falls.

The first bout required forty-eight minutes to put the shoulders of Riley on the mat and the second required eighteen minutes. The first bout is said to have been the longest period of wrestling ever staged on the ship.

Obs Nov 17/19

## DR. ALBEE, BONE SURGEON, ARRIVES

Colonel Frederick H. Albee, famous bone surgeon, whose home is at 40 East Forty-first street, Manhattan, returned from Europe on Saturday on the steamer President Grant, which docked at Hoboken. At the invitation of Italian and French surgeons, he demonstrated his methods of bone surgery. He announced he would soon leave the army and take up private practice.

In 1916 Dr. Albee went to France at the invitation of the French Government and showed his method of bone grafting in various war hospitals. There he gained much information, which he later used in treating soldiers of the United States. He was selected by the army to erect the reconstruction hospital at Colonia.

There were on board 161 soldiers, wives, 41 soldiers' children, 21 sailors' wives, and five sailors' children. They were in charge of three Y. M. C. A. workers. These three young men were given riding crops by officer friends when they left France and they carried them on board ship while making inspection of the brides' quarters.

Complaints were received by the ship's officers from soldier husbands of some of the brides that the brides, many of whom could speak only French, thought the riding crops would be used to whip them. The Y. M. C. A. workers explained that they carried the crops only from habit.

The President Grant had on board two officers and 122 men of the Brest Casual Company No. 5703, a medical detachment of one officer and six men, the 430th Brest Convalescent Detachment of 65 men and 16 casual officers.

## Col. House Arrives; Is Very Sick Man

### Has to Be Assisted Down Gangplank of Ship at Hoboken— Says Little in Public Statement—Two Thousand Men on Transport.

Col. Edward House, one of the American delegates to the Peace Conference at Paris, and confidential adviser to President Wilson, is apparently a very sick man. Col. House came back to America yesterday on the transport Northern Pacific, which docked at Hoboken. With him was his personal physician, Commander William McLean, U. S. N. Mrs. House was also in the party.

Col. House was stricken ill with the grip on the trip over. He rarely left his stateroom. In a statement he declared that everything has been said which can be said on every vital subject. "We should now begin to work and tranquilize," he stated.

Two friends supported the Colonel as he stepped down the gangplank in the face of a drizzling rain. He was put on board a tug, which took him to Pier No. 75, North River, where closed autos were waiting to convey the party to their homes.

Enlisted men of the army and navy and tugs of both branches of the service helped dock the Northern Pacific because of the strike of harbor workers. The baggage of Colonel House's party was loaded on the tug by members of the transport's crew.

On board the transport also were four commercial missions from France, Belgium, Italy and England.

Observer Oct 16/19

## Troops To Go From Hoboken Tomorrow

### Over Two Thousand Men Will Sail on the President Grant, Bound for Silesia—Members of the 50th Infantry, Port Garrison.

The first contingent of regular troops to go from Camp Dix, Wrightstown, since the armistice was signed will leave Hoboken tomorrow on the transport President Grant, sailing at noon for Silesia, where they are expected to do police duty during the plebiscite, to determine whether the province will go to Poland or remain under German sovereignty.

Orders for the Fiftieth Infantry, the Port garrison, to get under way were received yesterday and Colonel Francis J. McConnell, who will be in charge of the contingent of about 2,200 men is about ready to entrain on the first leg of the trip overseas.

None of the one year men will go overseas, however, as was originally planned. The parents of many of these have made such a protest to officials at Washington that at the last moment orders were received in which the privilege of one year men going overseas with the Fiftieth Infantry was rejected, notwithstanding that about 200 had volunteered to go across. It has been definitely determined that none but three year enlistment men shall leave with the contingent.

One of the last officers to reach camp yesterday was Lieutenant Stonewall Jackson, grand nephew of the famous General.

Obs Nov 26/19 Obs Nov 24/19

## INFLUENZA OUTBREAK ON THE S. S. OSCAR II.

The steamship Oscar II., of the Scandinavian-American Line, Captain V. H. Lassen, may not dock at Hoboken this afternoon, as was anticipated. An outbreak of influenza on board the vessel, with one death at sea, may cause the authorities to hold her at Quarantine.

There are 319 passengers on board the liner. They include members of a financial mission from the Scandinavian countries to the United States.

The crack liner United States, of the same line, sailed to-day for Copenhagen with ninety-three passengers and a general cargo, part of it the first instalment of shipments aggregating several hundred thousand tons of supplies to Denmark, guaranteed through a trade agreement between America and Denmark. Among the passengers were Dr. Max Henius, of Chicago, president of the Jacob A. Riis Patriotic League of America, composed of American citizens of Danish birth, and Dr. Marinus L. Yde, chief of the Danish Press Bureau in the United States, who visited America and was received by President Wilson, in order to learn the viewpoint of America regarding the war.

## "CHRISTMAS SHIP" SAILS FROM HOBOKEN

The Hellig Olav of the Scandinavian-American Line sailed from its pier in Hoboken late Saturday afternoon for Christiania, Norway, and Copenhagen, Denmark. There were 200 first and second-class passengers on board the liner and 750 in the third class. Most of the passengers sailed for Denmark to vote in the coming plebiscite election, to be held December 20, to restore the province of Schleswig to the Danish rule.

The liner was a Christmas ship and the last to sail that will be able to reach the ports to which it is bound before that holiday. The passengers were loaded down with presents for their relatives and friends. Most of the gifts were food and clothing, one man taking fifty pounds of sugar and a large quantity of bacon.

## PASSENGERS HURT ON TRANSPORT IN STORM

Having an extremely rough voyage, the army transport, Mercury, which left Brest October 31, arrived in Hoboken yesterday. During the storm the boat rolled at times to an angle of 30 degrees. The Mercury had on board 392 army personnel and 110 navy personnel. Several passengers were slightly bruised by being thrown on the deck against the rails. One man died, his illness being partly due to the storm. He was Quartermaster Alonzo Haynes, Butler, Pa., attached to the 501st Bakery Company.

The Mercury had on board thirteen general prisoners consigned to Fort Leavenworth, Kans., to serve various terms.

Among the passengers was Mrs. Elizabeth Ghwster, Serbian, of 636 East Thirtieth street, Manhattan. She was a nurse before the war broke out and in 1914 joined the Serbian army. When the Serbs began their retreat, she stayed with a hospital unit until the Bulgarians got too close. She was wounded six times with shrapnel and was left behind, being captured by the Bulgarians. After being a prisoner for eight days, she obtained her release through the efforts of the American consular officer and the Red Cross. She had won a Serbian Red Cross medal of valor. After her release she served as a Red Cross nurse with the Bulgarian army, and for her good work was decorated with the Bulgarian Order of the Double Crown.

Two pals from Philadelphia brought back their brides. They were married on the same day, August 10, and each was not aware of the other's wedding until they met on the boat. They are Sergeant John May, 2510 Corlies street, Philadelphia, and Sergeant Jack Sachs, of 4041 North Ninth street, Philadelphia.

Miss Lillian Jackson, formerly of Wilmington, Del., but who will live at 40 West Sixty-first street, Manhattan, was in charge of the bride's camp at Brest.



*Observer Dec 3/19*  
*Observer Dec 9/19*

## TWO FIGHTERS RETURN TO U. S. AS STOWAWAYS

Turned Down by American  
Officers, They Served  
in Polish Army.

Two stowaways, both of whom had been turned down when they sought to enlist in the United States Army and then enlisted and went overseas and fought with the Polish army, arrived yesterday on the transport Orizaba, which docked in Hoboken. They are W. P. Karig, of 22 Ridgewood avenue, Glen Ridge, N. J., and Henry Wojnowski, of 2711 East Eighty-third street, Chicago.

When Wojnowski was rejected by the American army officials, he enlisted in 1919 and went overseas as a sergeant in the Polish army in France. Karig, after his rejection, became second lieutenant in the same army. Before he joined the Polish army, Karig was attending the New York School of fine arts. He is engaged to a girl at Portsmouth, Va.

He found himself "broke" in Europe and applied to the American consul at Brest for passage money, but was refused because he could not produce his birth certificate. When he left the consulate, he discovered Wojnowski in the same boat as himself. The two "soldiers of fortune" then resolved to stow themselves away.

The pair were discovered two days out and Captain C. Lawrence put the art student at work painting the woodwork of the ship. Karig said he was going to get married and would have Wojnowski as best man.

The Orizaba, which is making her last trip as a transport, had on board 980 passengers, including eleven officers' wives, six officers' children, and eighteen soldiers' wives, five naval officers' wives, one naval officer's child, thirty-two casual officers, a number of convalescent detachments and six prisoners.

Among the passengers was Lieut. Col. John O'Neill, of 177 Erie street, Cambridge, Mass., who was in France over two years, being general superintendent of the army transport service at Brest. He said that all told, up to the time the Orizaba left, 1,094,606 troops had returned home through the port of Brest.

Col. J. H. Elliott, of Dallas, Texas, who before he went into service was general manager of the Texas and Pacific Railroad, and who had been overseas nearly two years, said there was a shortage of fuel all over Europe, affecting the railways considerably.

## FEW VESSELS AT THE ARMY PIERS

Information Office at the Hoboken Army Piers this morning announced that no vessels are scheduled to arrive at the piers for some time to come. At the present time there are but four vessels of the Army Transport Service at the piers. They are the George Washington, scheduled to sail for Brest on Friday; the Martha Washington, which is due to sail for Southampton and Antwerp on December 16; the Kilpatrick, due to sail on the 15th for Antwerp, and the Princess Matoika, due to sail for Chrtstopal and San Juan on December 19.

*Obs Dec 2/19*

## SINGLE TRANSPORT HERE DURING WEEK

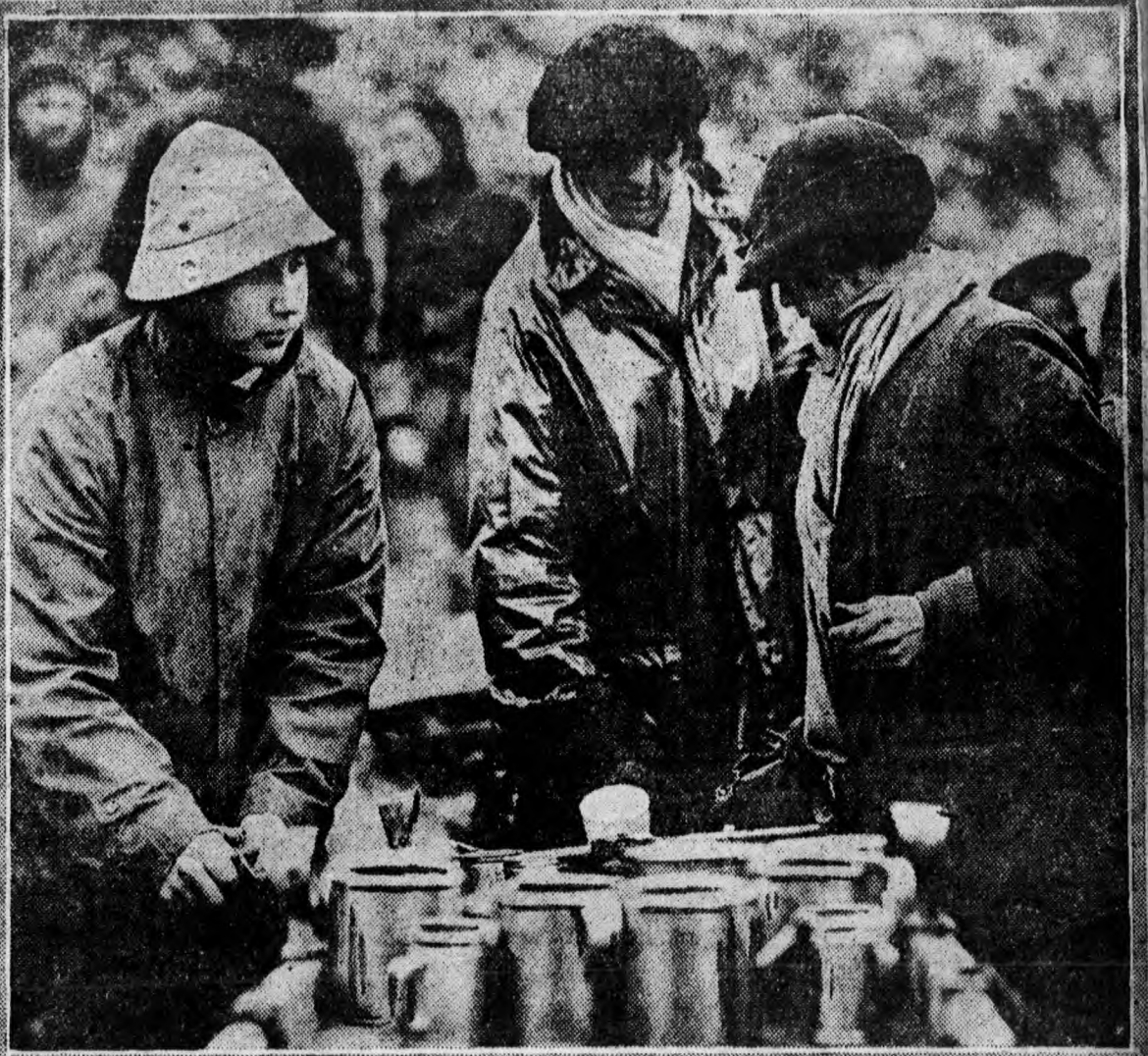
The slowing down of the work on the Hoboken Army Piers during the past two weeks has again brought to the fore the question of the ultimate ownership of the piers, in view of the fact that the time is obviously approaching when the military will renounce possession of the piers.

Only one transport has docked at the piers in the past week. None is scheduled to dock to-day, and but two are sailing. The work of transporting the A. E. F. home is practically completed and signs are not wanting that the great work accomplished at the piers is drawing to a close. Before the military leave, however, it is expected that some definite announcement may be made regarding the disposal of the property.



N. Y. Sun Jan 4/19

WOMEN CARING FOR SOLDIERS TAKEN FROM THE STRANDED TRANSPORT.

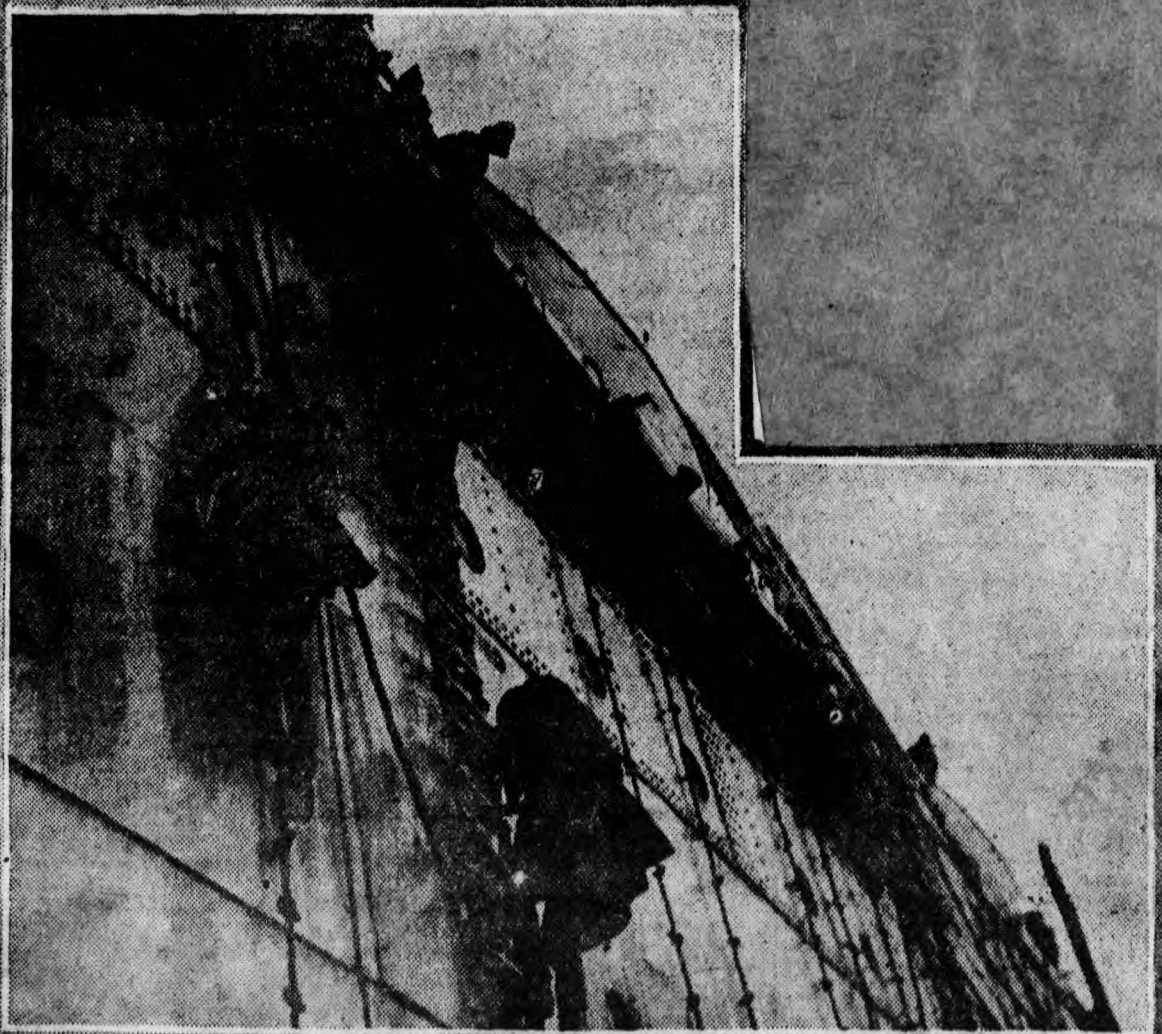


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Miss Marion Hollins, Mrs. H. B. Hollins and Mrs. Raymond Potts serving coffee and eatables to soldiers brought ashore from the Northern Pacific.

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LEAVING THE STRANDED TRANSPORT.



Copyright, International Film Service.

Soldiers making the perilous trip overside to lifeboats below.



## GERMAN SHIPS SAIL WITH U. S. TROOPS

### Four Now Are on Their Way to American Ports.

The German fleet allotted to the United States to bring home American soldiers has started Westward. The first to enter American waters after an absence of more than four years, will be the former Hamburg-American liner Patricia, which is on her way to Boston with 2,812 troops, including the 102d and 103d Machine Gun Battalions and the 101st Field Signal Battalion. The vessel sailed from Brest on Sunday.

The North German Lloyd liner Prinz Friedrich Wilhelm, which was driven aground near the Danish island of Samsoe after breaking through the British blockade in December, 1916, and later floated and taken to a German port, sailed from Liverpool for New York on Wednesday.

Sailing of the steamship Graf Waldersee and Kaiserin Auguste Victoria was announced yesterday by the War Department. The Graf Waldersee left Brest April 7 and will arrive here April 22 with the personnel of Base Hospitals Nos. 5, 14, 21, 44, 50, 72, 97 and 202; Field Hospital No. 42 and six casual companies. The other ship brings 2,200 officers and men, but the date of her departure has not been reported.

The transport Saxonia will arrive April 17, with the 338th Ambulance Company, eight convalescent detachments and thirty-three casual officers.

The Wassala sailed from Brest April 3 for Newport News with one casual company of Illinois troops.

## Troopships Due To-day.

LOUISVILLE from Brest April 21, with the 307th Infantry, Medical Detachment, Second Battalion, Headquarters, Companies F, G and H, sixteen officers and 765 men; 302d Signal Battalion complete, twelve officers and 449 men; 162d Infantry, Second Battalion, less Company H, fourteen officers and 647 men; sixty-four soldiers' wives and nine children, ten sailors' wives and three children, and fifty-three bluejackets.

St. Louis from Brest April 21, with 307th Infantry, Medical Detachment, Third Battalion, twenty-five officers and 1,006 men; 372d Aero Squadron, four officers and 143 men; Seventy-seventh Division Military Police Company, seven officers and 189 men, and Seventy-sixth Base Hospital Detachment, three officers and twenty men.

Regina d'Italia from Marseilles April 14, with 114th Field Signal Battalion, Headquarters Detachment, Supply and Medical Detachments and Companies A, B and C, nine officers and 444 men; thirty-one small casual companies and nine casual officers.

## GIRLS AT PIER RAID AND KISS 77TH MEN

### Welcomers Rush Guards in Hoboken When Artillery Forces Disembark.

### MORE WAR BRIDES HERE

### Heroic Sergeant Decorated With War Cross Aboard Kroonland at Sea.

Enthusiastic friends, sweethearts and relatives of thousands of doughboys who returned yesterday by the transports Agamemnon and Kroonland found a big opening in River street, Hoboken, lightly guarded, through which several daring girls rushed to greet the soldiers. The guards called them back, but they went right on, and their example inspired a throng of men and women to charge past the guards toward the pier to which the troopship had made fast.

The guards called for help to stem the tide, and the 304th and 305th Artillery regiments, debarking from the Agamemnon, were detailed to put back the civilian throngs. The women and girls threw themselves into the arms of the reinforcements, who momentarily succumbed and fraternized. Cigarettes and candy helped to reduce the charging power of the artillerymen. But they used persuasion, and with the help of the guards the welcomers were gently forced back to the gate and into River street. But the girls had kissed all the artillerymen sent against them and retired happy.

Gen. Pelham Glassford, Regular Army, commanding the 152d Field Brigade, had charge of all the troops in the Agamemnon. The ywere chiefly men of the 304th, 305th and 306th Field Artillery of the Seventy-seventh Division. Major L. Sullivan of Cedarhurst, who went over as captain in the Seventy-seventh Division, returned as Adjutant to General Glassford.

### Left 136 Dead in France.

Most of the casualties of the 304th—33 killed and 73 wounded—were sustained on the Vesle. The 305th lost 30 killed and the 306th listed 73 killed and 270 wounded. They adopted a French boy, aged four, whose father had been killed in action just after they landed in France, and have a fund of 3,000 francs in the Farmers Loan and Trust Company to support him. He is with his mother in Bordeaux.

A war bride, who said she was formerly May de Silva of Paris, came with her husband, Capt. Allen Winthrop, Sixth Artillery, of Pittsburg. She declared that she was an American, although French born, which is perfectly true, as her marriage to the Captain makes her so. Passengers and officers said Mrs. Winthrop was really the Countess May de Silva. She was married to the Captain in January. Captain Boizin Gaston of the French Army, with nine other French officers, on their way to Siberia, said he believed that no more French troops would be shipped to Siberia.

When the Kroonland was about 800 miles east of Sandy Hook on Sunday afternoon all military officers and men were summoned to attend an unusual ceremony aboard ship. A platform had been put up on the forward promenade deck draped with the national colors. Col. Davis, Lieut.-Col. Franklin P. Haller, Jr., commanding the 62 officers and 1,888 men of the 111th Infantry, the chief unit aboard, stood with First Sergeant Albert Schad of Company L as the band played "The Star Spangled Banner."

### Cleaned Up For Gun Nests.

Then Col. Davis read the citation which told how Sergeant Schad had cleaned up a German machine gun nest on September 30, killing two of the enemy with hand grenades, putting the rest to flight and capturing the gun. On October 4 he again left his platoon in shelter and advanced alone toward a German machine gun nest. This time he killed all the gun crew with hand grenades and took the gun, his comrades, under his orders, looking on from a distance. Later they helped him hold the position. For his first exploit the Sergeant got the Distinguished Service Cross, which Lieut.-Col. Haller pinned on him, with an oak leaf cluster for the second gallant action.

Other men wearing the D. S. C. are Private Lester Carson of Clearfield, Pa.; Private Wilson H. Lester of Harrisburg, and Lieut. Bailey of Company K.

The men on the Kroonland, soldiers, bluejackets and the ship's own company subscribed \$20,000 to the Victory Loan on the trip.

The United Fruit steamship Atenas, from St. Nazaire, brought ninety-six officers in command of Capt. D. F. Black of the 513th Engineers; five war brides and two civilians. Lieut. Joseph H. Hughes and Lieut. Francis Reising of the 308th Trench Mortar Battery came back with the news that the battery had been collectively decorated with the Croix de Guerre on St. Patrick's day in Nantes, and that seven Distinguished Service Crosses had been given to its members. Major Thomas F. Muller of the Pennsylvania Hospital, West Philadelphia, brought back a French bride who was Mlle. Josephine F. J. Racine of Neuilly. They met there while Muller was attached to Medical Hospital No. 1.

## GEN. MARCH VISITS HOBOKEN STATIONS

### Charleston Lands 1,349 Troops During Inspection.

Gen. Peyton C. March, Chief of Staff of the United States Army, dropped in yesterday morning at the Hoboken debarkation station (Incidentally the embarkation station also) 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. Gen. March said his visit was incidental to a general inspection of terminals and camps and was not a subject for publicity.

Many of the voyagers by the Charleston belong to the 411th Telegraph Battalion, made up of former employees of telegraph and telephone companies on the Pacific coast. Three officials of the New York Telephone Company, H. G. Kerr, division commercial manager; G. C. Allen, general superintendent of plants for this city, and I. J. Thorp, division plant superintendent of New Jersey, greeted the electrical warriors.

Some of the voyagers were held on the other side by mumps, which they said was almost epidemic in France. Among the sufferers were more than twenty-five men of the Twenty-seventh Division, who were still sick when their comrades were parading in this town.

Just as the cruiser picked up the Fire Island light on Sunday night the life of Corporal H. A. Fredrickson of Michigan was snuffed out by pneumonia. He was taken ill two days after the cruiser departed from Brest. His body will be sent to his home.

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Sun Apr 22/19



N. Y. Sun Apr 22/19

## THE OLD SIXTY-NINTH ARRIVING HOME ON THE TRANSPORT HARRISBURG.



1,982 members of the 165th Infantry catch their first glimpse of New York again after their splendid record of battles on the western front and sojourn on the Rhine. Copyright, Paul Thompson.

## Donovan and Duffy 69th Idols

**Colonel and Chaplain Beloved by Men They Led and Both Unite in Praising the Old Regiment.**

Ask any man of the returned members of the Sixty-ninth Regiment who are the idols of the famous organization and he will tell you without hesitation that they are its commander, Col. William J. Donovan, and its chaplain, Father Francis P. Duffy.

"Father Duffy," says the commander of the 69th, sacrificed everything to go out there and give fine, rich inspiration to the men. He did the dirtiest kind of dirtiest work. He epitomized the soul of the regiment."

And says Father Duffy of Col. Donovan: "He is the best fighting man in the regiment. He is the coolest, pleasantest man on the battlefield I ever saw. He looks it over a farmer looking over a corn field. And he is always a gentleman."

### Both Praise Regiment.

Both of them combine in paying tribute to the work of the men of the regiment, though each refrains modestly from talking of his own part in the big fight.

Col. Donovan is one of the youngest commanders of a combatant regiment in the American Army. He was born thirty-six years ago in Buffalo and has lived there practically all his life. It is to his law practice in that city that he intends to return, although there are those of his admirers who would like to see him enter politics and he has been talked of as a possible candidate for Governor.

"Governor?—not me," he said, when he was told of this. "It's too absurd even to discuss. I can't even consider it a serious suggestion."

Telling of the work of the regiment overseas, Col. Donovan said:

### Spirit of Men Wonderful.

"The spirit of the men was wonderful. They were all good fighting Americans. In the Argonne scrap many and they don't make them any better. But they are our men, Americans and fighters all."

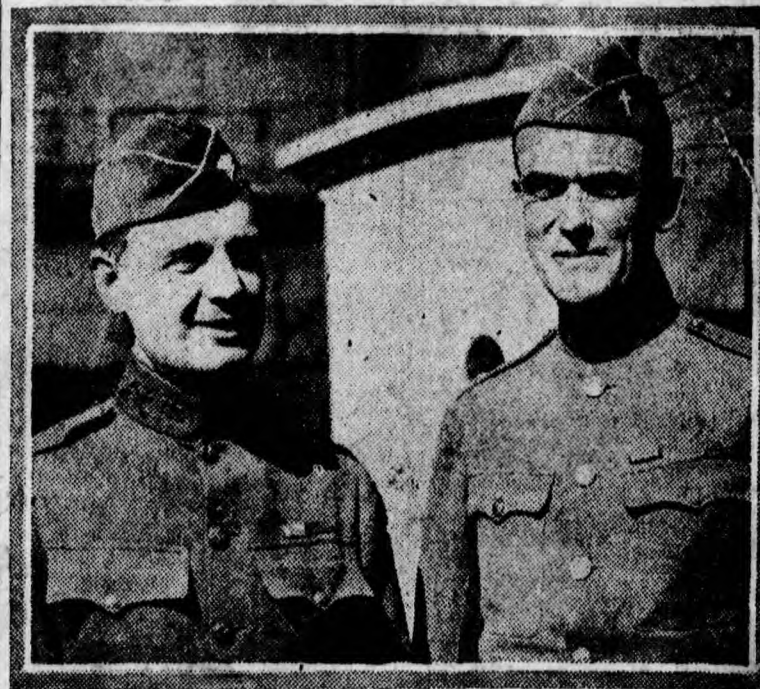
"Boots led the first American raid at Luneville. He had four brothers in the German army, yet he went in as a lieutenant and came out as a major. He started in with the Regular Army twenty years ago and served on the border with the old 18th Cavalry. Three of his brothers died fighting with the Germans and his parents are still in Germany. But Americans are made of just such men as he."

### Welcome Overwhelmed Him.

Of the welcome extended to the men who returned on the Harrisburg yesterday, Col. Donovan said: "It was overwhelming. It simply smothered you on the jaw. But the boys knew that the old town would be right here when they got home. We are ready to parade any time and Lieut.-Col. Anderson and Father Duffy are going to establish headquarters at the Belmont and will take care of the details."

At the Belmont Father Duffy sang the praises of the regiment. Of himself he refused to talk, however. He wore neither the Croix de Guerre nor the Distinguished Service Cross with which he had been decorated, and his answer to questions of his experiences was:

## THE TWO LEADERS OF THE OLD 69TH.



Copyright, Underwood & Underwood.

**Col. William J. Donovan and the Rev. Father Francis P. Duffy.**

"No. That's all past. Let's talk of other things."

Asked of the war's effect on the soldiers' religion, he said:

"Let me tell you this: Most of our men in this outfit have learned the real meaning of religion. They like the old-fashioned kind and they like it straight. They have learned what the religion of their mothers was and they have grown to adopt it."

### Regiment Half Catholic.

"The regiment is now more than half Catholic, and on Easter Sunday you ought to see those boys turn out on deck and rally to the cause of the good old Catholic Easter service. I preached it with tears in my eyes. We were so glad to be getting back home again, and Easter seemed crowned with two kinds of a victory."

"The other chaplains tell me, and it is true, that this war lasted just long

enough to make this regiment really religious. The men come back to-day better citizens, more ardent Christians and better fellows all around than they ever were before."

"I think the man we miss the most is Captain Mike Walsh, of Headquarters Company. He was killed October 15, in the Argonne. He insisted on giving up the Headquarters Company and taking up a line company for the fight in the Argonne. He was wounded severely and was taken back and dressed. Then he insisted on returning, and was killed."

"The man I personally miss most is Sergeant Joyce Kilmer, but of him I will talk later. The best fighting man in the whole outfit is Col. Donovan. He is the coolest, bravest, pleasantest gentleman I have ever known. And every man in the regiment feels the same way."



# LEVIATHAN BEATS IMPERATOR IN RACE

Giant Sister Ships Arrive Here  
With Nearly 15,000 From  
War Zones.

8 VESSELS BRING 27,310

Vice-Admiral Gleaves on Win-  
ning Transport Helps  
Feed the Furnaces.

The Atlantic's two mightiest ships, the Leviathan and Imperator—sisters but not twins—got in yesterday afternoon, docking within about an hour of each other at the same pier they used in the rosiest days when they were peacefully earning big revenues for the Hamburg-American Line. It was the first time in their careers that they made fast in opposite docks, just one pier between them and so close that, in the salty parlance of the clipper days, you could toss a ship's biscuit from one skyscraping set of decks to the other. And they had had a glorious race, according to the soldier and naval folk aboard the winner, the Leviathan. Always in sea speed fights the boat that loses does not race. But officers and soldiers bet on the respective ships that carried them when they were in the port of Brest, and later at sea renewed the wagering as to which would get to Hoboken first.

The Imperator brought twenty German officers and men, including her old commander, Capt. Thomas Kier, put down on the ship's log as "Commodore," the designation of the ranking officer of what is left of the Hamburg-American fleet, and he refused to talk to the ship news reporters, but did say interesting things to American naval officers in charge of the liner, skippered by Capt. J. K. Robason. Commodore Kier came in an advisory capacity solely. He was rather free in expressing himself, dwelling with regret on the pleasanter days when he had Col. Roosevelt and other distinguished Americans as passengers.

One of the officers to whom the German Commodore unbosomed himself said he realized that Germany had been badly beaten, that she wanted no more of monarchy, and that it would have been bad for the world if the German Imperial Government had won the war. He said he had been before the war an honorary member of the New York Yacht Club, that he had many men of financial and social prominence among his friends in America, and he hoped that when commercial relations were reestablished between the new Germany and America that the Americans would give his country encouragement.

## German Officers Friendly.

Assisting Commodore Kier was Capt. Fritz Ferdinand Kruse, who said that he and the other German officers were proud to cooperate with the American naval officers in the running of the ship. Capt. Kruse is well known to American seagoers, having been twelve years in service between Hamburg and this port and piloted the Hamburg American liner Cleveland on her trip around the world. He was quite willing to talk and indicated that the policy of German officers hereafter arriving here would be one of friendliness. He said Commodore Kier had been commanding transports on the Danube and also mine sweepers and that two of these had been blown up under him.

Capt. Kruse put emphasis on the assertion that neither he nor his commodore had taken active part in the fighting at sea. Capt. Kruse's duty was chiefly on mine sweepers and he paid tribute to the lavishness of mine laying in the latter part of the war by the Americans and British. The German mine sweepers could not keep the mines out of the channels and fairways, which would fill up overnight. Many mine sweepers were blown up and he himself was on one which was sunk. He was twenty minutes in the water before rescued by a German destroyer.

The Imperator had been in the mud of the Elbe since the beginning of the war and it took five weeks to dredge the river about her so she could be freed. She was then taken to dry dock and overhauled. Her funnels, originally a buff, were painted white. The Captain was rather pleased that her old, gorgeous figurehead, a huge imperial eagle with wings outstretched on a globe, had been smashed by heavy seas on a lumpy trip early in her career and that she came here in democratic simplicity of unadorned stern.

## Deutschland Laid Mines Here.

The German people, the Captain said, were through with imperialistic figureheads. He said Capt. Koenig, who brought the German submarine Deutschland over here, had given her up after his commercial trip, and that she had come over twice, instead of once, as reported during the war, under other skip-pers to lay mines.

Capt. Kruse said that he did not take much stock in the race between his own ship and the Americanized Leviathan. He declared that under forced draught the Imperator could average twenty-three knots, and that on this trip under natural draught she had made about nineteen and a half miles. She was not in so good shape as she had been in, and she would do much more when in perfect condition. The troops aboard the Imperator and some of her naval officers said that there really had been a contest between her and the Leviathan without the use of forced draught, barred by the naval regulations. They had simply done the best in them under natural draught.

An officer of the Leviathan was enthusiastic when he gave the story of the race to the reporters, and he and his shipmates insisted that there was nothing phony about it. Naturally, he said, the Leviathan should have won, as she is a bigger and a newer ship, with more power in proportion to tonnage. She is 25 feet longer, and measures more than 2,000 tons more than the Imperator. These facts, however, did not prevent the men of the Leviathan from crowing over the German ship. There was patriotism involved, and it simply had to be a race, whatever the Imperator men might say, and the best proof that it was a race was the fact that thousands of dollars, put up mostly by doughboys, had changed hands. If it wasn't a race they fooled the doughboys. Here is what may be called the log of the brush:

The Imperator, with only 3,190 passengers (she will carry 10,000 when she is fitted up this week), sailed from Brest at 10:30 A. M., May 15, and the Leviathan got away at 8:30 P. M. the same date. A stern chase is a long chase except to ships with power and the prestige of carrying a Vice-Admiral, the same being Albert Gleaves, commander of the Cruiser and Transport Force, United States Atlantic Fleet, who helped shovel coal into one of the furnaces of the Leviathan so she might overhaul the Imperator, ten hours ahead.

## Watching for the Ship Ahead.

Now, every doughboy that had bet the other doughboys aboard the leading troopship that the Leviathan's men were going to land first in Hoboken took a mighty keen interest in "raising" the Imperator. They crowded forward, some in the lower lookout perches on the foremast, to get the first glimpse of black smoke above the horizon spelling the rival ship.

It was not until 1:30 A. M. Tuesday, after most of the doughboys had turned in, that the lights of the Imperator were visible dead ahead. The alleged "standard speed" of the Leviathan is 20 knots, but it is suspected that she added a few to that as she spurred to put the Admiral's flag where it ought to be, ahead. The next afternoon the Leviathan had shortened the stretch of horizon space between her bow and the Imperator's stern.

The battle of the giants seemed real enough to the delighted khaki clad patriots aboard the Leviathan when she passed to starboard of the Imperator on Tuesday afternoon, close enough to permit the few thousands on the German ship to hear the vociferous yells and cheers of the eleven thousand. And if it wasn't a race, why did they make so much noise when they got ahead? And why did they put up money on the hour that the Leviathan was going to do the trick? Of course, as an officer aboard the Imperator said later: "When the Vice-Admiral's flag once got ahead of us we could not strive for first place again, but we came in a fine second."

## Prominent Men Aboard.

Some of the Leviathan's passengers, besides Vice-Admiral Gleaves, were Henry P. Davison, head of the American Red Cross; representative Julius Kahn, head of the House Committee on Military Affairs; Richard Olney 2d of Massachusetts, and Lieut. Henry Davison, wounded and under care of a nurse, John Corbin. Some contributors to the ship's daily paper, the *Transport Ace*, were Henry P. Davison, who wrote an article on "The Future of the Men Who Fought the War," and Vice-Admiral Gleaves, whose subject was "Our Merchant Marine." The Vice-Admiral said in his article that the German vessels interned in the United States undoubtedly would be retained by the United States as prizes of war.

The Leviathan troops were chiefly of the Eighty-ninth Division, and Gen. Leonard Wood, who trained a large part of them, greeted them down the bay with other units of the same command that arrived by the Ohioan. The total casualties of the division were 7,002 and it won 199 decorations. The 129th Infantry, originally the Third Illinois National Guard, and the 108th Supply Train, also an Illinois troop, both be-

longing to the Thirty-third Division, also arrived by the Leviathan. Their record has been published in THE SUN. Most of the troops brought in by the Imperator are from the West, chiefly of the 354th Infantry.

The total number of troops arriving by eight transports, including the two big ones, was 27,310, pretty close to the record of a day in westbound troop traffic to this port. The arrivals of troopships the merchantmen for the day were larger than on any other day in several years.

Sun Aug 17/19

## LEVIATHAN STARTS ON FINAL BREST TRIP

Great Liner May Bring Gen.  
Pershing to United States.

The U. S. S. Leviathan started from Hoboken yesterday morning on her last trip as a transport. As she steamed down the bay with her thirty-one passengers scattered about her big decks the rumor swept down River street that on her return trip she would be rewarded for her many months of service by having Gen. John J. Pershing as a passenger.

After her return from Brest the Navy Department will turn over the big liner to the United States Shipping Board. The former German liner Imperator will also make one more trip as a transport. She is due to leave Hoboken in a few days. On her return with her last load of doughboys the Imperator will be handed over to the British Government. This is in accordance with the loss of tonnage agreement reached at Paris.

Sun Dec 6/19

## Noticed the Difference.

TO THE EDITOR OF THE EVENING SUN—  
Sir: Permit me to say to you that I appreciate very much your editorial of Dec. 3 pertaining to reception of steamship Northern Pacific loaded with wounded men and officers from fighting units in France. You may be sure we noticed the difference between that reception and the one accorded to the Mauretania.  
HARRY H. ELLIS.  
New York, Dec. 4.

## Editorial Appreciated.

TO THE EDITOR OF THE EVENING SUN—  
Sir: Your editorial December 3 concerning wounded men on Northern Pacific occasioned no end of favorite comment in our ward, as we were all passengers on the Northern Pacific.  
F. W. D.  
New York, December 4.

## One of Eleven Hundred.

TO THE EDITOR OF THE EVENING SUN—  
Sir: Your editorial in THE EVENING SUN December 3 concerning the arrival of eleven hundred wounded men on the Northern Pacific was greatly appreciated by me, as I was one of the wounded.  
E. L. L.  
New York, December 4.

## The Unwelcomed Veterans

Felt Harshness of Oversight at Home—  
Thank Evening Sun.

TO THE EDITOR OF THE EVENING SUN—  
Sir: Your editorial of Dec. 3 calling attention to the discrimination in the reception accorded over 1,100 wounded soldiers who arrived on the steamship Northern Pacific and the men who came on the Mauretania has elicited much favorable comment from some of those on the silently received ship.

No one envies the splendid welcome accorded those who would have fought valiantly if they had reached the zone of hostilities. It is not that the wounded in battle who arrived on the Northern Pacific wished to be heralded as returning heroes, for they did their little bit together with many thousands of others and feel that they are most fortunate, though scarred and maimed, to be in this good land. But with all the consciousness of a duty done as best they knew how, it was difficult not to feel the marked difference in the welcome of ships in the same harbor at the same time. Regardless of how modest one might be personally he must be pardoned for his pride in having seen actual service for his country in this war. That is one thing he wishes counted in his behalf.

Your editorial is conducive to producing two good results. It is reassuring to the wounded, and it will possibly prevent such inadvertent discrimination in the future.  
H. G.  
New York, Dec. 4.

## Expected Another Reception.

TO THE EDITOR OF THE EVENING SUN—  
Sir: It was with a distinct feeling of disappointment that threatened to tinge the happiest day of my life that I laid on my bed and listened to the screaming whistles of New York welcoming home men who had had a pleasure trip to England, those of the Mauretania. We doughboys do not ask much for we have borne much and are used to doing with little, but we did expect to see a few smiling faces of God's own people.  
Thanks for your editorial of last evening.  
M. C. HERRICK,  
New York, Dec. 4.

## The "Forgotten" Feeling.

TO THE EDITOR OF THE EVENING SUN—  
Sir: I was one of the 1,100 wounded doughboys who came into New York harbor on the Great Northern without a welcome. I lay in my bunk and heard the rousing welcome given to the Mauretania. It put a big lump in my throat which I can not explain.

Not a man on the Great Northern had been away less than six months and they were nearly all doughboys—front line veterans. It was the largest shipload of wounded yet sent home.

Postpone the parades and "welcome home dinners" for six months. I for one won't be able to walk until then. Don't let the enthusiasm wane so there will be none left for the badly wounded when they in time are on their feet again. Your editorial in to-night's issue was my first welcome home. I appreciate it.  
WOUNDED DOUGHBOY.  
New York, Dec. 3.

## Their First Welcome.

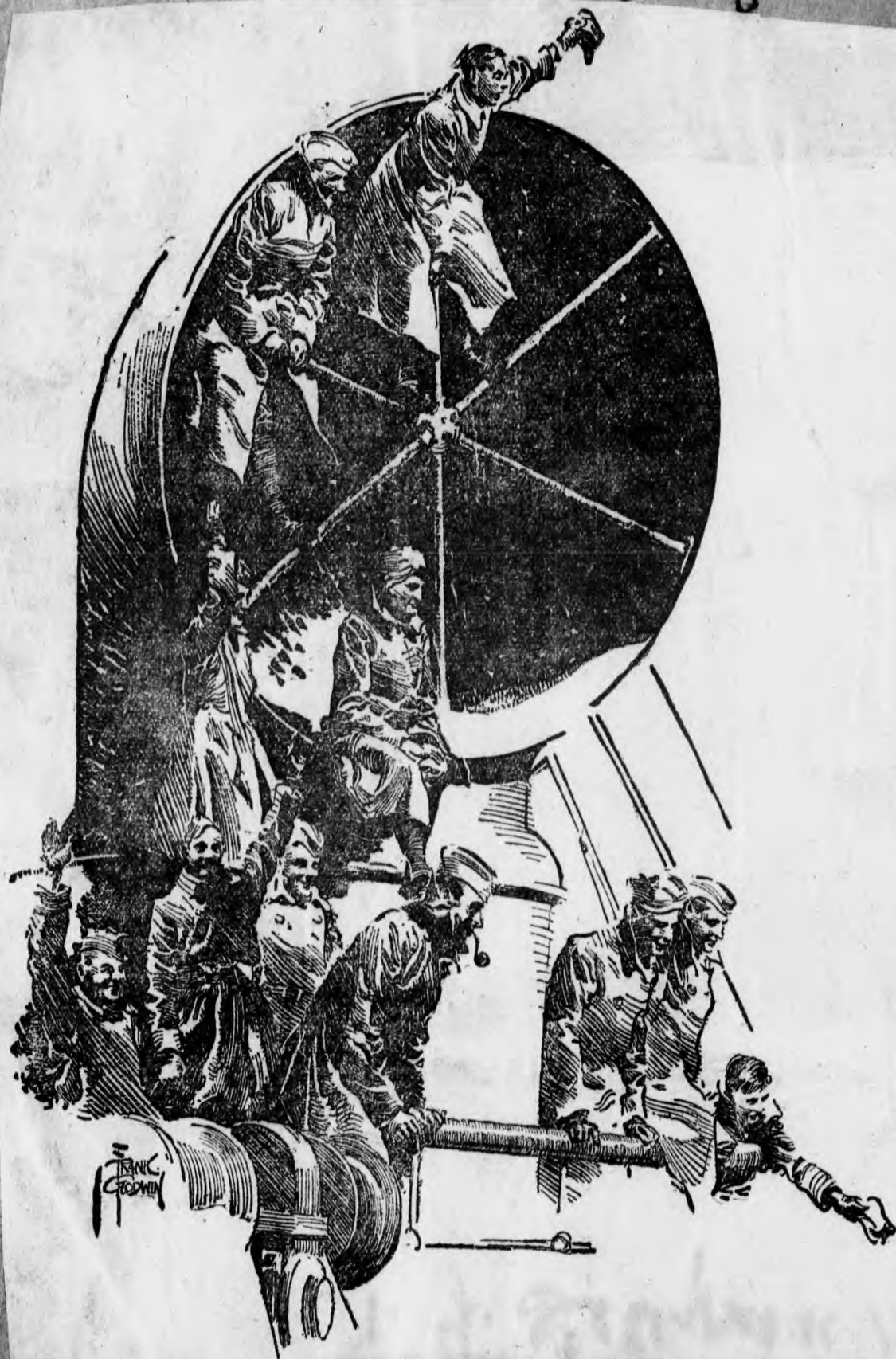
TO THE EDITOR OF THE EVENING SUN—  
Sir: I want to let you know that your editorial welcoming the wounded "doughboys" on the S. S. Northern Pacific, back was very much appreciated by all that read it. It made me feel rather peculiar when I heard the welcome given to the troops on the Mauretania, the greater part of whom had never been under or heard shell fire and all of us had really done something for the cause. Your editorial was our first welcome and appreciation.  
C. H. FULLER,  
New York, Dec. 4.



N. Y. Globe May 2/19

# "Next Stop: Hoboken"

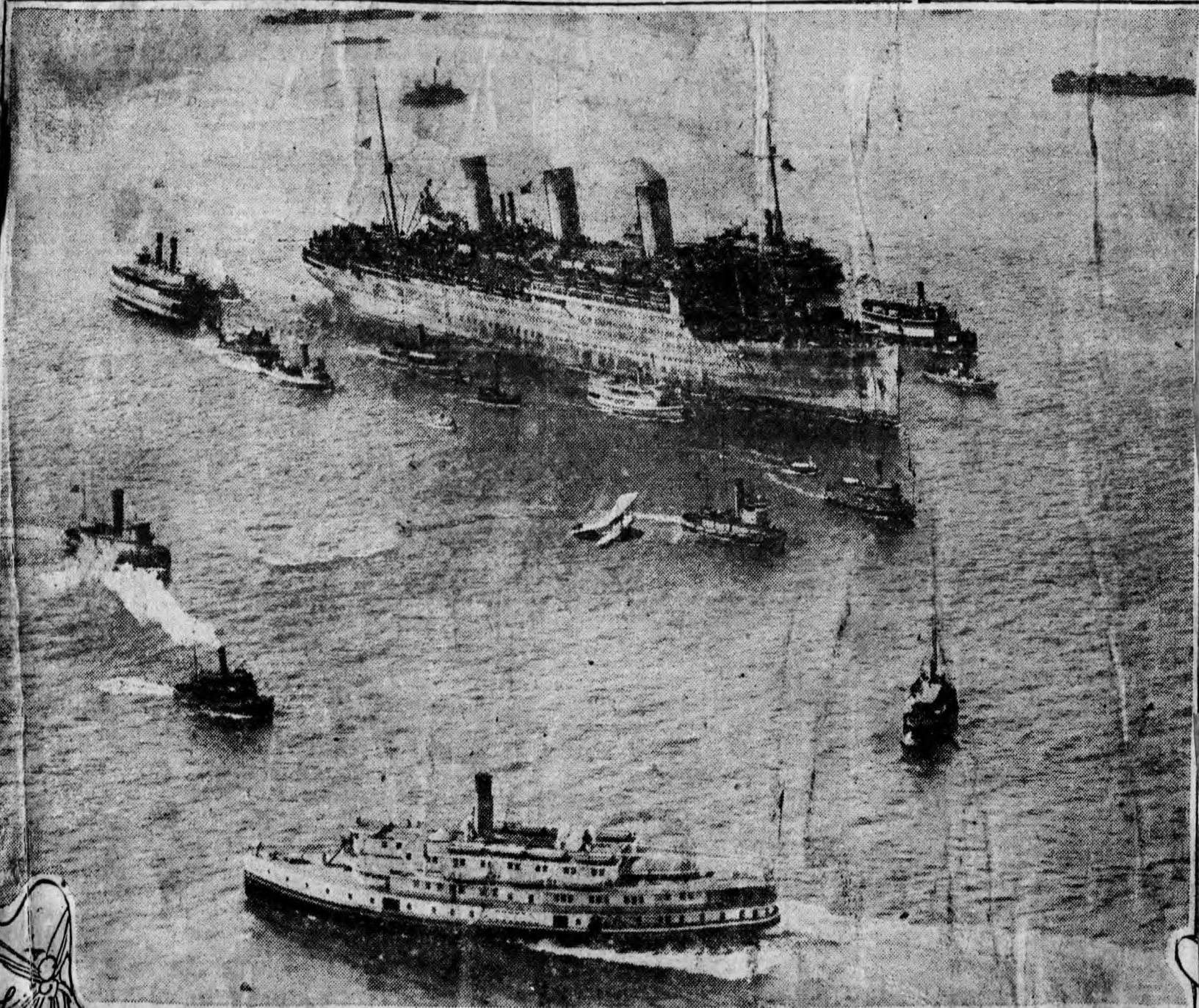
Thousands of parents, wives and friends cannot get to New York to see their boys land—yet all are anxious to know how the boys feel; what they say; how they act; what are their home-coming thoughts; how they are handled. So Edna Ferber went on one of the big transports, talked with the boys and rode from the dock with them. You feel you are with our boys: she makes you see the picture.



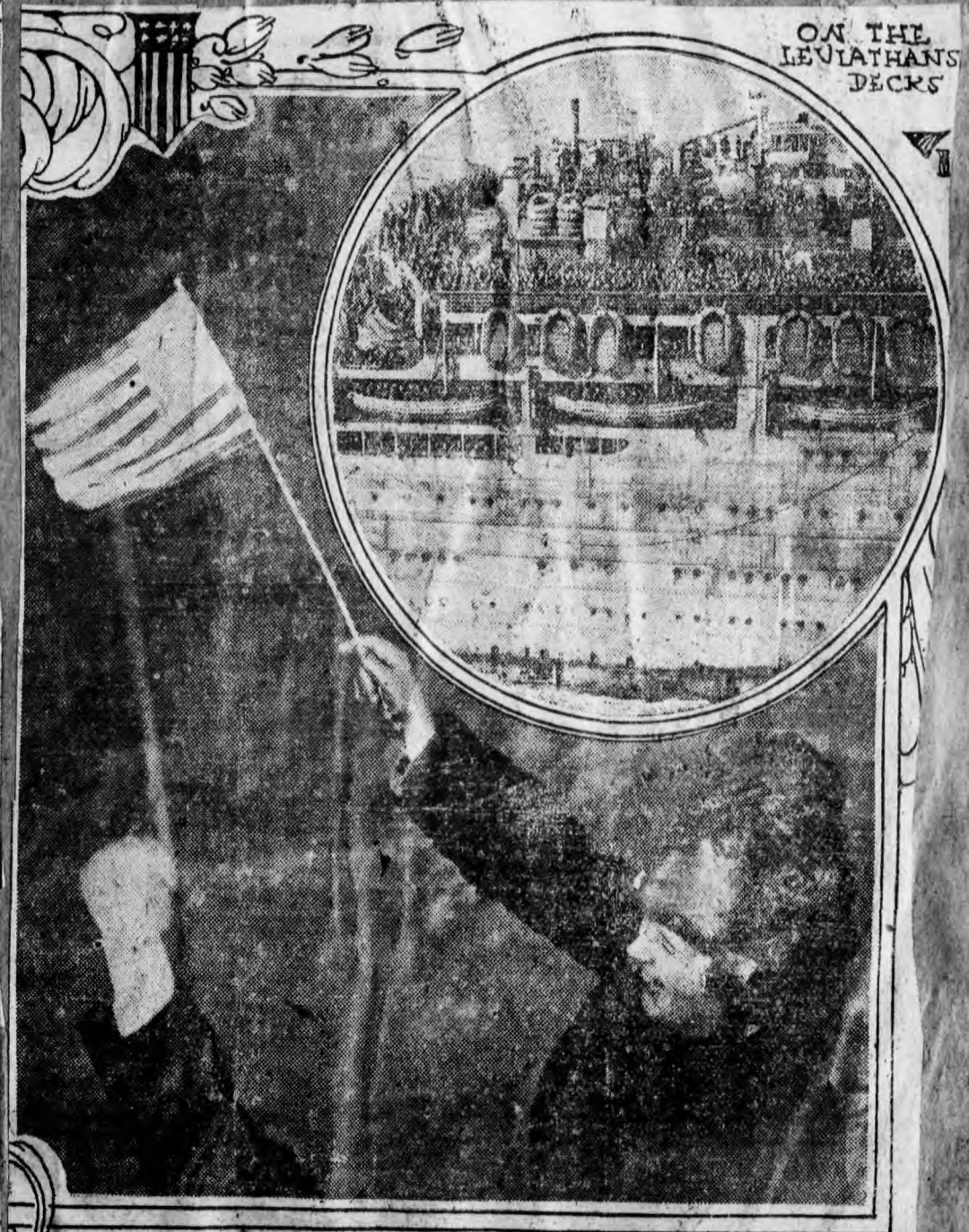


N. Y. Telegram Mar 7/19

# LEVIATHAN, SNAPPED FROM MIDAIR, AND WIFE OF 27TH LEADER WAVING WELCOME



AIRPLANE VIEW OF THE LEVIATHAN



ON THE LEVIATHAN'S DECK

MRS JOHN F. RYAN GREETING HER DISTINGUISHED HUSBAND AND THE GALLANT 27<sup>TH</sup>

PHOTO  
© B  
I. F. S.



N. Y. Globe May 2/19

# "Honest, Folks: They're Doin' Nothin' For Me"

That's what our wounded boys write home. Is it true? We have the right to know. Every father and mother who has a wounded boy in hospital here or over there: every parent whose boy may get sick over there: every citizen who has the interests of our brave boys at heart should know. Here is the story—not from hearsay, but direct from the source.

"No Medicine:  
'No Nothin' "





N. Y. Tribune Mar 7/19

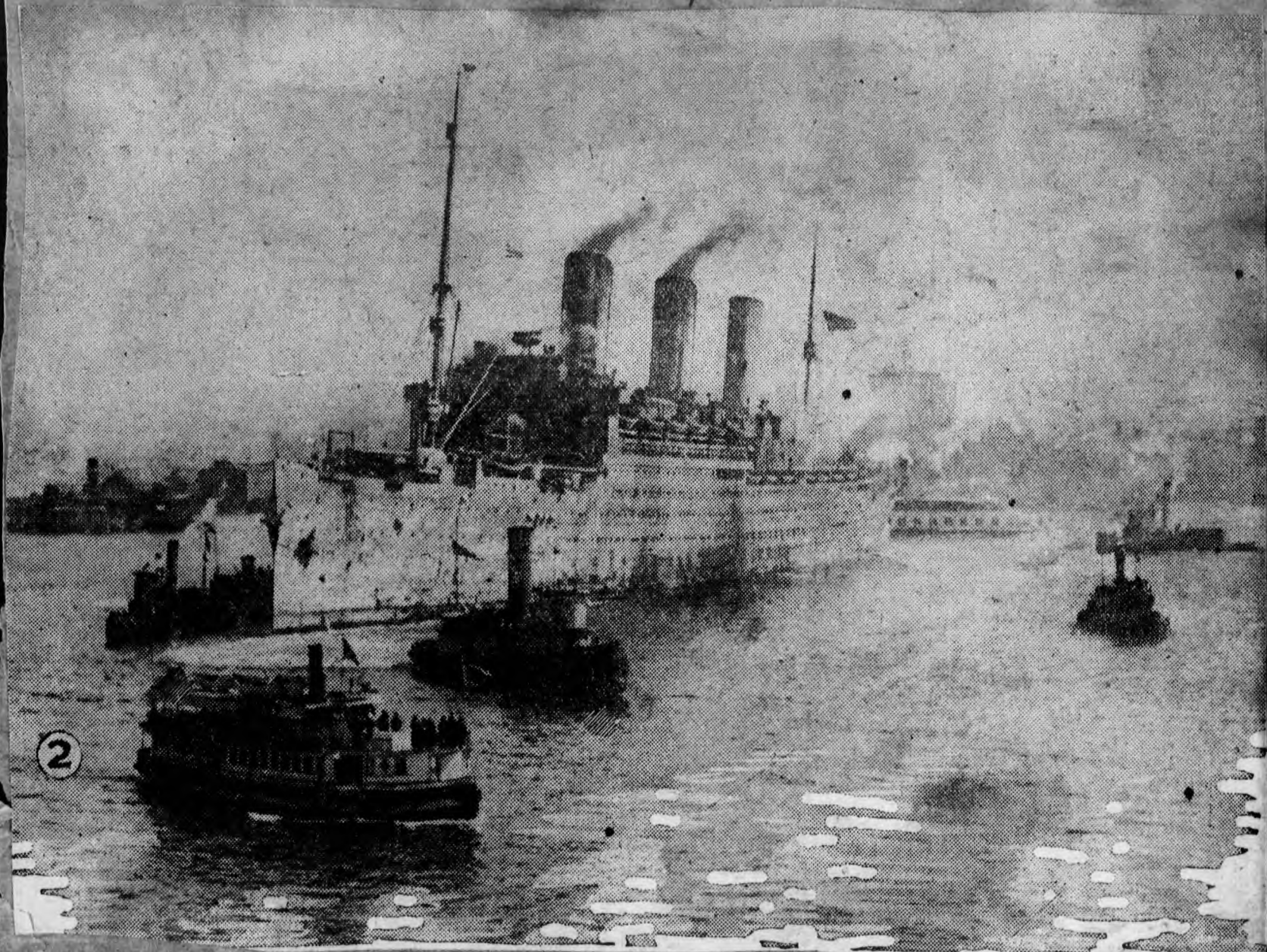
# New York Greets Her Own -the Heroic Twenty-Seventh

NO. 1—General John F. O’Ryan, commander of the 27th Division. Photo by Paul Thompson. NO. 2—The Leviathan coming into port. Tribune photo. NO. 3—Brigadier General Charles I. Debevoise, commander of the 53d Brigade. Photo, copyright, by Western Newspaper Union. NO. 4—Mrs. O’Ryan waving a welcome to her husband and his men. Photo, copyright, by Underwood & Underwood. NO. 5—General O’Ryan and his staff. Tribune photo. NO. 6—Private H. Fisher and “Fifi,” mascot of Co. F, 105th Infantry. Photo, copyright, by Western Newspaper Union. NO. 7—Starboard view of Leviathan. Photo, copyright, by Underwood & Underwood. NO. 8—Supply Company of 106th Infantry, with “Somebody’s Goat.”



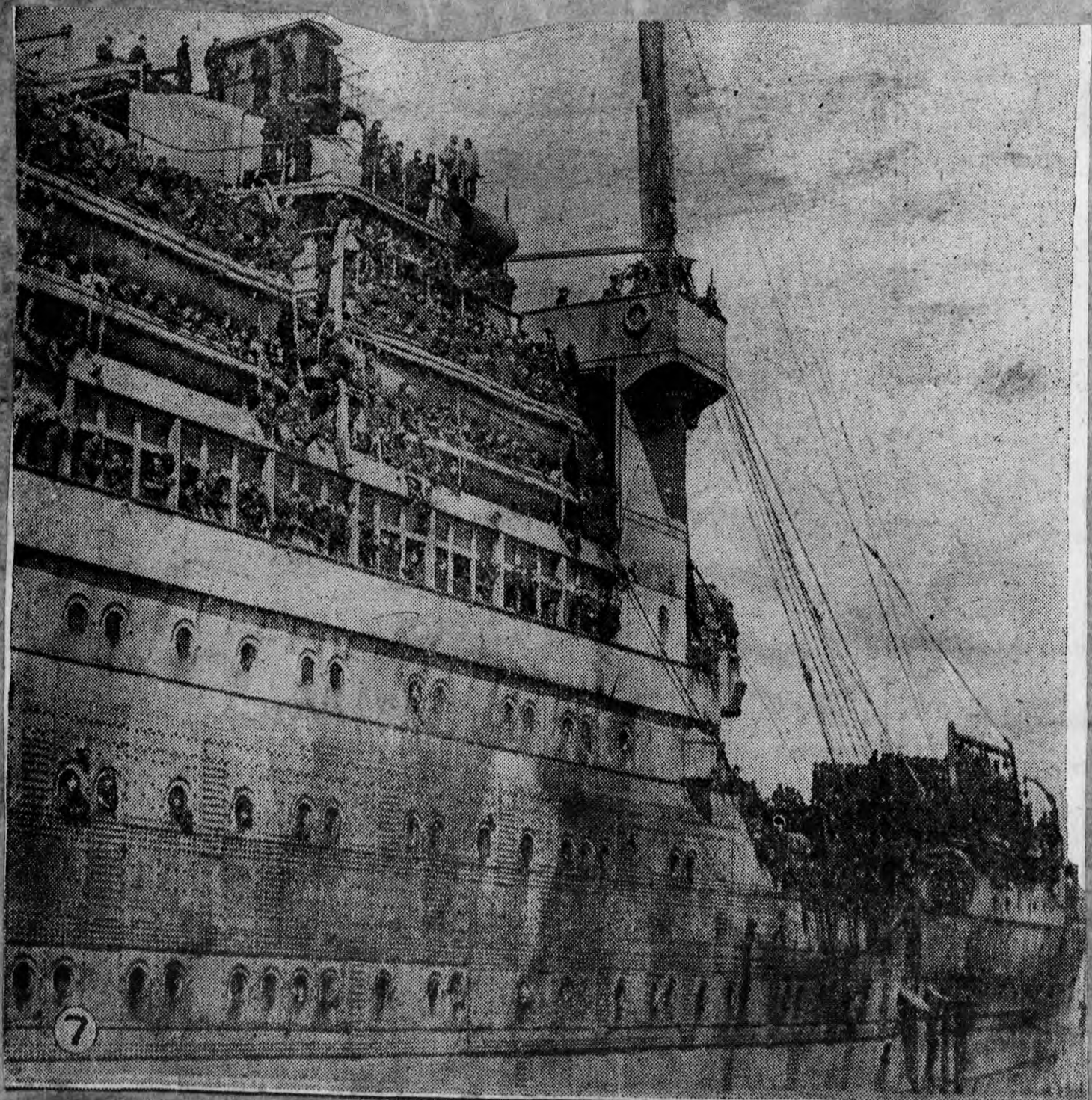


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# THE NORTHERN PACIFIC SAVED FROM PERIL AS WIND VEERS; 1,600 WOUNDED ON BOARD

Vessel Hurrying to Make Port on New Year's Day When Storm Carries Her Into Treacherous Waters—Pounding in High Seas for a Time Threatens to Break Her in Two.

## DETERMINED EFFORT OF COAST GUARD TO RIG BREECHES BUOY AT LAST SUCCEEDS

Army Relief Expedition Quickly Organized and Hundreds of Automobiles Are Put in Service—Men To Be Taken Off When Weather and Tide Are Favorable.

Ploughing along through a heavy fog and against pounding seas in an effort to obey the universal demand of nearly four thousand American soldiers—many of them wounded—to reach New York on New Year's Day—the big oil burning steamship Northern Pacific, of the Transport Service, soon after three o'clock yesterday morning crashed high ashore and over the outer bar of Fire Island Beach, at a point opposite Lenexville.

Turned broadside to the gale-driven seas the helpless vessel was thrown higher and higher for more than twelve hours until it seemed certain that she would break up upon the reefs where scores of great vessels have gone down.

Distress rockets brought the Coast Guard men from the Fire Island, Oak Island and Point o' Woods station and wireless calls brought five destroyers from nearby waters.

There was little for them to do, but for hours the Coast Guard men struggled with their boats against the great surf, attempting to get the breeches buoy out where the gun failed to throw it. Even as they worked desperately but futilely the destroyers with their searchlights flashing communication in the Continental Code, came rolling so far shoreward in the pitching waves that they seemed momentarily to go aground.

### Powerless to Aid.

They could do nothing in the storm, and while they struggled the sixteen hundred wounded men and the thousands of unwounded soldiers and seamen aboard the transport felt her scrape and pound as she was lifted and hammered more than two hundred and fifty yards toward shore. She veered over to port at what was for hours a dangerous angle, and as her bow was pounded inward shore it seemed to the Coast Guard men certain that she would presently lie directly across the outer bar break in two.

Ever realizing the extent of the catastrophe threatened in the early morning murky and storm, the Coast Guard stations communicated with the Naval Air Station at Bayshore and within two hours every craft capable of making headway through the breakers of Great South Bay was headed for Fire Island.

The Port of Embarkation officials at Hoboken sent the transport H. R. Mallory to stand by, and with a complement of five government tugs and the destroyers the distressed Northern Pacific was literally surrounded.

Calls were sent by the officials of the Naval Air Station to every automobile and

taxicab owner in the vicinity, and more than five hundred vehicles were seen at the waterfront ready to take wounded to the hospitals if they could be taken off.

### Get Lines Across Bow.

At noon the situation had become so tense that two destroyers coming in close to the sides of the big transport in the slashing seaway shot lines across her bow. Three hundred yards away the coast guard men determining upon a last desperate effort to arrange a breeches buoy at that distance called on volunteers from the Fire Island, Oak Island and Point o' Woods stations and prepared to pass a line by life boat to the Northern Pacific. They selected a new and famous boat of the Oak Island station and, in seas which twirled them about like a matchstick after they had made a splendid launching, they pulled out to the big ship and got their line over.

An officer at the rail of the big steamship, which was lined with the blue and khaki of the soldiers and seamen, bellowed indistinguishable words to the struggling crew and Captain Tuttle, of the Coast Guard, and in command of the boat, stood for a moment with two men holding him and bellowed back with a megaphone that the big whip line which they had brought was to be hitched high.

He was not heard in the whipping winds,

and the pounding seas and finally another Coast Guard man, "Al" Pahonic, was steadied while he wig wagged the request. "All right" was wig wagged from the transport's bridge.

The few hundred old salts who had braved Old South Bay to give aid gave the Coast Guard men a cheer born of amazement when they made the perilous trip back and were thrown helter skelter upon the shore with their oars and boat pitched after them.

### Breeches Buoy Quickly Rigged.

The breeches buoy was rigged quickly at the shore end, but the hawser which was exactly three hundred yards long made it necessary to place the shore station out hip deep in the breakers. More than a hundred men with ropes and poles steadied the big apparatus and even as it appeared certain that the first of the breeches buoy trips must begin momentarily the fates did what human agencies had no hope of doing.

At exactly one o'clock the stern of the big transport began to slowly turn toward shore so that she was placed parallel to the shore and set evenly like a steamship in dry dock with her whole length on the bar.

It was clear that she would not break up in view of this gradual development and within an hour she had been pummeled so hard and fast in her new position that she is virtually a building in ship form on the Fire Island shore.

The men aboard her are in no danger whatever, and no effort will be made to take them off until the weather is perfect. No gale can do any damage to the big ship in the position in which she is now placed to a depth of more than eight feet of sand, and the constant pounding of the high seas during the balance of the afternoon convinced the most experienced of the Coast Guards and naval officer ashore that nothing will again disturb her position but wrecking tugs.

### All Soldiers to Be Removed.

It will be necessary to remove all of the soldiers aboard the transport before the salvage operation can be begun, but, inasmuch as the wireless communications have established the fact that there are few bad cases included among the wounded, the difficulty will be slight in the weather which will be awaited for the transfer.

So now was the realization that the ship was out of all danger last night and so difficult is the night communication by water between Fire Island and Bayshore



N. Y. Herald Jan 3/19

# AT THE SCENE OF THE TRAGEDY OF THE NORTHERN PACIFIC



## THRILLING PICTURES OF MARINE DISASTER.

- No. 1—Coast Guards launching lifeboat.
- No. 2—Coast Guard men wading ashore with rescued soldiers from capsized lifeboat.
- No. 3—Launch from the U. S. S. Columbia trying to reach transport (taken just before launch capsized).
- No. 4—Women's canteen on the beach.
- No. 5—Carrying a doughboy to a temporary hospital after his rescue from overturned boat.



N. Y. Herald Jan 2/19

# TRANSPORT AGROUND ON FIRE ISLAND BAR; DANGER TO 4,000 SOLDIERS IS NOW PASSED



SCENES ALONG FIRE ISLAND BEACH.

No. 1.—Rigging the breeches buoy.

No. 2.—The stranded ship with a United States destroyer standing by and rescue party on beach.

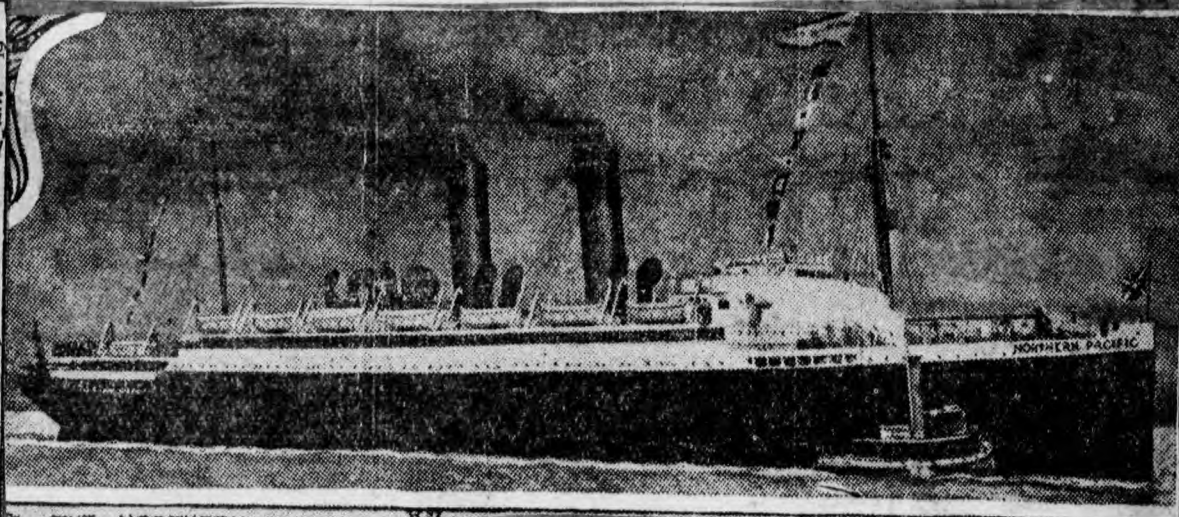
No. 3.—Coast Guards "whipping" the breeches buoy.





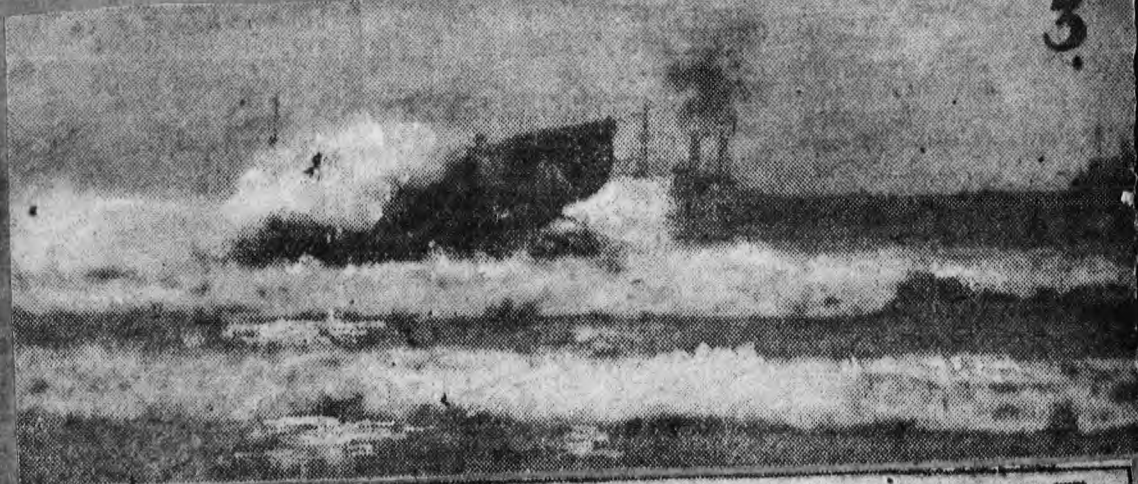
N. Y. Herald Jan 2/19

## SCENES AT THE FIRE ISLAND BEACH



FIRE ISLAND LIFE SAVING CREW





*Herald  
Jan 3/19*

## WOMEN TAKE HEROIC PART IN RESCUE WORK AMONG SOLDIERS SAVED FROM GREAT NORTHERN

Red Cross Workers Organize Canteen on Fire Island Beach—  
Brave Cold and Ocean to Cheer Survivors—Motor  
Corps of America Rushes Ambulances.

Whenever survivors of the calamity to the Northern Pacific and the men who rescued the survivors get together to recall the incidents of the disaster in later days, their talk is sure to be mainly of the stupendously heroic part played by the women of Long Island in succoring the victims.

Almost outnumbering the men in the rescue party on Fire Island beach, they not only did not interfere, but even amazed the men by their feats of endurance and bravery and their self-reliance. Women in the forefront risked their very lives to rush into the pounding surf, bearing cups of hot coffee to stimulate the survivors as they waded ashore, for it was impossible to bring the life boats in close enough to land their passengers dryshod.

Score of women searched for miles up and down the long stretch of sand for drift wood, some of them even venturing into the surf for bits that floated near and shore. Staggering under their heavy armloads, they returned to the vicinity of the transport, there to dump their burdens upon the roaring fires they kept alight both to cheer the men on board and to warm the rescuers.

### Canteens on Beach.

At dozens of points along the beach they established canteens, preparing hot coffee and sandwiches for the rescuers and the survivors as fast as they were landed. For hours and hours the women kept up this work, pausing for no more substantial food than sandwiches and coffee, without ever seeming to grow tired, nor did they grow excited or scream when the two boats capsized, throwing soldiers and coastguards into the roaring waves. Some in oilskins, some in the uniforms of the various Red Cross auxiliaries to which they belonged, the women labored indefatigably in the downpour, unmindful of the penetrating wind that chilled to the bone.

These women had made the not unperilous trip across the Great South Bay, despite the exhortations of boatmen to stay on the mainland, for that body of water was almost as rough as the ocean. Heavy seas staggered the small craft used on the bay and drenched most of the women even before they took up their long vigil on the island.

In the second lines, as it were, at Bay Shore, hundreds more made ready for whatever might happen. The streets of the town were filled with motor ambulances, some belonging to the Red Cross Motor Corps, under Dr. Dorothy Smyley, others to the Motor Corps of America, under Major Helen Bastedo. As fast as boatloads of survivors reached the Ocean avenue pier the men were taken to the Naval Aero Station for warm clothing, food and sleeping quarters. The station will accommodate 1,500 of them.

### 200 Red Cross Workers.

Accommodations were also made at the station for two hundred Red Cross physicians, nurses and ambulance drivers. They were quartered at the canteen, where they cooked their own meals on oil stoves they brought with them.

When not engaged in their rescue work the women spent their time in quieting the hundreds of persons who have rushed into Bay Shore believing that they have relatives on board the ill-fated vessel. The workers have done what they could to disseminate the true state of affairs.

During the day the Red Cross ferried across the bay some three thousand blankets, three hundred liters for the wounded and numerous cases of bandages and dressings. These had been sent down by train the night before from the Atlantic division headquarters in New York.

Representatives from most of the Red Cross chapters and auxiliaries on Long Island are included in the women who have so distinguished themselves. The Bay Shore-Brightwaters auxiliary was naturally first on the scene. Not much later came the Babylon auxiliary. Also engaged in the work yesterday were officers and members of the Nassau county chapter, the Queens county chapter and the South Suffolk county chapter.

Local members of the Knights of Columbus and the Y. M. C. A. also had part in the rescue work, both on the beach and in Bay Shore. They specialized in the distribution of "smokes" and such little comforts to the men as fast as they came ashore.

## 133 RESCUED MEN REACH CAMP MILLS

One hundred and thirty-three men and four officers, of the 108th Trench Motor Company, under command of Captain Joseph Y. McCormack, who were taken from the Northern Pacific, arrived at Camp

Mills, L. I., last night. Some of the men came ashore from the transport in the breeches buoy. They showed little ill effects from their trying experience aboard the stranded troopship. The boys sang and whistled "It's a Long, Long Way to Tipperary" during the ride in motor trucks from Hempstead Crossing to the camp. They were all eager, however, to get something to eat and a warm bed.

These were provided in a well heated barracks at the northeastern end of the camp, which had been made ready for their arrival. By ten o'clock all had turned in for the night. The men came by special train from Bay Shore, which arrived at Hempstead Crossing at a little before nine o'clock. Some of the men had been wet to the skin by the rain and seas which they encountered in getting ashore from the transport, and were glad to get dry clothes and hot "chow" served by the Red Cross at Bay Shore.

A corps of covered army trucks in charge of Captain Albert S. Callan met the soldiers at Hempstead Crossing and took them to the camp. These men had trained at Camp Mills about nine months ago as part of the Eighth Division and most of them live in the Northwestern States. They probably will remain at the camp for a few days and then will be sent to the nearest demobilization camp and to their own homes.

Captain McCormack and his men would say little about their trip from the ship to the mainland. One soldier told of having come ashore in a lifeboat, which several times was nearly swamped. At times, he said, the seas dashed against the craft and soaked the men in the boat to the skin. Athletic and theatrical entertainments have been arranged for the men at the camp to-night.

## YACHT USED IN WORK OF RESCUE

Eugene Lentillon, yachtsman, of Bayshore, devoted his craft, the Havoc, to rescue work. He took two boatloads of rescued men, totalling twenty officers and men, from Fire Island Beach across Great South Bay, to the Naval Aero Station at Bayshore during the afternoon.

In his first boatload were Frank C. Roberts, Jr., first lieutenant, air service, of Wynnewood, Pa.; Privates Maston Owens, of South Carolina; William Lyon, of Yakima, Wash.; Chester A. Cordell, of Kansas City, Mo.; Olaf E. Olsen, trench mortar battery, of Tacoma, Wash.; Elmer N. Newkirk, of King City, Cal.; John F. Murphy, of Chico, Cal.; Cassius B. Smith, cook, of Victor, N. Y.; Raymond T. Mitchell, of Tacoma, Wash., and A. F. Stiezel, of Neillville, Mo.

In the second boatload Mr. Lentillon carried Major Horace M. Melasky, of the Twelfth infantry; Major Wilbur Wright, field artillery; Lieutenant Robert B. Hill, marine corps; Captain W. C. McKee, marine corps; Private Howard Smith, 137th field remount squadron; Sergeant George P. Bux, 309th supply regiment; Private Frank Kasdeeen, Fourth infantry; See-

Leutenant William Funston, field artillery; First Sergeant S. D. Warner, field artillery, and Private Frederick Thrain, engineer corps.  
Mr. Lentillon was assisted by Captain Harry Haff, a well known master of racing yachts, who sailed the Vanitie, built to represent the United States in the international cup races.



Herald Jan 9/19

Herald Jan 7/19

## FOUR SHIPS START HOME WITH 7,419 MORE U. S. TROOPS

Artillery and Trench Mortar  
Units Predominate—10,000  
Others Assigned for Convoy.

WASHINGTON, D. C., Wednesday.—The transport President Grant, the battle ships the Montana and the South Dakota, and the hospital ship Comfort have left France for New York, with 284 officers and 7,419 men.

The President Grant is due January 16 with the Second field artillery, Eighty-first and Eighty-third field artilleries, headquarters detachment Eighth field artillery brigade, H company, 347th infantry, 133th trench mortar battery, sixty-nine casual officers and about two hundred and fifty sick and wounded. Most of these are regular army units with the exception of H company, 347th infantry, which is assigned to Camp Dix, and the 133th trench mortar battery, which is seventy-nine per cent Kentucky National Guard.

The battle ship Montana, due January 17, has on board the Third and Fourth trench mortar battalions, complete, and a detail of seventeen officers of the Fifty-sixth coast artillery regiment.

The battle ship South Dakota, due the same day, is bringing the Fifty-sixth coast artillery regiment less Battery F, and the 474th aero squadron.

The Comfort, due January 20, in addition to naval personnel, has on board seven officers and thirty-one men of the army as sick and wounded.

The Third trench mortar battalion is to be divided between Forts Crockett and Logan, and Camps Grant and Pike. About twenty per cent of the Fourth trench mortar battalion will go to Camp MacArthur, the balance scattering. Of the Fifty-sixth coast artillery regiment seven officers and eight hundred men are bound for Fort Terry, the rest being scattered among various posts.

Assignment for early convoy home of additional units comprising about 10,000 men, was announced to-day. Included were the 131st, 132d and 133d field artilleries and the 111th ammunition train of the Thirty-sixth division, consisting of Texas and Oklahoma troops. Other units named are the Eighty-ninth Aero Squadron and medical detachment, Eleventh and Twelfth battalion headquarters and Fourth, Fifteenth, Thirty-fifth, Thirty-sixth, Thirty-seventh, Thirty-second, Thirty-third and Thirty-fourth companies, all of the Twentieth Engineers Sixty-first field artillery brigade headquarters, 321st Field Battalion Signal Corps, Ordnance Casual Company No. 9, Quartermaster Casual companies Nos. 1 and 2, Base Hospital No. 18, Thirty-fourth, Thirty-fifth, Thirty-sixth, Seventy-second, Seventy-sixth, Seventy-seventh, Seventy-eighth, Seventy-ninth, Eightieth and Eighty-first Evacuation Ambulance companies.

## Nearly Whole Sunset Division Assigned for Early Return

16,500 Westerners Notified of Start  
Home Soon—Cruiser Seattle on  
Way with Aircraft Units.

WASHINGTON, D. C., Friday.—Practically the entire Forty-first division (Sunset), was included in a list of units announced to-day by the War Department as assigned for early convoy from France. The list shows the headquarters and headquarters troop of the Forty-first, the 161st, 163d and 164th regiments complete and 162d except the Second battalion.

In all more than five hundred officers and sixteen thousand men of the Sunset division, comprising troops from Washington, Oregon, Montana, Idaho, and Wyoming, were ordered home. Other units of the division are the 181st and 182d infantry brigades headquarters; 146th, 147th and 148th machine gun battalions; 116th ammunition train, 116th supply train, 116th sanitary train and 164th ambulance train. To-day's list also includes the Sixth, 101st, 104th, 304th, 306th trench mortar batteries; 301st water tank train and 142d aero squadron.

The cruiser Seattle left Brest December 31 for New York and is due January 10 with fifty-three officers and 1,456 men from the following units:—Fourth anti-aircraft sector composed of headquarters, supply company, Thirty-sixth, Thirty-seventh, Thirty-eighth, Thirty-ninth and Fortieth anti-aircraft batteries, medical and ordnance detachments, fifteen officers, 384 men; Eighth anti-aircraft sector, First, Second, Third and Fourth anti-aircraft batteries, supply detachments, twelve officers, 227 men; Fourth anti-aircraft battalion, composed of headquarters companies A, B, C and D, medical detachment, twenty-one officers, 668 men, and 117th trench mortar battery, five officers, 117 men.

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## Real War Heroes These, with Stirring Tale of Valor, Who Arrive Aboard the Matsonia and the Siboney



LIEUTENANT LEON E. HARLOW  
PHOTOS BY J. J. SULLIVAN, N. Y. H.

THREE NEW YORK BOYS-  
WOUNDED—Left to Right—  
WALTER SCHUNK, SERGEANT  
JOHN F. DUFFY, and COGNAC  
and HENRY SHAPIRO.

CAPTAIN  
PETER B. KYNE

MARCEL  
DUPUIS.



Continued from bottom of other page

Heavily laden with soldiers, both well and wounded, two big troopships—the Matsonia and the Siboney—arrived at Hoboken from France yesterday. Both ships brought many New York men, several of whom had been badly wounded.

Among the passengers were several who had won special honors for valor in the field and most of the contingents represented had been in at least one engagement before the armistice was signed.

Not the least important episode in the trip of the Matsonia over here was the finding of Marcel Dupuy, a French lad of fifteen years, stowed away aboardship in the case of a big bass drum.

#### How Lieutenant Won Honors.

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 E. Harlow, who went to France with the Seventh field artillery as a private and returned with the 143d field artillery as an officer and wearer of the Distinguished Service Cross.

Lieutenant Harlow returned aboard the Matsonia as a member of Battery D, of the 143d field artillery. He told of 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.

His home is in Waco, Texas, and he has been in the army twenty months, having enlisted in the regulars soon after the outbreak of war.

"I was doing liaison work, having been trained with the others for the 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 with 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.

#### Determined to Go Through.

"For five nights we had been waiting for this detail and during the last night in the trenches the gas, which had stayed close to the ground, got to me. The regiment was relying on our work, however, and 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 was killed and the other did not get it.

It was about two o'clock in the afternoon and I volunteered to make the attempt where the others had failed.

"It was a case of dodging from shell hole to shell hole, and the Boches saw me and peppered the shell holes 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 was graduated with a commission, and some time in July it was that General Young presented me with the D. S. C."

Lieutenant T. J. Worthington, of San Francisco, commander of Battery D, listened while Lieutenant Harlow told his story modestly, and then added:

"Let me say something. He hasn't told you what it says in his citation, how he was awarded the D. S. C., or going out under smothering shell fire, repairing his telephone line five different times, and when he found that his communication could not be kept up, carried messages through shell fire, though suffering from a gas attack."

#### Tells of Successful Search.

Then Lieutenant Worthington told how they searched all over France for Lieutenant Harlow, and at last located him with the 143d in Camp de Souge, near Bordeaux. Then, before 6,500 troops which were paraded, Harlow stood and received his honor from Brigadier General Richard G. Young, who complimented his bravery in a speech, and after the ceremony and parade were over took Harlow to dinner with himself and his staff.

If Lieutenant Harlow was the real attraction among his fellow voyagers they did not spare their feelings of little Marcel Dupuy's French orphan, fourteen years old, who is the mascot of the 14th field artillery. Marcel lost his father, a lieutenant in the French army, three years ago, when he lived near Nancy, and later his mother disappeared after the Germans came.

He ran away through the German lines, and when the French authorities wanted to put him into an orphanage he tied up with the French army. Then the Americans came, and, according to Captain Peter B. Kyne, the author, who was in command of Battery A. Two pieces of chocolate won him over to Uncle Sam and he has never left.

He stuck with the battery until embark-

ation time came and he was told that he would have to be left behind. Marcel was tearful, but he was also resourceful, and as the Matsonia started away there were those of the battery who remembered that they saw him a few hours before she left Bordeaux, standing on the quay.

Three days out at sea Marcel showed up much the worse for wear, his khaki uniform besmeared with dirt, and explained to his fellow members of the battery, that he had stowed away in the bass drum case and only came out when food and water ran low. Captain Kyne, who has no children, will formally adopt the boy and take him to his home in San Francisco.

With the 14th Field Artillery was Art 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.

#### Movie Picture Hero Sees Action.

"Buck Parvin" is a plain buck private, but he saw action in France which was few of his comrades in the regiment saw.

"Working in the movies is tame, compared to fighting the Boche," said back to a representative of the New York Herald. "Broncho busting has got nothing on bucking the Hun 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 14th would get into the fighting quick enough, so I decided to take a leave of absence and got into the fighting at Château-Thierry with the Thirty-ninth infantry on September 28. I had seven weeks of it and was tickled to death that I saw the real thing and was a part of it."

#### Nine Aviators Aboard.

There also were nine naval aviators aboard the Matsonia. They included Lieutenant E. G. Van Houten, of Seattle; Ensign H. Stribbling, of South Carolina; Ensigns T. T. Barr and W. M. Barr, of New York city, and Ensigns E. H. Brewer and C. H. Greenough, of Boston. They were stationed at the naval air station at St. Trojan. Van Houten, Brewer and Greenough were on aeroplane observation work escorting transports to the ports of France.

One unlisted passenger aboard was Cognac, and to judge by the blanket which was wound around his body he was a prisoner of war, and a highly prized prisoner. "Cognac, P. W. (prisoner of war). Château-Thierry" was printed on his blanket.

Chief Petty Officer Cyrus E. Averill is responsible for Cognac, a water spaniel, who had a thrilling experience as a German regimental mascot, but deserted his regiment to go over to the Americans.

The water spaniel did the stunt in the thick of the battle at Château-Thierry and was brought in from a shell hole on a stretcher with Private Fred Williams, of the 155th infantry.

#### Found Licking His Wounds.

Private Williams was not aboard, but Cognac was. He was in the shell hole with the American soldier, licking his wounds when the stretcher bearers came upon him, and both Williams and Cognac were carried to the dressing station, although the spaniel needed food more than

dressings. He was taken to the naval aviation station at Montrieux. According to some of the men of the crew of the Matsonia, Cognac understands German and French, but wants to become American. The dog was found on July 18.

Among those on board the Matsonia were Private William Denn, who lives at No. 154 Russell street, Brooklyn, who fought in Company E of the Eighteenth infantry, first division. He was hit by a machine gun bullet in his right knee on October 1, at Verdun. After he had been lying for some time in a secluded spot in a dense woods, after he was hit, he was discovered by two German machine gunners.

"I certainly shivered in my boots," said Private Denn, "when I saw those fellows coming in my direction. I felt sure the end was near. Not that I cared so much, but to think that I lay there unable to get up and wallop the boches. But say, my breath was almost taken away when the bigger of the two asked me in very good English:—'Well, Johnny, where were you hit?' I showed him, and to my surprise he patted me on the head and told me 'not to worry,' that all would be well and that my wounds would soon be dressed."

#### Bear Hun on Stretcher.

"They then cut down two branches from a nearby tree and with the aid of a blanket made a litter on which they gently carried me to an American first aid station where one of them helped to fix up my wounded knee."

"A little while after the two fellows were made prisoners. The one who was experienced in first aid work was assigned to help the Americans while the other was put to work carrying wounded men to and fro about the station."

Private James Lydon, of No. 92 Horatio street, of Company B, 307th infantry, of the Seventy-seventh Division, was shot by machine gun bullets in both legs on October 5 in the Argonne forests. As a result his left leg had to be amputated.

Private Walter Schunk, of No. 316 West Nineteenth street, and Private Henry Shapiro, of No. 432 East Seventy-ninth street, declared all they had to say was they were glad to be home again.

#### Sergeant Duffy a Hero.

Sergeant John F. Duffy, of No. 459 East 13th street, a member of Company B, Fourth infantry, an old regular army man, who served in the Philippines, was shot in the stomach by a sniper on October 3 in the Argonne forest fight. He is now slowly recovering from his wound.

Sergeant Duffy received a citation for his work in the battle of the Marne earlier in the summer when the Americans chased after German troops for ten days without a let-up. When officers were killed or put out of action by wounds Sergeant Duffy took charge of a platoon and led them into the fighting. He also carried messages four times across an open field under fire and for this work receiving his citation.

Jammed to the gunwales with khaki clad figures, the United States transport Siboney arrived at pier No. 2, Hoboken, yesterday afternoon as survivors of the Northern Pacific on four destroyers were being landed at the army piers. She carried 3,264 passengers. The wounded aboard

number 635, most of whom, however, were convalescents.

Illinois troops for the most part comprised the complement on board, this being composed of sixty-three officers and 1,364 men of the 333d Field artillery. There also was the brigade headquarters of the 161st artillery of eight officers and sixty-four men, and six casual companies of eleven officers and 871 men, many of them from New York regiments. The wounded numbered 635, while there were 125 casual officers, of whom forty-five were in the aviation service.

#### Was Prisoner of Huns.

Among the latter was Lieutenant Julien Ashenden, of Chicago, who had been a prisoner of war in Germany since last June. The Lieutenant was not talkative, but did state that he was attacking a German observation balloon when he was shot down from 3,000 feet in the air.

Another aviator aboard was Captain Jacobus, but he was reticent as to what he had done in France. It was learned, however, he was with the Lafayette Escadrille, had brought down a number of Boche planes and was awarded the Croix de Guerre and the D. S. C.

A tragedy was recorded aboard the Siboney on her way to the United States from Bordeaux. A young soldier leaped overboard and took with him every trace of his identity. It was not until the personnel aboard was checked up that the identity of the soldier was known. He was William Babinski, of No. 2611 Ontario street, Philadelphia.

Wearing three wound stripes was Sergeant Frank Werner, of the 168th infantry. He was with the Rainbow division and saw enough fighting to last him for a lifetime. He was first wounded last March on the Lorraine front, went to hospital, was made over, and back in the fighting again. On July 21, two days after he had got into fighting he was again wounded, and another spell in the hospital saw him ready for the front line trenches.

#### Wounded for Third Time.

He took part in the St. Mihiel drive and on September 12 was again wounded. That was the final fight for him in this war, as he was not released from the hospital until after the armistice was signed. His home is in Bonnington, Iowa.

Captain A. H. Ward, a practicing surgeon in Paterson, N. J., before he went into the army, has seen some of the worst fighting of the war. He was in France for thirteen months and saw service from Château-Thierry to the Champagne campaign. He was in command of an ambulance company attached to the Second division with the fighting marines. It was in the Champagne fighting when he was dressing wounded soldiers in a field that he was wounded with shrapnel.

Only the aviation officers and men attached aboard the Siboney were allowed ashore last night, the remainder being held aboard the vessel until this morning, when they will be distributed to the different camps in the for of embarkation.

## 900 OF RESCUED REACH HOBOKEN

Of the wounded men and casualties removed from the Northern Northern, 900 arrived at Hoboken late yesterday afternoon and last night on board the destroyers Dent, Upshur, Calhoun and Ringgold. Forty more were landed at the Battery from an unidentified yacht which had been standing by the stranded vessel during the day. Later other rescued men were landed at Hoboken from the minesweepers Foam and Spray.

The men, who had been wounded or ill, had sufficiently recovered to be classed as casualties. Practically every State in the union was represented, but only a few were from New York.

As fast as the men debarked at Hoboken they were accounted for by a roll call, then placed aboard the hospital transfer ship Shinnecock, for removal to the debarkation hospitals at Ellis Island or Fox Hills, S. I. The men who were landed at the Battery were taken into the immigration office by two officers, and went by ferry to Ellis Island.

Red Cross canteen workers, men and women, met the arrivals at Hoboken with great urns of hot coffee and baskets of sandwiches, with which they answered the soldiers' cries of "When do we eat?" The men were loud in their praise of the fine treatment received from the destroyers during their stay of six or more hours on board. One of the survivors aboard the Upshur related that he had been shipwrecked almost within sight of his home, yet his widowed mother did not know he was back. He was Walter H. Batcher, of No. 218 South Main street, Freeport, L. I. He enlisted with the regulars at the outbreak of the war, when nineteen years old.

On board the Calhoun was Harry Abrams, of No. 180 St. Nicholas avenue. He too, was in the Seventh field artillery. Another arrival was Salvatore Coppola, of No. 105 Sullivan street.

## 100 WOUNDED TAKEN TO HOSPITAL NO. 3

About one hundred wounded soldiers rescued from the Northern Pacific were transferred to Debarkation Hospital No. 3, at Eighteenth street and Sixth avenue, yesterday. Of these twenty came by train from Bayshore and were taken to the hospital in ambulances from the Pennsylvania Station. There were no stretcher cases up to two o'clock. Late in the afternoon the submarine chaser No. 233, in command of Lieutenant C. L. MacBride, reached the Battery with eighty-six soldiers. These men also were taken to Debarkation Hospital No. 3 in ambulances.

The rescued soldiers said the fog was not particularly dense at the time the Northern Pacific hit, the sand bar and that not only the beacon light on Fire Island but also buildings and other lights on land were visible. They also said the sea was not heavy at the time but was whipped up by the wind later.

"There were no white caps," said Private Eugene B. Sampson, a company, 304th infantry, Butler, N. J., who before enlisting in the army had served four years in the navy. "The weather was clear enough so that I could make out the shore lights."

The rescued soldiers agreed that they preferred going over the top to being on board a stranded transport.

A scarcity of food and water added to the hardships of the passengers aboard the stranded vessel, according to Private Alexander Chestnut, machine gun company, 110th infantry, Philadelphia. "The

machinery for distilling the sea water to make it drinkable had broken down," he said, "and toward the last we had nothing left to drink. Our food, doubtless because there was no way of preparing anything else, had narrowed down to hard tack."

All the rescued soldiers were enthusiastic in their praise of the skill and daring of the Coast Guard. "It was marvellous to see the way they managed the boat in which they took us ashore," one of them said.



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# WITH THE HEROES ASHORE AND AFLOAT AT FIRE ISLAND BEACH



- No. 1—Lifeboat starting ashore with wounded men.
- No. 2—Submarine chaser taking soldiers aboard.
- No. 3—Survivors arriving in Hoboken on board the Destroyer Upsur.
- No. 4—Lowering wounded into lifeboats.
- No. 5—Mrs. Harry Hollins and Miss Marion Hollins, who served refreshments to soldiers and rescuers.
- No. 6—Airplane over stranded vessel.



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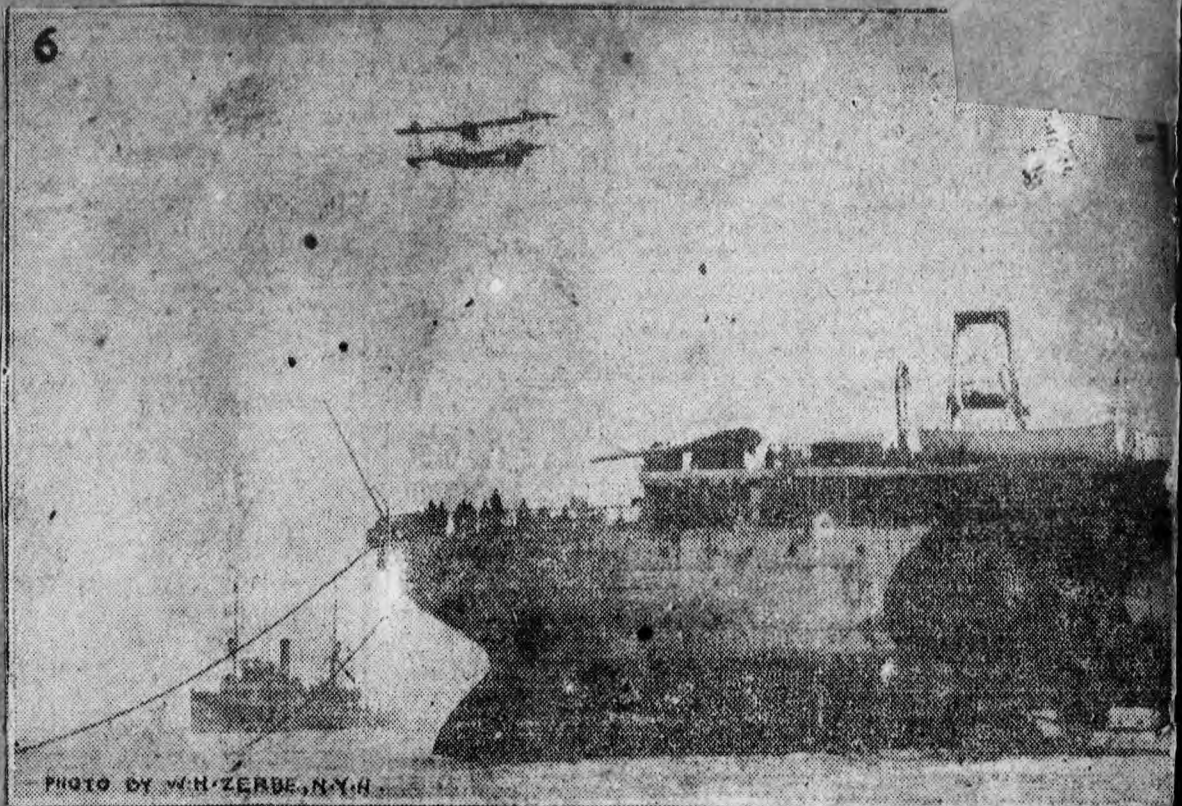


PHOTO BY W.H. ZERBE, N.Y.H.

Herald Jan 6/19

A GROUP of NAVY NURSES WHO WERE ATTACHED to the 6th REGT. of MARINES at CHATEAU THIERRY. IN the GROUP ARE:— MISS ROUSSELLE, MISS GRUBB, MISS MARTIN, MISS WEISS, MISS KERR, MISS ROSE, MISS DELANEY, MISS MCCARTHY, CHIEF YEOMAN, MISS GIBBON and MISS MCCLELLAN.



DAYTON B. SKADDEN



LIEUT. DAVID R. MORGAN



KINGSLEY A. SHAW

PHOTOS BY J.J. SULLIVAN, N.Y.H.



Continued from other page

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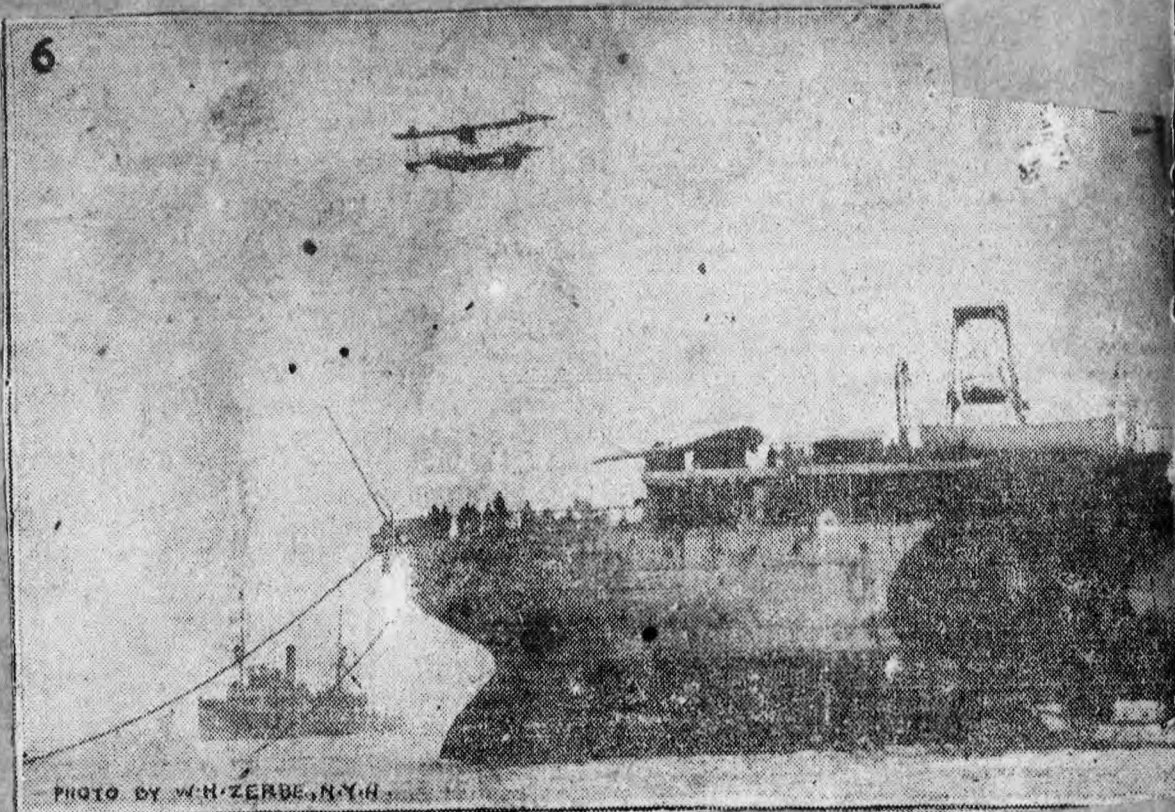


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DAYTON B. SKADDEN



LIEUT. DAVID R. MORGAN



KINGSLEY A. SHAW.

PHOTOS BY J.J. SULLIVAN, N.Y.H.



# WOUNDED HEROES OF THE ARGONNE REACH NEW YORK

The Nieuw Amsterdam Brings  
319 Officers and 1,812  
Enlisted Men.

Besides three hundred civilians, principally subjects of Holland, the Nieuw Amsterdam, one of the finest and fastest of the Holland-America line fleet, brought 319 officers and 1,812 enlisted men, including 826 wounded American soldiers, to New York yesterday from Brest, France. Most of the military contingent were of the 301st Field artillery, which was organized and trained at Camp Devens, Mass., and which went to France six months ago. Orders for the 301st to go to the front reached the regimental commander only a few hours before the signing of the armistice and the 301st did not, therefore, see active service. None regretted that fact more than Lieutenant Charles Taft, son of William H. Taft, who returned yesterday. Lieutenant Taft was one of the half dozen Yale men who enlisted in the regular army and went abroad as a sergeant major, being promoted to a lieutenancy in France.

One of the six casual ordnance officers on board the steamship was Lieutenant Henry Lewis Slade, grandson of Robert Hoe. Lieutenant Slade has been ill but was able to be about when the Nieuw Amsterdam reached port.

The civilians had an interesting voyage from the moment the steamship left Rotterdam on December 21, for there were then on board 1,800 French refugees from Holland who were being taken back to their own country after more than four years in the Netherlands. At Brest the American soldiers were taken aboard, and the steamship steamed for New York on December 26.

## Colonel Badly Wounded.

Colonel S. Listoe, American Consul General at Rotterdam, who resigned just as the war began, but who agreed to hold his post until the war should end, was one of the civilians on board. He will try and "lose his job," he said. After a short stay in his Virginia home he will return to Rotterdam for the summer to wind up his affairs there.

One of the most cheerful of the badly wounded officers on board was Captain W. B. Torrey, who will take a sadly scarred head and a sunny disposition back to Detroit when he is released from a base hospital here. Captain Torrey's story was obtained after much questioning. He led an attacking platoon against the Huns in the Argonne on November 4 in the face of machine gun and direct artillery fire. Within an hour he had lost half of his men—219 infantrymen and 54 machine gunners.

"If the fight had lasted another hour," he said, "we might have lived through the war, but would not have come back. Then we got a machine company in position and within fifteen minutes we had cleared our part of the woods."

Before the fifteen minutes were over, however, Captain Torrey had stopped a German machine gun bullet with his head. It struck him on the right temple, failed to penetrate the cheekbone and, going downward, came out under his right ear. The injury has paralyzed the captain's face on the right side. His hearing may be restored.

## "Wild Cats" of the Best.

"You cannot put it too strong that the Eighty-ninth division, the fellows known as the 'Wild Cats,' is as good as the best body of fighters the world ever saw," said Captain Torrey. "That was my division and I am mighty proud of having been the captain of A company, 35th infantry."

Captain John C. Park, of the Thirtieth infantry, still carried his right hand in a sling as a souvenir of his service. A rifle bullet penetrated his hand and then he had influenza, pneumonia, pleurisy and the typhoid.

James A. Reap, of A company, 38th infantry, Seventy-seventh division, was in a platoon of forty Americans making a raid on a Hun machine gun nest on the Meuse on August 22 when the platoon was gassed. The enemy was using a combination of mustard and phosgene gas, the deadliest gas they sent out of their trenches. Its effects were not felt until two days afterward, when the torture was intense. The platoon was in a shell hole when the gas alarm came, but none of the forty knew he already had been gassed when he adjusted the mask. Reap is recovering, but it will take a long

period of rest at his home, in Avoca, Pa., before he will be himself again. The raid of the platoon was successful and the Boches who sent out the gas were annihilated.

The shell that cost Lieutenant Frederick Kochil, of Alliance, Ohio, H company, 146th infantry, Thirty-seventh division, his right arm killed six men on September 30 in the Argonne Forest.

Lieutenant R. B. O'Connor, of No. 740 Park place, Brooklyn, adjutant with the 310th infantry, Seventy-eighth division, suffered a serious injury to his right eye at Bois de Loges, near Grandpre, in the attack on November 1, when the Seventy-seventh and Seventy-eighth divisions cleared the woods of the enemy.

## Colonel Brooks in Command.

The soldiers on board the Nieuw Amsterdam were in charge of Colonel George M. Brooks and included 110 casual officers and the Eighth, Tenth and Eleventh divisions of the Advanced School Detachments that were sent abroad to take additional schooling in France in infantry and machine gun work.

Among the passengers was Philip J. Roosegaarde Bisschop, a Dutch shipping man, who is on his way to the Pacific coast in the interests of his company, the Java-Pacific line.

"Holland is heartily sick of the Kaiser, that much I can say," said Mr. De Lange, another passenger on the Nieuw Amsterdam. "I can also say, from the bottom of my heart, that the two hundred and some odd Hollanders on board this vessel became thoroughly well acquainted with your soldiers on the voyage and that the opinion held by us of your fighting men cannot be over estimated. They are a wonderful set of men, candid, well knit and gentlemen every one of them."

# HOMECOMING ARMY LAX IN DISCIPLINE, DECLARES OFFICER

General Shanks, Commander  
at Hoboken, Asks Public Aid  
in Supporting Morale.

Major General David C. Shanks, U. S. A., in charge of the Port of Embarkation at New York city, with headquarters at Hoboken, N. J., issued the following statement last night following the discipline among returning troops:—

"With considerable reluctance I desire to invite public attention to what is, to me at least, a distressing and worrisome fact, viz.:—The deterioration and general let down in discipline on the part of our officers and men returning from abroad. This is a sad fact, and the evidence of it can be readily obtained by any one who has opportunity to gain first hand information.

"For considerably more than a year, including the period of heaviest troop shipments, I had command of the Port of Embarkation at New York city. I had daily opportunity to see the various organizations as they poured through this port in response to their country's call.

"Not always were the discipline and the general showing as we could wish, but, with few exceptions, the officers put forth their best efforts. They gave to the government the best that was in them. The spirit of both officers and men was fine. They were all going to war and bore minor discomforts and hardships with the spirit of the true soldier. The record of America in getting together such an army and placing it in active service on such short notice is one that we may well be proud of.

## Spirit of Army is Changed.

"But with the close of the war the spirit of many of our officers and men has sadly changed. Perhaps this is inevitable and unavoidable, for this same change has affected all other armies as well as our own. It corresponds to the change in a football team when the season is over and the team breaks training.

"It is not my purpose, Mr. Editor, to attempt an essay upon discipline. The object I have in view is a practical one, an appeal to the public in the effort to prevent our returning officers and men from becoming so lax that as long as they wear the government uniform and draw the government pay they still owe a duty to the United States.

# The Northern Pacific Sends Thanks to Herald by Radio

The HERALD received yesterday by radio directly from the stranded transport Northern Pacific the following acknowledgment of the bundles of newspapers which have been sent out and distributed on board each morning since the vessel went ashore on the Fire Island beach:—

U. S. S. Northern Pacific, Jan. 4, 1919.

## New York Herald:—

Officers and crew Northern Pacific appreciate papers delivered by you.

Captain Chester A. Lippincott, superintendent of the Fourth district, Coast Guard, personally delivered yesterday morning's consignment of New York HERALDS aboard the ship by lifeboat at about half-past ten o'clock.

"Here are your HERALDS!" he shouted as his boat ran alongside.

"Where are those HERALDS? We want them!" cried the men who were leaning over the rail. Ropes were soon lowered and the papers were taken aboard. There was the usual scramble for the pictures and the news, and soon the stacks had vanished. The HERALD was distributed also yesterday to the faithful workers of the army and the relief organizations on Fire Island beach.

"Since December 6, 1918, I have been in charge of the port of debarkation at New York. The great change that has come over the spirit of many of our returning officers is borne upon me with peculiar force. Some of our officers, on returning, seem to forget all obligations of duty or discipline.

"Of course it is only natural that officers and men who have been long abroad should be eager to greet relatives or friends, but many of them chafe at any kind of duty or restriction. Some of them go absent from the gangplank. I now have to deal with the cases of some officers who absented themselves before Christmas and who are still absent without leave.

"Another tendency on the part of officers is to get their names in print through the medium of complaints of one kind or another. Not infrequently those who complain most loudly have rendered the least service abroad. One complaint that has been received is from an officer who refused to go to camp and went absent from the ship's side.

## Say Many Officers Shirk Duty.

"I was in command of the port of embarkation for more than a year at a time when the heaviest troop shipments were being rushed abroad, but the duties connected with debarking the troops and sending them to their home stations are immeasurably more difficult, because of the tendency of many officers to shirk any duty that may be placed upon them and their desire to go from the ship's side to the gay lights of Broadway.

"I have conferred in regard to this matter with General Goethals and General March, and they have advised that discipline must be maintained even at the expense of bringing to trial some of those who are soon to leave the military service.

"It is a sad thing for an officer at the close of his career to find himself before a court martial, but something must be done or it is certain that conditions will grow steadily worse.

"Mr. Editor, my reason for submitting this statement is because I believe that the public press of New York can render to our government a great service in this matter. During the progress of the war the loyalty of the press of the country was one of the very greatest assets of our government. The press can still perform a great duty and render valuable aid to our country in matters connected with the return of our troops.

## Welcomes Just Criticism.

"Under existing arrangements every newspaper has a right to have its representative on the piers. All matters of debarkation are conducted under the fierce glare of publicity. Every criticism that has for its object improvement or betterment of the service is welcomed.

"But I should like to suggest that the representatives of the papers should be sure of their facts before going to publication.

"For instance, in the case of the La France, one of our leading and most reliable papers stated, 'the first of the lighters to take off the men did not reach the France till several hours after she had docked.' And this in the face of the fact that five small vessels with a total capacity of 2,000 men, were waiting for the La France when she docked and that 1,600

men were taken from her within two hours after her arrival.

"Some of the ill and wounded officers on the France, impatient of delay, made complaint which was taken up by newspaper correspondents, but no word of mention was made of the faithful officers and men and Red Cross nurses who spent their Christmas eve in the slow process of removing from the France 200 stretcher cases and 221 insane men who had to be led off individually.

"Not long ago a well known newspaper of wide circulation published an article containing the statement, 'no civilized country in these days would permit its ships to transport immigrants in the way United States ships pack its war heries. They are herded below decks like cattle, but one never hears a whimper from them.'

## Best Troop Ships in World.

"Any one who knows the fact knows that American troops are transported in the best vessels afloat. That the government has spent millions upon millions in fitting these ships for the comfort of officers and men, and that no other government in the world supplies for its army food of the excellence, abundance and variety enjoyed by the army of the United States.

"I have been obliged to place some officers in arrest and to order their trial by court martial. This course is a sad one for the officer and I greatly regret the necessity that compels its adoption.

"The thought has occurred to me that the public press of New York, which has already rendered such valuable aid to the government, would be capable of rendering still further aid by placing this important matter before the public in its proper light."



## DEMobilizing THE WATERFRONT GUARD HERE

**Character of Important Work  
Carried On, Disclosed For  
the First Time.**

With the demobilization of the First Battalion, United States Guards, it is permissible that the residents of Jersey City and Hoboken should know how carefully and zealously the important Jersey waterfront has been guarded against enemies from within and without since Uncle Sam threw his hat into the big European war ring.

Although 600 alert young soldiers, who would have been active participants in the subjugation of the Hun were it not for slight physical defects, have been patrolling the west shore of the Hudson in this vicinity since last April, there are comparatively few folks who have been aware of the precautionary measures adopted by the War Department to protect this highly important waterfront, or who had the slightest suspicion that the old immigration building, adjoining the Pennsylvania Railroad Station, has furnished a bang-up barracks for Major W. Van R. Whitall and his command.

With the cessation of hostilities and the President's proclamation disbanding the nation's army in this country, Major Whitall immediately began the demobilization of his command. On the last day of the old year Companies B and C entrained for Camp Dix, where they have probably ere this been mustered out of service. The remaining two companies, Major Whitall said yesterday, will probably follow their comrades in about ten days.

"I should like to give my men a little credit for the work they have performed," said the commanding officer when approached yesterday by a representative of the Jersey Journal for enlightenment as to the nature of the work performed by the guard battalion. "If there has been any dissatisfaction among the men it has been due to the fact that they have been deprived of an opportunity of getting into the mix-up across the pond. A lot of them seem to have the impression that just because they were withheld from the fighting lines they had not rendered real service to Uncle Sam. As a matter of fact they have done just as important work. If these great piers had not been properly guarded and the tremendous quantities of munitions and supplies that were shipped from here daily had not been protected, our fighting men could not have won the glorious victories they did."

Major Whitall paid an additional compliment to his battalion when he said he could not hope to ever command a finer body of men.

"I have had practically no trouble at all with these boys," he said. "They have stuck to their tasks, irrespective of how disagreeable was the work assigned to them, and at all times have been conscientious and enthusiastic in the performance of their duties."

The Major said there were a number of his men who were afflicted with flat-feet and who endured agonies in patrolling the hard and unevenly paved docks on which they were stationed. It was frequently necessary, he said, for the battalion's physician, Dr. Le Roy Howes, to give the men thus afflicted medical aid and advice, which, however, did not deter the young guardsmen from sticking to their posts.

"My boys," said Major Whitall, "have the same spirit that prompted any number of New York and Jersey City policemen on the retired lists to offer their services to the Government for this kind of work."

There was one New York copper, verging on the allotted two score and ten, he said, who personally applied to him with tears in his eyes for an opportunity to serve the flag in the only way that was left open to him.

"That man," said Major Whitall, "hobbled into this office with a cane in either hand, and he was the hardest hit chap you ever saw when I told him as nicely as I could that we were filled up. The spirit displayed by these old time policemen is one of the finest things I have ever witnessed, and, with but very few exceptions, it is the spirit that has animated these young fellows under my command in rendering such excellent service to their country for the past nine months."

Each detachment, of which there were nine, has been under the command of veteran army officers, Indian fighters and men who have seen service in the various campaigns in which the U. S. regulars have participated for many years past. As for Major Whitall, he is the son of Gen. Samuel B. Whitall, U. S. A., retired, a veteran of the Civil War and of many other scraps in which the Union has engaged since then, and who, at the age of 80 years, was just as eager as the youngest rookie to get into the scrap against the Huns. Incidentally, the battalion's commander had issued to him one of the first Krag-Jorgensen rifles used by a United States soldier. That was when he was a member of the Fourth United States Infantry in Idaho. The incident was recalled to his mind yesterday by the fact that his command is the only one in the army using this make of gun.

Major Whitall was retired from the regular army in 1900 at which time he was connected with the Fourth U. S. Artillery, stationed at Washington, D. C. When America entered the war, however, he immediately offered his services, and in view of his long army experience was given the important command of guarding the Hudson's great shipping front.

While averse to giving details of the work his men had performed in the past nine months, Maj. Whitall spoke freely of the battalion's make-up. The equipment consists of four machine guns, stationed at important points from Weehawken to the Bayonne line, a number of light trucks and patrol wagons for carrying the men back and forth to their stations, and sufficient motor cycles to form a corps for each company.

The nature of the work performed by the battalion necessitated the closest co-operation with the Port Enemy Bureau in New York, the United States marshals on this side of the river and the city authorities of Jersey City and Hoboken. In the work of ferreting out enemy aliens a corps of plain clothesmen under command of Lieut. C. S. Beniche rendered invaluable service.

The fine morale of his command is accredited in a large measure by Maj. Whitall to the missionary work done among the men by the War Camp Community Service under the direction of Director W. B. Walters, in which Mrs. L. Maynard Brown and Robert Fleming assisted, the Jersey City Red Cross Chapter and the Y. M. C. A.

"The War Camp Community men have rendered an especially fine service to my men," said Maj. Whitall, "as they have kept up the spirit of the boys by furnishing them with means of diversion, and this has been of great assistance to the officers in maintaining discipline."

"The three organizations co-operated Christmas Day for the purpose of making the great feast day seem just like it did back home. A chorus of singers paraded along the whole waterfront Christmas night singing carols, and every effort was made to

insure a Merry Christmas for the soldier lads.

"As a parting word," said Major Whitall, "I wish to thank the good folk of Jersey City with whom I came in contact for the fine manner in which they received and co-operated with us. I have made some friendships during my stay here that I shall always cherish."

Major Whitall's staff consists of Adjutant Brown, Second Lieut. Griffith T. Griffith, supply officer; Second Lieut. Philip Frey, personnel officer, and Sergeant-Majors Raymond H. Hermandes and Jesse S. Gibbs.



# Dispatch Sep 13 1919

## SOLDIER GUARDS BEING REMOVED FROM THE PIERS

**Civilians Getting Jobs As Watchmen at Army Piers In Hoboken.**

**SOLDIERS MAY SOON  
 BE RELIEVED ENTIRELY**

The soldier guards at the Army piers in Hoboken are being succeeded by civilian watchmen. Major Craig, who has been in charge of the fire and guard force at the Army piers in Hoboken since Major Bomford left to take charge of an aviation camp in the West, stated yesterday that ultimately all the soldier guards at the piers would be replaced by civilian watchmen.

Major Craig still remains in charge, and also Lieutenant McCarthy. When the entire waterfront in Hoboken was taken over by the Army, one battalion of men was placed on duty and known as the Fire and Guard. Most of those men were drafted and were formerly policemen and firemen in different cities in the East.

When the armistice was signed, word was received that the inducted men would be demobilized as soon as possible and it was understood that their places would be taken by soldiers of the Regular Army.

### 250 Guards Relieved.

Company D, of the Thirteenth Infantry, was placed on duty in Hoboken about a month ago when Fire and Guard Company 302 was mustered out. The guard, numbering about 250 men, was released and sent back to their homes to take up civilian life where they left off.

Because of the debarkation of troops at Hoboken it is necessary to have a military outfit to take charge of the gates, at the piers, and while Company 303, of the Fire and Guard, was mustered out yesterday and 250 more civilian employees taken on as watchmen, this has not done away with all the soldier guards, as one, and sometimes two, soldiers remain at each of the gates at the Army piers.

### Soldiers at Lamport & Holt's.

At the Lamport & Holt piers yesterday, however, the soldier guard was taken away altogether and the approaches to the property manned by civilian guards exclusively.

While it is understood that eventually the military guard will be taken away from the Army piers, this will not be done for some time yet.

Altogether there have been 300 civilian guards taken on up to yesterday to replace the soldier guards in Hoboken, and this number, it is understood, will be increased as the time goes on.

The 341st Truck and Hose Company, which was also organized under Major Craig, remains on duty for fire protection at the piers. Major Craig had 1,000 men and 44 officers under his command, and in addition to guarding the waterfront property at Hoboken there were detachments at the Grand Central Palace and Greenhuts, in New York, Base Hospitals No. 2 and 3, respectively; and a detachment at the engineering depot at Kearny.

### Employed by Transport Service.

The civilian guards are being employed through the Army Transport Service at 54 Dey street, New York City, and those men were put on duty at the pier gates in Hoboken yesterday, although there is also a military guard at each of the entrance gates to the piers in addition to the civilian guards.

The work of unloading the giant transport Leviathan of its 9,000 odd troops got under way yesterday morning and proceeded without a hitch. Within two hours the two colored regiments, the 371st and the 372d, had been taken off the vessel and checked up.

### Negroes Disembark.

They were marched out from Pier No. 5 to the northerly slip of the Lackawanna ferries where they were placed aboard ferry boats for Camps Upton and Mills from which they will be sent to their demobilization camps.

The fine discipline of the colored soldiers and their white officers was remarked upon by the crowds who watched as the veterans of the Champagne battles marched along River street and down Newark street to the Lackawanna Plaza.

Major Craig's military police guarded the streets through which the troops passed on their way to the ferry boats. The Major has been an extremely popular officer at the piers both with the men of his command and with the general public with whom he has come in contact. His never-failing courtesy and his generosity in dealing with the members of the newspaper fraternity has been greatly appreciated and will continue to be appreciated.

HUDSON DISPATCH

JULY 8, 1919.

## Army Is Slowly Leaving Hoboken As Needs Cease

The Army is, little by little, giving up its holdings in property in Hoboken, and within eight weeks St. Mary's Hospital may be turned back to the original owners, and the first, ballroom, floor and grill room at the Odd Fellows' Hall also turned back.

The Army Motor Transport Corps which for the last eighteen months has been in occupation of Fisher's Hotel on First street, has vacated its quarters there, and the hotel is turned back to the lessee. It will be opened again as a hotel on July 20.

Some doubt is being felt by men who formerly owned hotels where liquor could be sold as to whether a hotel of that type can remain in business in Hoboken without a liquor license.

The Continental Hotel has, however, been opened and Fisher's will be ready for business on July 20.



Obs. Feb 5/19

### CAMOUFLAGE REMOVED FROM SEAGOING SHIPS

Since the signing of the armistice and the return of American soldiers all of the vessels coming into the Port of New York have been shedding their coats of camouflage. Many of the transports that now come in are without war paint.

One of these, the Nansemond, formerly the Pennsylvania of the Hamburg-American line, sailed from this port recently in all of her original coloring, black hull and white upperstructure. She is bound for Brest and will return with a large number of soldiers.

Obs. May 2/19

### TRANSPORT SAILING DATES ANNOUNCED

Washington, May 2.—Transport sailings were announced by the War Department today, as follows:

Battleship Georgia, Brest to Boston, due May 12, with 121st Field Artillery complete, less a scattered detachment; detachment special casual company, 832, and one casual officer.

Transport Peerless, St. Nazaire to New York, is due May 13, with detachment Company M, 110th Infantry; 108th Machine Gun Battalion; head, quarters, ordnance and medical detachment and Companies A, B, C and D; 108th Field Artillery, headquarters, First, Second and Third Battalions, headquarters company, sanitary, ordnance and veterinary detachments and Batteries A, B, C, D, E and F; one casual officer and two casuals.

Transport Giuseppe Verdi, Marseilles to New York, is due May 14, with 78th Division Theatrical Unit; 203rd Mobile Ordnance Repair Shop; 307th Field Artillery complete; 1108th Air Service Squadron; 630th Aero Squadron; casual companies, 3990, California; 3991, Pennsylvania; 3992, New York; 3999, Massachusetts; 4400, Georgia; 4401, Kansas, and 4402, Texas; six casual officers and four casuals.

Brig.-Gen. Clint C. Hearn, commanding 153rd Field Artillery Brigade, is a passenger on the transport Pe-saro, it was announced.

### FIGURES OUT COST OF TRANSPORTING TROOPS

Washington, May 22.—It cost \$35 to carry each American soldier to France, and \$60 to transport each ton of supplies or war material sent them, according to official estimates today. Two million men were sent overseas at a total cost for passage of about \$70,000,000. British ships carried about 51 per cent. of these men.

A total of 6,000,000 tons of food and equipment was sent to France—6,000 pounds for every soldier—at a transportation cost of \$360,000,000. Foreign ships carried 600,000,000 tons of this material, which means a \$36,000,000 freight bill for the United States to pay.

Obs. March 8/19

### CLOTHED WITH A LITTLE AUTHORITY, THEY "GET THE SWELLED HEAD."

The treatment of newspaper men who presented themselves for admission on board the transport Leviathan Thursday was little short of an outrage. Bearing passes signed by the commandant of the port, wearing arm brassards, identifying them as properly accredited press representatives, and conducting themselves as gentlemen should, they were abused, greeted with the vilest profanity and all but assaulted.

For some unexplained reason, when they arrived at the gangplank, they were informed that they could not go aboard until the army officers had completed their business and the luggage had been removed. Their protests and attempts to explain their position were in vain, and they had to listen to what certain ungentlemanly privates assigned to guard the gangplank thought of them. Finally, to add injury to insult, they were deliberately thrown aside by a gang of uniformed men doing a "center-rush" stunt.

To add to the indignity, the lieutenant in command of the gangplank detail, while keeping the press men back, permitted messenger boys to come and go. He also took particular pains to let the reporters know that he was doing it for their especial benefit.

There has been no such trouble when any of the other transports docked, all persons at least being treated with courtesy. These news gatherers have very important business on the piers and on these ships, that of securing news of the returning fighters that the entire nation is anxiously awaiting. They are entitled to gentlemanly treatment and consideration.

### OBSERVER, SATURDAY

MARCH 1, 1919.

### COMPLAINS ABOUT AN ARMY PIERS OPERATOR

Editor Hudson Observer:

Dear Sir—We met a young sailor from Atlanta, Ga., who had no friends here. We made a friend of him. We feel as if he is one of the family. He had come in on one of the transports on Saturday, so we inquired about him and were told he was sick with the "flu." To-day when I called at the Army Piers in Hoboken to inquire about his condition, the operator insulted me and asked how many I have on the ships and then said the line was busy and cut off. I don't think this is fair on the part of a government worker.

Would you please tell me in your valuable paper what I should do about this matter?

A SAILOR'S FRIEND.

Obs. July 8/19

### PASSPORT SITUATION IS STILL INVOLVED

"The passport situation is still so complicated that it is not possible to obtain any clear idea of just what conditions are," said Congressman John J. Eagan at his office in Hoboken this morning.

"So far as I am able to understand," he continued, "the State Department is still acting on the policy that those who have no really urgent business in Europe should wait until such time as things are thoroughly settled before undertaking any trip to the other side.

"There is no doubt that by next year matters will again have become practically normal and that by then travel will be much the same as it was prior to the outbreak of the war. Until that time I think that all those who are able to should remain home."



*Obs. Aug 4/19*

### STATISTICS ISSUED ON TROOP MOVEMENTS

Statistics on troop movements were issued yesterday by Brigadier-General George H. McManus, assistant officer at the Port of Embarkation, Hoboken. They show that the total number of troops which embarked for Europe up to and including July 31, 1919, was 2,073,058. The total losses among the American Expeditionary Forces as reported by the Adjutant-General of the Army, June 4, 1919, were 80,243. The number of troops returning to the United States up to June 30, 1919, was 1,493,580. Between July 1 and July 31, 295,205 troops returned. On July 31 there was a total of 204,030 troops still in France. Of this number 50,000 are now on the high seas.

During July the troops landed as follows: Hoboken, 198,796; Philadelphia, 1,566; Boston, 15,604; Newport News, 72,067; Charleston, 7,171; Halifax, 1.

The biggest day in the Port of Embarkation at Hoboken was July 18, when 16,624 troops arrived.

DISPATCH, FRIDAY

OCTOBER 17, 1919.

### TROOPS TO START FOR POLICE DUTY SOON

To Leave Hoboken About Noon  
Today On President Grant;  
All Three Year Men

Over two thousand men will form the first contingent of regular army men who will be sent from Camp Dix, Wrightstown, to Silesia, for the purpose of doing police duty under the peace treaty agreement. Instructions were received several days ago by Colonel Francis J. McConnell, commander, to prepare the Fiftieth Infantry for the over seas trip.

Only soldiers who enlisted for a term of three years will be included in the contingent. It had been originally planned to send one year men also, but because so many protests were received from the parents of these soldiers, the authorities at Washington rescinded the order. About 200 had volunteered to go across under this arrangement.

The regiment departs from Hoboken today at noon on the transport President Grant.

### ARMY BUREAU HERE CLOSED.

Information About Troops Now Is  
Obtained in Hoboken.

The Army Information Bureau at 461 Eighth avenue has ended its activities. Information about the few troops still in Europe will be given out hereafter at the port of debarkation in Hoboken.

Capt. B. L. Jenkins, who was in charge of the bureau, says that more than 6,000 telephone calls were received and answered every day at his office. The record number of calls for one day was 3,000. Two hundred letters a day and 1,200 visitors also needed attention. A staff of thirty officers and field clerks was kept on duty day and night.

### NO CHANCE TO SEE TROOPS AT HOBOKEN PIERS

The authorities at the port of debarkation, Hoboken, have asked that attention of relatives and friends of returning troops be called to the fact that these soldiers are sent to camp immediately on the docking of transports.

Thousands of relatives and friends wait all day in vain to see the boys, many returning day after day. This vigil is often futile, for no time is lost after the troops have disembarked in rushing them away to Camp Merritt, Camp Mills or to one of the base hospitals.

### MEETING THE BOYS.

An effort has been made to provide parents and relatives coming a great distance to meet their returning soldier boys an opportunity to meet them inside the pier fences, and a suitable house was provided for such purposes.

People living near at hand, however, are just as anxious to meet their boys as those who travel many miles to reach the Port of Debarkation, and the result has been very unsatisfactory. It is impossible to grant everybody the privilege, and it is impossible to show that there is anything fair about granting the privilege to a few.

The result is that very few privileges will be extended for persons to meet their loved ones on the piers.

### Army Pier Pass.

Editor Hudson Observer:

Kindly let me know through your worthy paper if it is possible to secure a permit that would admit me to the army piers; also let me know where to apply for same. I am interested in the 78th Division, which is expected in May.

CONSTANT READER.

Apply to the Port Adjutant's office.  
—Ed.

DISPATCH, TUESDAY MORNING, JUNE 3, 1919.

*World Jan 22/19*



# THE 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 9.—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 German owners at the end of the war, I am doing a tremendous wrong to the German Empire, our

"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."

## SENATE VOTES TO SELL ALL ENEMY PROPERTY HERE

Bill Authorizes Disposal of  
Property Held in America  
by Non-Resident Foes.

GERMAN TRADE GRIP  
ON COUNTRY DOOMED

Mr. Wilson Authorized to Take Over  
Hoboken Piers for Government.

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

With a unity and wholeheartedness without parallel since the war began, the United States Senate this afternoon served notice upon the Kaiser and German junkerdom that their influence in American commerce and industry forever is doomed.

Indicative of the enthusiasm with which it acted, the Senate adopted, by a vote of 64 to 0, the amendment to the billion dollar Urgent Deficiency bill, giving the President complete authority to sell all German holdings in the United States, running in value far into the hundreds of millions of dollars. These holdings formed a carefully constructed chain reaching into every State in the Union and designed by the German government to dominate American industry.

The President was authorized, under an amendment accepted with the measure, to acquire title to the great piers at Hoboken now owned by the German steamship companies. That will mean that any hope the German lines had of renewing commercial relations with this country have been blasted.

Affects Only Non-Resident Owners.

Under the law enemy property is that property held in this country by persons resident in an enemy country. Assurance is given that the property of Germans and Austrians living in this country will not be disturbed and will enjoy the same protection as property owned by citizens. But all property, including business houses, factories, mines and other interests, which are owned by Germans and Austrians not resident here may be seized by the Alien Property Custodian and sold to Americans.

The Alien Property Custodian, under the Trading With the Enemy act, only had authority to seize and administer the property of enemies. The new law will give him the power to dispose of the property into American control, thus demolishing those outposts of German dominion which the ambitious Empire had established throughout the world.

The action, vastly important in itself, has a still more far-reaching significance. It is a re-assertion by Congress of its determination to prosecute the war to the complete downfall of Prussianism. As some Senators declared this afternoon, the new war measure

Abrogates All Treaty Ties.

In effect, Senators held, the action abrogates all treaty ties between the United States and Germany. This phase of the question caused considerable debate.

"I believe that I am voicing the sentiment of the people of the United States when I declare that this property will not be returned to Germany until she has compensated America for the tremendous destruction she has inflicted upon our citizens," declared Senator Martin, of Virginia, democratic leader in charge of the measure.

Senator Knox, of Pennsylvania, former Secretary of State, brought up the treaty of 1799, renewed in 1838, in which the United States and Prussia mutually pledged themselves to respect the property rights of each other's nationals in time of war. He said he asked "merely for light" as to whether the United States was longer bound under that treaty.

Direct Blow at Junkerdom.

Senator Underwood, of Alabama, replied that Germany "had trampled on the treaty and treated it as a scrap of paper" when she sunk American ships unwarned upon the high seas. "This treaty should not stand in the way for one minute," he declared.

The Alabama Senator declared that the properties were owned by the Kaiser himself and the junker class, who brought on the war. The adoption of the amendment would be more effective against the junkers in Berlin, he said, "than shots at German peasant soldiers across the western front."

Senator Underwood told the Senate that the very authority contained in the pending amendment had been embodied in the Trading with the Enemy act passed last year, but had been stricken from the measure in some mysterious manner in conference and "weasle words" inserted in its place.

Senator Poindexter, of Washington, declared that the United States was trying to follow an unnecessary nicety in observing obsolete treaties, while Germany was disregarding all treaties. Senator Stone, chairman of the Foreign Relations Committee, said he had investigated the treaties carefully and had come to the conclusion that the legislation could be enacted without any violation of America's obligations to Prussia.

Germany Forfeited All Rights.

To support his position Senator Martin laid before the Senate memorandum from the State Department. In this memorandum the State Department explained that the practice of nations as a rule recognizes the exemption of private property "except in exceptional cases." The Senate preferred to regard the present situation as "an exceptional case," on the ground that Germany has forfeited its rights by its practices toward American commerce on the high seas.

Before a final vote was taken the Senate accepted, by a vote of 32 to 28, an amendment offered by Senator Frelinghuysen, of New Jersey, requiring the custodian of German alien property to sell the German holdings at public sale to the highest bidder. He said that such an amendment was necessary to protect stockholders in concerns where a part of the stock is held by Germans.

The amendment authorized the President to make an outright purchase of the German owned piers at Hoboken also was adopted. There was no debate and no opposition. Senatorartin explained that the purchase was desired because the piers needed repairs, and that the United States did not want to spend money on them if they were to be turned back to Germany.

*N. Y. Herald Mar 12/18*



# SENATE REPORTS OUT THE AMENDMENT TO TAKE OVER GERMAN PIERS AT HOBOKEN

*Dispatch Mar 9/18*

## Palmer Says Kaiser Held Stock in German Property in Hoboken

**Custodian of Alien Property Re-  
veals Startling Facts in Show-  
ing Why United States Should  
Take Over Piers.**

### SHOW TEUTONIC GRAB FOR U. S. COMMERCE

Washington, March 8.—Secret testi-  
mony of Mitchell Palmer, alien property  
custodian, before the Senate Appropri-  
ation Committee yesterday was released  
today.

Palmer, in urging that the German  
line piers be taken by the Government,  
and that all German property in this  
country be put under the hammer, al-  
leged:

1.—That the German empire has "put  
an industrial and commercial chain  
across this country and through our in-  
sular possessions.

2.—That one great American industrial  
city is a "little Germany with seven or  
eight entirely German-owned mills, and  
from some of which the American flag  
never flew" until we took the property  
in charge.

#### Kaiser Held Stock.

3.—That the Kaiser through Albert  
Ballin held stock in the Hamburg-Amer-  
ican line.

4.—That "the time has come when the  
ownership of some of these great Ger-  
man properties should be permanently  
separated from German capital, and that  
the enemy might as well know now that  
the connection which she has been able  
to maintain with American industry and  
commerce is broken, not simply for the  
war, but broken never to be resumed."

5.—That the cash for which the  
property would be sold would be the  
only thing to be considered in a peace  
treaty.

#### Profits for Huns.

6.—That as it at present, the alien  
property custodian is merely piling up  
"hundreds of millions, and enormous  
profits" for German owners.

Palmer issued a statement today say-  
ing that nothing in the amendment he  
had proposed changed the definition of  
"enemy." The only persons whose prop-  
erty would be affected are persons, firms  
and corporations residing and doing  
business within new or old enemy terri-  
tory, and resident alien enemies now in-  
terned.

"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."

**Final Action May Be Taken To-  
day—Other German Property  
Will Be Taken Over by  
United States.**

### A DEADLY BLOW AT TEUTON COMMERCE

(By STANLEY M. REYNOLDS)  
(Staff Correspondent, I. N. S.)

Washington, March 7.—Two smashing  
blows were delivered today by the Gov-  
ernment at the huge trade organization  
built up by Germany in the United  
States.

Through A. Mitchell Palmer, alien  
property custodian, the Administration  
prevailed on the Senate Appropriations  
Committee to report out amendments to  
the billion dollar urgent deficiency bills  
authorizing the Government to,

1.—Take over all the piers of German-  
owned steamship lines at Hoboken, N. J.

2.—To sell to friendly private inter-  
ests the vast German trade corporations  
in this country, affiliated, like the big  
German steamship lines, with the Ger-  
man Government.

In a statement issued tonight in ex-  
planation of the amendments, Palmer  
said:

#### To Take Piers Here.

"The amendments to the urgent de-  
ficiency bill reported by the Senate Com-  
mittee on Appropriations are designed  
to give to the President the power to  
purchase or otherwise acquire the title  
and possession of the docks, wharves and  
piers at the Hamburg-American line, and  
the North German Lloyd line at Hobo-  
ken, N. J., and also to amend the trad-  
ing with the enemy act as to give the  
power to the alien property custodian  
to sell enemy property in his hands. This  
power under the law is restricted  
now to cases where it is necessary to  
sell in order to prevent waste and pro-  
tect the property. The proposed amend-  
ments will largely extend this power and  
make it possible for the alien property  
custodian to convert into cash enemy  
interests in this country. The Hamburg-  
American and North German Lloyd  
docks are owned by New Jersey corpora-  
tions, in which the stock is entirely  
enemy-owned, and has been turned over  
to the alien property custodian who is  
placing his representatives on the board  
of directors of those companies.

"There is no thought or purpose of  
changing the character of the ordinary  
investment in America of the enemy  
subject residing in enemy territory. Such  
investments will be continued as  
at present except when necessary to  
prevent waste or protect the property,  
when sales may take place. If the  
amendments reported by the Senate ap-  
propriations committee shall become  
law, the power of sale will only be ex-  
ercised by the alien property custodian  
in cases similar to that of the steam-  
ship lines where the enemy ownership  
of great industrial and commercial con-  
cerns in the United States indicates a  
close affiliation with the financial and  
political powers in the enemy country."

#### May Not Return Them.

Whether the pier properties will ever  
be turned back to German interests,  
and how far the Government will go in  
breaking up the big German industrial  
and commercial concerns that existed  
here before the war, are matters of  
policy yet to be announced. Fearing  
that the complete acquisition of the  
piers at Hoboken was intended as an  
opening wedge to permanent govern-  
ment ownership of steamship terminals,  
Republicans on the committee were  
loath to support the amendments and  
yielded to the majority only after con-  
siderable debate behind closed doors.

With the power in hand which the  
amendments would give, however, the  
United States would be in position, it is  
conceded, to dictate strong terms to  
Germany when the latter seeks to re-  
establish her relations with this coun-  
try.

The proposal empowering the Govern-  
ment to take over the German docks, it  
was learned, was laid before the com-  
mittee at the direction of President  
Wilson himself. The latter, it was  
stated in official circles, was prevailed  
upon to a large extent by suggestions  
from the War Department concerning  
the advisability of the government  
maintaining control over the extensive  
pier system for an indefinite period  
after the war.

On the other hand it was pointed out  
at Palmer's office that the great Ger-  
man shipping companies as well as many  
of the larger German industrial concerns  
in this country are part of the German  
Government-controlled trade organiza-  
tion that was built up during the years  
of peace. The shipping companies, it  
was stated, were maintained by subsidies  
from the German government, and the  
German merchant ships were virtually  
German naval auxiliaries.

While the government had been using  
the German docks since the United  
States entered the war, the arrangement  
was under the original provisions of the  
law whereby the properties would be  
held in trust for their owners until the  
close of the war. Under the amend-  
ments reported out today, they may be  
kept permanently, the owners, at the  
close of the war, being compensated.

The impression prevails that they will  
be used after the war in connection with  
the development of the American mer-  
chant marine, now being built up to un-  
precedented proportions under the ship-  
building program.

For the present, it is stated, there is  
no intention of taking over in the same  
way the German piers at Boston, Phila-  
delphia, Baltimore and other sea ports,  
and the amendment specifies only those  
on the Hudson.



*Dispatch*  
*Dec 30/18*

## GOVERNMENT HAS PURCHASED THE PIER PROPERTY

Morning World of New York  
Hears Government Has Paid  
Equitable Sum for Property

### MOVE WILL BE BIG HANDICAP TO GERMANS

The United States Government has purchased the Hamburg-American pier, property in Hoboken, according to a special despatch to the New York Morning World sent from Washington, on Saturday by that paper's special correspondent in the national capital. The special reads:

Washington, Dec. 28.—The last German foothold in American commerce has been wiped out. The Hamburg-American line piers in Hoboken have been purchased by the United States Government. The World learned today. No formal announcement has been made, but it is understood the price was slightly in excess of \$7,000,000.

The Government bought the whole Hoboken property from the Alien Property Custodian, who seized it a short time after the United States declared war on Germany. Since the seizure Mr. Palmer has been renting the piers and all their facilities to the War Department, which has used them as the chief point of shipment for troops en route for and returning from France.

It is planned to have the Embarkation Service, General staff under Gen. Frank Hines, continue the use of these piers until the American armies have been brought home. This is expected to consume many months.

That the Government chose to buy the piers instead of continuing the rental is taken to mean that some plan for permanent operation is being devised. The money changing hands is understood to have come from the President's \$100,000,000 Emergency Fund.

With the great fleet of Hamburg-American liners the property of the Shipping Board, though in use by the War and Navy Departments, and no plan in sight to return them to their former owners in Germany, the purchase of the Hoboken piers is believed here to mean that the Government will retain for Americans all the commercial advantages held by the Germans before the war. Without their ships and their well located piers,

the Germans will have a severe handicap in striving to re-enter American trade.

*Observe*  
*Nov 23/18*

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

Banker Steneck Also Advises  
That Government Hold  
Local Piers.

### WOULD WIN NATION MARITIME SUPREMACY

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

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

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

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

The secret of the success of the German mercantile marine was the fact that they had a base in America. Not only did they, by means of their establishment of this base here in Hoboken, build up their organization to the great heights it reached, but they also succeeded in capturing a lot of the transatlantic traffic owing to the fact that they were enabled to cut out the English Channel trip, the crossing of which was one of the terrors of the European journey, as any traveler will acknowledge.

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

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

Mr. Steneck also stated that there have been many hundreds of applications to his offices for transportation facilities since the signing of the armistice.

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

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

"Now, however, aliens who wish to return to Europe, including British subjects and other friendly aliens, after securing the necessary passports it is necessary that application be made to the American authorities for permission to leave the country, and passengers of all nationalities must have the credentials issued at New York by the representatives of their own nations as well as the U. S. Customs House before presenting themselves for embarkation."

## U. S. TO KEEP SEIZE PIERS IN HOBOKEN

May Use Former German Properties for American Merchant Marine.

(Special to The World.)

WASHINGTON, Nov. 19.—The great piers of the Hamburg-American Line and the North German Lloyd Line in Hoboken were formally taken over by Presidential proclamation on June 28 and the title vested in the United States Government.

They were taken over under a provision of the Urgent Deficiency Bill approved March 28, 1918, on the ground that such action was "necessary for the national security and defense."

This provision of law states that the United States shall make just compensation for the properties, to be determined by the President.

In October the President appointed a board to appraise the properties with a view to determining what should be paid for them. The proclamation took over everything pertaining to the Hamburg-American and North German Lloyd lines, including "docks, piers, warehouses, wharves and terminal equipment and facilities."

The properties were held by the North German Lloyd Dock Company and the Hamburg-American Line Terminal and Navigation Company, both New Jersey corporations, but the stock was entirely enemy owned.

The properties will be held by the United States after the war. While it is possible, as Major Simon of the War Department is reported as having said to Mayor Griffin of Hoboken to-day, that the Government may lease them to an American steamship company after all troops have been returned from France, it is much more likely that the Emergency Fleet Corporation will utilize them for the rapidly increasing American merchant marine.



# GOVERNMENT TO BE OWNER OF HOBOKEN'S PIERS BY NEW YEARS

**Transfer of Ownership of the Property Is Under Way and May Be Completed Very Shortly, Piers Will Have Important Bearing on Future of Our Merchant Marine, Great Possibilities Are Involved.**

## ALIEN PROPERTY BEING SOLD TO OUR NATION

It is reported in Hoboken that before the first of the new year the formal, legal transfer of the title to the Hoboken pier property of the North German Lloyd and Hamburg-American lines will be passed to the government.

The processes, complicated and technical, by which the government, under the authority voted to the President by Congress last spring, will acquire ownership of the property are being worked out, step by step. At the same time and without regard to the sale phase of the matter, the War Department has the physical possession and use of the property and it will continue to have it so long as there be need for extensive facilities in disembarking troops. This need will exist as long as there are troops in France in large number.

### Vital To The Future.

The uses of this immensely valuable property after the adjustments of the counts with Germany have been straightened out is one of considerable interest, not only to the immediate community, but also in its bearing upon the development of the American merchant marine. The disposition of these piers will probably be leased also to timately to the problem as to the future ownership and operation of the vast shipping resources which are being created by the government. If the government adopts the policy of keeping ownership and leasing the cargo piers by charter arrangements, these will probably be leased also to operators of the ships.

### Their Value Very Great.

The Hoboken wharves, with their advantages for passenger and cargo handling, will doubtless play a considerable part in any development scheme of the government in the next few years. Chairman Hurley of the Shipping Board and other officials who are concerned with the extension of the merchant marine and facilities have a decided appreciation of the value of the Hoboken piers and it largely because of this realization that the government itself, not private enterprise is taking over the property.

The government, through the port and terminal facilities commission of the Shipping Board, is making an exhaustive study of port development projects. In this study there enters the question of piers, loading apparatus, bunking facilities, dry docks and ship repairs and everything else that will lend itself to a quicker and more economical movement of American shipping.

### We Have No Good Ports.

The subject in all its varied aspects is a vast one and from an administrative standpoint it is made the harder of approach and solution because of the conflicting power and divided wishes of the state and local governments. The diverse elements must be brought together because, until the situation materially improves the port and makes more intensive use of available mechanical appliances, we will be handicapped in the movement of world trade. On the Atlantic coast the English have better harbors although their natural advantages are much less than those of

America today has a market port on the French coast but none on its own.

Of course, the military necessities for embarkation facilities was the immediate purpose in taking over the piers. That, however, was done under the commanding powers of the government and it is under this power that the government is utilizing the piers to-day.

Wholly apart from this commandeering and apart from the operation of the piers by the War Department, was the constructive seizure of the property by the alien property custodian. This was done by the act of the custodian in assuming the control of the stock of the American corporations which are the holding companies for the steamship lines. These corporations technically are still the holders of the title in the property and the alien property custodian as the controlling stockholder is making the deal for them for the sale to the government.

The government is represented in the sale transaction by the Department of Justice. An investigation of the status of the sale negotiations shows that while there is a great deal of detail work, there has been some delay in pushing matters at the Department of Justice end. It is quite possible that if more constant attention had been given to the matter, the sale would have been concluded ere this.

The price to be paid by the government is not yet definitely fixed. It will be recalled that President Wilson appointed former Governor James F. Fielder and former Attorney General Edmund Wilson to make an appraisal. They reported several months ago, fixing the value at between \$6,000,000 and \$7,000,000.

## HAMBURG-AMERICAN PIERS BOUGHT BY U. S.

### Government Takes Last German Foothold in United States Commerce.

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**Reports In Washington Are That Everything Has Been Arranged For Their Ownership.**

### MONEY TO BE HELD IN TRUST FOR THE OWNERS

Reports were in circulation in Washington on Saturday that government officials had definitely and finally decided to purchase the North German Lloyd and Hamburg-American Line piers at Hoboken, now held in the name of the alien property custodian as trustee for the German owners. Definite announcement of the decision and the purchase price, it was said, will be made within a few days.

At present the enormous facilities are being operated for war purposes by the

Government under the commandeering power voted by Congress last March, but permanent ownership of the properties had not been settled until the decision was reached for Government ownership.

### To Go To Owners.

What the purchase price may be was not indicated, but the proceeds of the sale will be held either by A. Mitchell Palmer, alien property custodian or the Treasurer of the United States, for amount of the enemy owners.

This move is regarded as offering a body blow to German hopes for restoration of her commerce with the United States after the war and depriving the leading German steamship lines of their most valuable shipping properties in this country.

Purchase by the Government, it was maintained here to-day may have some relation to Government control of the American merchant marine after the war.



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# SALE OF ENEMIES' PROPERTY IS VOTED BY SENATE, 64 TO 0

Legislation Meant to Destroy German Trade Influences in America—Holdings of Aliens Here Not Affected.

TREATY OF 1799 IS HELD INAPPLICABLE TO ISSUE.

If Any Compensation Is Paid, Says Martin, Foe Must First Pay for U. S. Ships—To Take Title to Hoboken Docks.

WASHINGTON, March 11.—The Senate approved to-day by 64 to 0 legislation authorizing the sale of all property in this country owned by enemies abroad. An amendment empowering the President to acquire title to the German-owned docks and wharves at Hoboken also was accepted.

A. Mitchell Palmer, Custodian of Alien Property, asked for this action in order to destroy German commercial influence in the United States. The Senate tentatively accepted, 33 to 28, an amendment by Senator Frelinghuysen of New Jersey providing for the sale of German property at public auctions and to American citizens only.

**German-Americans Unhurt.**  
Official assurances have been given that there is no intention to interfere with the property or money of German or Austrians living in this country. The purpose is to sever the hold of Germans in Germany upon vast commercial and industrial enterprises in the United States which have been closely connected with the Kaiser's Government, serving as outposts of the Teutonic movement for world dominion.

Under the Trading With the Enemy Act, the Alien Property Custodian takes possession of and administers these properties, but is without authority to dispose of them finally. The new legislation will empower him to place them in American hands. Virtually the only questions raised in to-day's debate were the possibility of violating the treaty of 1799 between Prussia and the United States and of too hasty action by Congress. Expected opposition to the provision for purchase of the Hamburg-American and North German Lloyd docks at Hoboken failed to materialize.

Prompt approval of both provisions by the House is expected as soon as the Senate finally disposes of the \$2,000,000,000 Urgent Deficiency Appropriation Bill, to which they are added.

Before the Senate acted, Democratic Leader Martin presented a memorandum from the State Department's legal bureau declaring that the 1799 treaty was not regarded as applicable.

**Kaiser May Be an Owner.**

What is to be done with the proceeds of the sale of German interests, which some Senators to-day suggested are owned in part by Emperor William himself, is a policy to be decided later. In making this

clear, Senator Martin vehemently declared that he believed that Germany should not receive one dollar until she compensates Americans for property illegally destroyed.

"Speaking for myself, and, I think, the American people," said the Senator, "if the German people ever get any compensation it will be after they have compensated the American people for the millions—I would even say billions—of dollars' worth of property they have ruthlessly destroyed."

Quoting from statements of A. Mitchell Palmer, the Alien Property Custodian, when he appeared before the Senate Appropriations Committee in urging the legislation, Senator Martin said many of the German owners had returned to Germany and now are waging war on this country.

Senator Stone of Missouri, Chairman of the Foreign Relations Committee, said that examination of the treaty of 1799 and various authorities on international law convinced him that the amendment authorizing the sale of enemy property was proper. He said his purpose in asking that consideration of the amendment when called up last Saturday be postponed was to permit him to make this inquiry, for if the amendment conflicted with the treaty he did not think the United States "should follow a bad example in the treatment of our obligations as scraps of paper."

**American Pledges Sacred.**

"The proud thing in our history is the fact that the United States adheres, even if it might be to its great disadvantage, to its solemn faith and pledges," Senator Stone added. "I wanted to look into this matter. As a result of my investigations I concluded that this legislation was proper and hence I was taking no part in the discussion."

Senator Dillingham objected to the amendment on the ground that the committee had not had time to investigate the need for taking of the German property.

Senator Martin interrupted to say he had just been informed by Mr. Palmer that the reason for this legislation was that large expenditures were necessary in connection with the docks and he did not feel that such a large amount should be spent until after title to the property had been handed to the Government.

The amendments were defended by Senator Underwood of Alabama, who said the tacking of such measures to an appropriation bill was the speedy way to get them through Congress.

Denying that the provision would violate any treaty, Senator Underwood said if it had been violated the violation occurred when the original Alien Property Custodian Law was passed. "It is no more a violation to sell the property than to take it," he said.

**Demand Made on Gerard.**

Senator Underwood said the treaty of 1828 with Germany did not revive the property clauses of the 1799 treaty with the Kingdom of Prussia, the latter agreement being the only treaty now recognized by this Government as being in effect. It provides that property of German merchants in the United States should be taken out of the country within nine months after the outbreak of war.

"The German Emperor demanded of our Ambassador as a basis of his receiving free passports," continued the Alabama Senator, "that he should grant protection to German property in the United States—a threat, of course, that the representative of the American Nation had too much courage to yield to. But it showed the concern of the German Government to protect property of its citizens in this country."

"And why? Because it is entirely probable that the German Emperor himself, holding in the names of other persons, owns a large part of the property involved."

Senator Underwood urged adoption of the amendment so as to "strike a blow at the classes of Germany that are urging on this war and continuing the autocracy of Germany."

**One Hundred Blows to One.**

The proportion of American property in Germany to German property in the United States is about one to one hundred, Senator Underwood said, and "where Germany strikes one blow at us we will be striking a hundred at her."

Surprise over the debating of this question, in view of Germany's utter disregard of treaties or property rights not only of the countries she has invaded but also those of neutrals, was voiced by Senator Poindexter of Washington.

"While the Senate is wrangling on the question of taking German property the German Government is levying tribute on the citizens of countries captured by her despite their treaty rights or law," said Senator Sherman of Illinois. "They are not debating what are the rights of American property, but what they can take and what they can hold."

In urging his amendment providing for public auction sales of enemy property, prohibiting private negotiations, Senator Frelinghuysen said his purpose was to protect American minority stock interests in German-owned corporations. He also urged that the Alien Property Custodian Act should be subject to review.

Senator Martin opposed the amendment (which is subject to a final vote later) on the ground that it might handicap Mr. Palmer's action.

**United States Senators or Representatives.**

**Enemy Subjects Can Vote.**

Mr. Flood explained the measure as follows:

"There are ten States in which at the Congressional election next fall alien enemies will participate in the election of members of Congress. In some of these States the alien enemy vote is so large that it may even be decisive in the choice of candidates. This situation grows out of the fact that the Constitutions of these ten States provide that every male person of foreign birth who may have declared his intention of becoming a citizen of the United States according to law, who is over twenty-one years of age, shall be entitled to vote in all elections by the people."

"The States are Alabama, Arkansas, Indiana, Kansas, Michigan, Missouri, Nebraska, Oregon, South Dakota and Texas. These States allow any alien (including, of course, alien enemies) to vote at all elections after they have taken out their first papers."

"With respect to German and Austro-Hungarian declarants, these Constitutions permit the subjects of our enemies to vote in our elections and in some Congressional districts probably these alien enemies will control the result of the election of Congressmen and in some States of the election of Senators. No other country grants the right of citizenship until complete naturalization, and this country should take some action to correct the anomalous situation brought about by the franchise provision in these ten States."

**Congress Must Act.**

"It is too late for the States to change their Constitutions, therefore Congress should take some action to protect the Government against the influence of our enemies."

The measure was referred to the Foreign Affairs Committee.

E. Lowry Humes, United States District Attorney at Pittsburgh, was a witness to-day. The Senate Judiciary Sub-Committee which is considering a bill to revoke the Federal charter of the National German-American Alliance, of which the Pennsylvania organization was the parent and is at present the most influential member.

Mr. Humes read from a report made by Reinhart Ulrich, President of the Allegheny County branch of the Pennsylvania Alliance, in December, 1916, in which it was stated that the alliance had selected as its candidates Hughes and Fairbanks, and had urged all its members to vote for them. Hughes's defeat, the report said, was due to his association with the "sabre-rattling Roosevelt" and to his indefinite answers to questions propounded to him.

To back up the assertion that the alliance was vitally interested in politics, Mr. Humes read from the minutes of the Allegheny Branch covering the last few years, showing that slates and tickets for both national, State and municipal elections were made up by it.

Before the State primaries in 1916 the alliance urged its members to support for nomination for President, Henry Ford, and P. C. Knox for the Senate.

The charter granted by Congress to the National German-American Alliance expressly states that it is to be a non-political organization.

The retirement of Dr. C. J. Hexamer from the Presidency of the National Alliance was regretted by the Allegheny County Branch as a great loss. Dr. Hexamer's writings and speeches urging the Germans in this country to remain a solid block and to refuse to assimilate with Americans, and condemning American institutions, had already been laid before the Senate committee.

**Hexamer Derided Democracy.**

Mr. Humes told how Dr. Hexamer, in his office in Erie on March 23, 1916, had declared the Government of this country to have been a failure; that a constitutional monarchy was the best form of government, and that the legal system of Germany was much better than that of the United States. He was President of the National Alliance when he made these statements.

"I was so astonished," said Mr. Humes, "that in his presence I called a stenographer and dictated to her just what he had said."

The minutes of the alliance showed too how it had fought against the \$500,000,000 loan made to the Allies through the banks of this country, and had its members threaten to withdraw their accounts from banks if they took part in the loan.

It fought Woman Suffrage, urged embargoes on the shipment of arms to the Allies and aided in establishing press bureaus to spread German propaganda in this country.

**Admits Political Work.**

Mr. Keller admitted that the principal activities of the National Alliance and its branches the last few years had been political, and that the main political fight it had entered was the battle against Prohibition.

"Were you serving any of the purposes for which the alliance was chartered by Congress specified in the act of incorporation?" demanded Senator Sterling.

Mr. Keller admitted it was not.

The witness served for four years as a member of the Indiana State School Board, and the committee wanted to know whether he had been instrumental in forcing the teaching of German in the lower grades of the public schools. He said he had not, that the law of Indiana, half a century old, specified that if twenty-five parents of children attending a school asked that a foreign language be taught, it had to be taught. There-

fore there was no need for such a propaganda, he said.

Senator King, Chairman of the committee, said he had telegrams saying that Mr. Keller had strongly favored certain text books for the schools, in which "Kaiserism" was praised. Mr. Keller replied that he had nothing whatever to do with the selection of text books.

Mr. Keller told the committee he had two sons now in the American Army, and that he himself had worked hard for the Liberty Loans and Red Cross, all of his family subscribing.

Members of the committee read to him an editorial published last July 4 in a German language newspaper in Pittsburgh by George Seibel, editor, also of the official bulletin of the National Alliance, which said the Declaration of Independence "should be burned in effigy." Mr. Keller, though he was at one time associated with Seibel as editor of the Bulletin, disclaimed any knowledge of this editorial. He also disclaimed knowledge of articles and speeches of Dr. Hexamer in which the latter sneered at Americanism.

## HOLLAND-AMERICA PIERS TAKEN OVER

The United States Government this morning formally took control of the Holland-America piers at the foot of Fifth and Sixth streets, Hoboken, and also announced that the piers of the Wilson line would be taken over at the beginning of next week.



# Senate Votes to Sell German Property in All Parts of America

**Takes Quick Action of Plan  
Which Will Cripple the Com-  
mercial Aims of the Junkers  
in the United States.**

## PIERS IN HOBOKEN WILL BE TAKEN

Washington, March 11.—With one voice 64 Senators agreed this afternoon that the chain of commercial activity German has drawn across this country must be torn away. The vote was upon the Amendment allowing the Alien Property Custodian to sell the vast properties in the United States financed by German capital.

For a time there was a question whether the amendments did not violate a century-and-a-quarter-old treaty. There was debate upon this. But in the end the Senate followed the injunctions of men like Martin, of Virginia, the Democratic leader, and Underwood, of Alabama.

"It is the German junker class that has invested this money," cried Underwood. Take it over and let the junkers know that America has her back to the wall and there will be no end of the war without a victorious settlement."

An interesting amendment was passed on motion of Senator Frelinghuysen, of New Jersey, providing that none of the property should be sold to any one other than the Government, unless it was offered at public auction. This, he explained, was to protect the minority stockholders, some of whom are American citizens.

### To Buy Hoboken Piers.

Early in the day the Senate passed the amendment authorizing the President to buy the German steamship line piers at Hoboken. No question was raised on the amendment, and it was sanctioned by a viva voce vote.

Senator Knox of Pennsylvania, former Secretary of State, raised the point about the ancient treaty with Germany. He was fully in sympathy with the object of the resolution, but explained that he wished to find out the State Department's interpretation.

"Are we violating the treaty, or not?" he inquired. "I simply want light."

Senator Martin was armed with a memorandum from the State Department upon the subject. This related to an article in a treaty of 1799. The article provided in war time "merchants" should be allowed in each country, nine months' time to settle their businesses and depart freely. They would be allowed to transport their "effects." In addition "all women and children, scholars of every faculty, cultivators of the earth, artisans, manufacturers and fishermen" were included in the benefits, they to be allowed to continue their work unmolested, and if anything was to be taken from them they should be paid for it.

While the treaty was made in 1799, it was included in another treaty in 1828.

### On the Old Treaty.

The State Department's memorandum held that the treaty was in force, and "it would seem that the practice of nations as a rule recognizes the exemption of private property as a policy which ought to be followed save in exceptional cases."

One of the arguments advanced today that the treaty did not bind was made by Senator Thomas of Colorado, who cited the attempt of the German Emperor to hold Ambassador Gerard practically as a hostage if the American Government did not promise that German property in the United States would be fully protected. Senator Thomas said this would never have been done if the treaty had been effective.

"I don't believe it is a violation of the treaty," said Senator Underwood in his speech. "The Senator from Colorado (Thomas) is right. The Kaiser's act showed the concern of the German Government to protect the junker money in this country. I would rather fire a shot at Berlin and the junkers than I would at the peasants."

"The alien property custodian has told us that the amount of American property in Germany is negligible compared to the German property here. If they confiscate our property—well, where they strike one blow we strike 100."

"The original trading-with-the-enemy act had a section just like this amendment. But in some way in conference the weasel words 'if and whenever it is necessary to prevent waste and protect property' crept into the bill. This amendment will correct that."

"When the peace treaty is signed not one dollar of German money should go back there until they have paid for our sunken ships, our destroyed property. And if they are paid, they should not share the millions now being made in their factories in this country. They should receive only what the property is worth."

Senator Poindexter of Washington said it was absurd that this country should be bound by "verbiage of obsolete treaties," while Germany violated all such documents.

"Germany is not debating the rights of Americans under treaties," Senator Sherman of Illinois declared. "All she is interested in is the sword."

Strongest plea for the amendment made by Senator Martin who said: "It is inconceivable that these factories should keep on piling up profits for Germans."

Senator Dillingham of Vermont thought the amendment should have been referred to the foreign relations committee where it would have been considered in relation to the treaty, which he said no one in the appropriations committee appeared to have known existed.

*Current Events  
Mar 15/18*

### Take Over the Hoboken Docks?

There is opposition in the Senate to the taking over of the German docks at Hoboken, N. J., as proposed by President Wilson. The item on page 3 (32) is in error in saying that the proposal was to confiscate the docks. The President proposed to purchase them. The argument was that if the war should end suddenly the Government would have to give up the docks at once, and that would make it very hard to land our troops and equipment from France.



HUDSON OBSERVER,

AUGUST 20, 1919.

## BIG CHANGES ARE NOW UNDER WAY ON RIVER FRONT

**Military Force at Piers Reduced—Smaller Naval Quarters Likely.**

The coming of peace has made many changes in the Port of Embarkation at Hoboken. More are taking place daily and many others are expected within the next two or three weeks. While conditions as regards the Hoboken water front will never again be similar to the ante-war status, the passing of the months since hostilities ceased has served to bring about the "status quo ante," so far as is possible.

Almost all of America's crusaders in France and Belgium and Italy are back to their native land. Only a mere handful of bronzed, khaki-clad warriors remain overseas, and the rest of the 2,000,000 or more troops who embarked for the battle front are either back or on the high seas, returning to God's country. There will be very little in the way of troop movement after the first of September.

Only the First and Third Divisions and some of the Service of Supply units are still in France. The First Division has begun the homeward movement by entraining for Brest, according to reports from Washington. The extent to which American forces in France have been returned is indicated by the fact that General John J. Pershing, Commander-in-Chief of the American Expeditionary Forces, is scheduled to return on the Leviathan within the next two or three weeks.

With their work almost done, the personnel at the Hoboken piers has been reduced to an astonishing extent. Scores of officers and hundreds of men stationed here have been either mustered out or transferred to other fields of activity. Civilian watchmen have almost wholly supplanted the guard and fire units who maintained such a close cordon about the big piers during the war, and the military garrison, composed of 13th Infantry men, is also comparatively small. Workers who still remain at the port expect demobilization or transfer orders almost any day.

A great number of changes have been made also at Naval Headquarters in the Steneck Building. Here also the personnel has been reduced, though Vice-Admiral Gleaves and his men of the Cruiser and Transport Force still find plenty of work to keep them busy.

It is rumored that naval occupancy of the old Steneck Building will cease within the next two months. The work is being cleaned up at a rapid rate. There is no doubt that the navy will remain represented on the Hoboken side of the river, but it is believed that smaller quarters will be sought.

Many of the big vessels in the transport service have made their last trips as troop ships. The army piers are full of such craft, all being refitted for passenger and freight service as a preliminary to their return to their owners. The giants Imperator and Leviathan are on their last trips as transports.

With the big cessation of activities along these lines, the Lamport & Holt line, the Wilson line, Holland-American line piers and other docks, with the exception of the Hamburg-American and North German Lloyd piers, in Government possession, are very shortly to be turned back, according to authentic information. Occupancy of various hotels and halls, such as Odd Fellows' and Bernhardt's, will come to an end also. Work of the various military and naval welfare agencies will continue for months yet, however, according to present indications.

THE JERSEY JOURNAL,

DECEMBER 17, 1919

## ARMY TO QUIT HOBOKEN PIERS

**Docks to be Turned Over to Commercial Uses Soon, is Report.**

That the Army will soon "evacuate" the old German piers which formed the American Port of Embarkation at Hoboken, was indicated when the steamship General William C. Gorgas of the Panama line, which had arrived from Cristobal with passengers and cargo, was docked at Pier 1, yesterday. Pier 1 was formerly owned by the North German Lloyd Line.

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 applications 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 Panama 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, New York, as well as its regular piers further up in Manhattan, the North River. Recently the Royal Mail service has been resumed and Pier 42 returned to that company.

So far no disposition has been made with regard to Pier 3, Hoboken. This was also formerly owned by the North German Lloyd Line.

Piers 4, 5 and 6, formerly Hamburg-American Line docks, were turned over to the Shipping Board several weeks ago.

OBSERVER, MONDAY

DECEMBER 29, 1919.

## THE OLD REGULARS ARE DISAPPEARING

The returning soldier who replied to the lady who greeted him as a hero: "No, ma'am, I ain't no hero; I'm just a Regular," voiced the feelings of his service, according to Major C. E. Kilbourne of the old Army, paying a glowing tribute to the old professional soldier of the Regular Army, a disappearing type, in The Home Sector.

"I yield to no man in admiration of the enlisted man who met the German machine and helped to drive the invader from France, Belgium and Italy. But I confess that the passing of the old soldier fills me with regret. He was no angel—but he was dependable—he did his duty without question and without complaint. He was the rock on which a stable government could be built. And in war he was the first to go and the last to return; he bore its hardships and received its least rewards—and this he expects and took with good humor," says Major Kilbourne.

The Major says: "The old soldier was a spender. Money had no value to him. His food, clothing, lodging and medical attendance were secured; his pay was a thing to be disposed of freely. He was generally dead broke within a few days after pay-day and then he would borrow. Most every company had its money lender. The current rate was 1 per cent. One per cent. in the old Army meant 'you lend me a dollar now and I'll give you two on pay-day.' Money lenders were hard to find.

"Rough and ready, hard drinking, hard swearing, fearless, loyal, with a sense of proportion rarely equaled—such was the old soldier, a type that is passing away.

While criticism of the telephone service in Hoboken has become general, one exception must be made. The telephone service at the Army Piers is about as efficient as service could be. With a large and complicated area to cover the operators at the piers accomplish a maximum of work in a minimum of time. Furthermore, they are on the job, day and night.



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Obs May 29/20

Obs July 27/20

## Endangered Lives Of All Aboard Transport

Seaman Arrested on Serious Charges Following Arrival of Vessel in Hoboken—More of Polish Legion Return.

Charged with having placed in jeopardy the lives of members of the crew of the American transport Agamemnon and those of 3,000 Polish soldiers on board, and with having jeopardized government property, Arend Boot, 29 years old, a Hollander, member of the crew of the transport, was arraigned yesterday before United States Commissioner E. R. Stanton, following the arrival of the vessel in Hoboken, and was committed without bail to the county jail to await the action of the Federal grand jury.

The complaint against Boot was made by Lieutenant-Commander A. A. Urquhart, chief engineer on the transport. He was arrested by Government Inspector Joseph Pierce, of the army pier force. It is alleged that Boot tampered with valves and machinery on board the transport to

get revenge for having been degraded from his position as seaman to that of oiler, following his having been found absent without leave. A fellow-oiler testified that he several times had heard Boot mutter that the ship would never reach port again.

Between Southampton, where Boot overstayed his leave, and Antwerp and Danzig, where the Polish troops were taken on, officers of the vessel found that several valves had been tampered with. Each time prompt action averted what might have proved a disastrous explosion of boilers, with loss of life, Urquhart testified.

On the trip to America, J. J. Dean, fourth engineer, found Boot at work on a piece of machinery which did not concern him at all, he testified. When he asked the oiler what he was doing, Boot replied that he was studying the machinery.

## "Undesirable" Aliens Are To Be Deported

Sixty-three Arrive at Hoboken on Way to Ellis Island —Four Women Among Them—All From West.

With all of them apparently trying to talk at once, and with much gesticulation and shaking of heads, sixty-three alleged alien fomenters of trouble in the United States alighted under guard from a special train which pulled into the Lackawanna Railroad terminal at Hoboken this morning. They were escorted without ceremony to a small barge lying off one of the Lackawanna piers and began the last lap of their journey to Ellis Island.

The alleged disturbers are to be deported. They were picked up by Federal agents in Chicago, Kansas City and other points in the West and Middle West, were placed on a special train and sent eastward across the continent. It is understood that an appeal to the Department of Labor against their proposed deportation is pending.

There was no trouble at the local station, though a detail of police, consisting of Captains E. J. Mc-

Feely and Owen Kilduff, Detective-Sergeants Christie and Franetovich, and some uniformed men, with Department of Justice agents and some Lackawanna policemen, kept close watch for any possible disturbance. Hundreds of commuters gazed with wide-eyed surprise at the motley crew. The prisoners marched from the train to the boat which took them to Ellis Island in lines of two abreast.

In the number were four women, all of them young and two of them more than ordinarily pretty. They are classed as "undesirables." One of the women was French, the other English, one Polish and another Russian. A majority of the aliens were Polish, with the rest almost entirely Russian.

Another "ark," present whereabouts unknown, is said to have been made ready for the aliens. It has been many months since the last one left this port, bound for the Finnish coast.

Obs Apr 6/20

Obs Aug 19/20

Obs Dec 27/20

## Navy Men Sail; Will Bring Back Dirigible

Eighteen Chief Petty Officers on Way to England—To Return on R-38, Which U. S. Has Purchased From British Government.

Eighteen chief petty officers of the U. S. Navy, who will help sail the dirigible R-38 from England to the United States, sailed from Hoboken today on the transport Princess Matoika. The air vessel has been bought from the British government by the United States. Forty officers and men will be in the crew. Commander L. H. Maxfield will be in charge of the flight. The vessel will land at Lakehurst, N. J., where a hangar is being built.

The R-38 is 700 feet long and, when completed, will have six motors. The D-34, which flew to Mineola last summer, is 640 feet long and has five motors. It is now considered practically obsolete.

The men of the crew will be made familiar with every detail of con-

struction, repair and operation work, so that the machine can be successfully handled and others of the type built in this country if desired. They hope to beat the time record established by the R-34.

Those who sailed to-day were: Chief Petty Officers A. E. Carlson, H. Christiansen, R. H. Coombs, J. W. Cullinson, K. B. Galatin, F. M. Gorey, J. R. Hancock, J. J. Harrington, Wm. Julius, S. H. Knight, Maurice Lay, H. H. Oclair, Adolph Pettit, Wm. A. Russell, W. J. Steele, L. T. Stevens and T. L. Thomas.

All have been in the navy at least eight years. Twelve were sent from the naval station at San Diego, Cal., and six from that at Cape May.

The Princess Matoika sailed for Southampton, Antwerp and Danzig. There were 113 civilians on board.

## ALIEN UNDESIRABLES ARRIVE IN HOBOKEN

Another consignment of alleged alien fomenters of trouble was sent over to Ellis Island yesterday afternoon, following their arrival in two cars of a special train at the Lackawanna Railroad terminal, Hoboken. They came from points in the West and Middle West, and had been taken into custody there following investigation of alleged radical activities by Department of Justice agents.

In the party, which numbered thirty-three persons, were eleven women and four children. All are classed as undesirables. A majority of those in custody were either Russians or Poles, and are alleged to have been identified with the Communist party in its activities in Kansas, Illinois and other points west of the Mississippi.

The aliens arrived under heavy Federal guard. At the local terminal, Lackawanna Railroad police took charge and saw the prisoners safely aboard a barge, which took them to Ellis Island. It is understood that an appeal to the Department of Labor against deportation in behalf of the prisoners is pending.

## CO. C 13TH INFANTRY, CHRISTMAS CELEBRATION

Company C, 13th Infantry, stationed at the Army Transport piers, went over the top as far as Yuletide celebrations were concerned. Company C has been on duty in Hoboken since April, 1919, having come from Port Newark, and, with Company D, 13th Infantry, deserve the credit for the debarkation of overseas troops. The 13th Infantry was unable to get across, due to the fact that they are a Regular Army unit and were scattered to the different camps to train the new National Army. Many of the old 13th men are back in company again, and through their knowledge with long service made the occasion one long to be remembered. An orchestra played as the company entered the dining room and throughout the dinner. Several selections were rendered by Privates Heitzmann and Ryan, which were encored repeatedly. A party composed of the married men with their wives included Sergeants Tortzen and Ball, Corporals Nixon and Steinhurst. Many invite guests were present. A toast by Sergeant John Smith of Company D, wishing Company C good will for the coming year, denoted the spirit of the two companies. First Sergeant Henderson and Mess Sergeant Eckam deserve exceptional credit for their tireless efforts in making this great holiday a memorable success. A watch party is now being planned for New Year's eve, and it is hoped that Company C's friends will be there with their usual good humor to cap off the old year.

Obs June 22/20

Obs June 24/20

Obs Oct 30/20

## ANTIGONE TO PICK UP PRISONERS OF WAR

It was announced in Hoboken today that the Antigone, which sailed from Hoboken yesterday with a riding team aboard for the Olympic games, did not put off directly for Antwerp, but was to go first to Norfolk to pick up about 350 German prisoners of war. These prisoners were on their way on the transport Mount Vernon from Siberia to their homes in Germany when the Mount Vernon was laid up with propeller trouble. After taking the Germans aboard the Antigone is to proceed to Antwerp.

## AMERICA READY FOR INITIAL TRIP ABROAD

The steamship America of the United States Mail Steamship Company, first of the largest and most luxurious American passenger lines to go into service, returned to Pier 3, Hoboken, yesterday after a most successful all night trial trip. She was formerly the Hamburg-American liner Amerika, 22,622 tons, and has just been completely reconditioned from a troop transport at the yard of the Morse Dry Dock and Repair Company, Brooklyn.

The America will start on her first trip tomorrow inaugurating a new service in the North Atlantic route to European ports under the flag of the U. S. Mail Steamship Company and the Stars and Stripes.

The trial trip was to test out the ship's engines. Heading out to sea the vessel hit it up over fifteen knots an hour with less than her full head of steam.

This will be the first time an American owned Transatlantic liner has sailed from Hoboken in peace time trade. The George Washington, also owned by this line, is soon to be put in Transatlantic service from Hoboken.

## Hoboken Army Man Rebuked By Wilson

Revealed Alleged Waste, Slammed Tumulty and Was Told He Was "Unpardonably Impertinent" By the President.

From correspondence which passed between the White House and a chief inspector of army supplies who was assigned to the Hoboken piers, published in today's New York Herald, it appears that the attention of President Wilson was directed repeatedly to waste and misuse of government property. It also appears that after his repeated complaints to Secretary Tumulty had proven fruitless, this chief inspector succeeded in getting direct to the President a letter in which he accused Mr. Tumulty of suffering from "swelled head," and that forty-eight hours later he received a reply from the President informing him that he was "unpardonably impertinent."

This chief inspector was Henry A. Hicks, who appears to have made many enemies among officials at the

Hoboken base because of his protests about many things that went on there. He was ousted from his desk in Hoboken last March because he had gone over the heads of certain persons in immediate authority with complaints about wanton extravagance.

Copies of letters which Mr. Hicks sent to Washington, and which were directed to the secretary to the President, contain references to the destruction of hundreds of thousands of dollars' worth of property which the United States had installed aboard the Leviathan and of valuable fixtures of the Imperator.

They also contain charges to the effect that the Government had been dealing with the Hoboken base, and that many of the persons in authority were negligent in their duties.



Obs May 29/20

Obs July 27/20

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Those who sailed to-day were: Chief Petty Officers A. E. Carlson, H. Christiansen, R. H. Cooms, J. W. Cullinson, K. B. Galatin, F. M. Gorey, J. R. Hancock, J. J. Harrington, Wm. Julius, S. H. Knight, Maurice Lay, H. H. Oclair, Adolph Pettit, Wm. A. Russell, W. J. Steele, L. T. Stevens and T. L. Thomas.

All have been in the navy at least eight years. Twelve were sent from the naval station at San Diego, Cal., and six from that at Cape May.

The Princess Matoika sailed for Southampton, Antwerp and Danzig. There were 118 civilians on board.

## ALIEN UNDESIRABLES ARRIVE IN HOBOKEN

Another consignment of alleged alien fomenters of trouble was sent over to Ellis Island yesterday afternoon, following their arrival in two cars of a special train at the Lackawanna Railroad terminal, Hoboken. They came from points in the West and Middle West, and had been taken into custody there following investigation of alleged radical activities by Department of Justice agents.

In the party, which numbered thirty-three persons, were eleven women and four children. All are classed as undesirables. A majority of those in custody were either Russians or Poles, and are alleged to have been identified with the Communist party in its activities in Kansas, Illinois and other points west of the Mississippi.

The aliens arrived under heavy Federal guard. At the local terminal, Lackawanna Railroad police took charge and saw the prisoners safely aboard a barge, which took them to Ellis Island. It is understood that an appeal to the Department of Labor against deportation in behalf of the prisoners is pending.

## CO. C 13TH INFANTRY, CHRISTMAS CELEBRATION

Company C, 13th Infantry, stationed at the Army Transport piers, went over the top as far as Yuletide celebrations were concerned. Company C has been on duty in Hoboken since April, 1919, having come from Port Newark, and, with Company D, 13th Infantry, deserve the credit for the debarkation of overseas troops. The 13th Infantry was unable to get across, due to the fact that they are a Regular Army unit and were scattered to the different camps to train the new National Army. Many of the old 13th men are back in company again, and through their knowledge with long service made the occasion one long to be remembered. An orchestra played as the company entered the dining room and throughout the dinner. Several selections were rendered by Privates Heitzmann and Ryan, which were encored repeatedly. A party composed of the married men with their wives included Sergeants Tortzen and Ball, Corporals Nixon and Steinhurst. Many invite guests were present. A toast by Sergeant John Smith of Company D, wishing Company C good will for the coming year, denoted the spirit of the two companies. First Sergeant Henderson and Mess Sergeant Eckam deserve exceptional credit for their tireless efforts in making this great holiday a memorable success. A watch party is now being planned for New Year's eve, and it is hoped that Company C's friends will be there with their usual good humor to cap off the old year.

Obs June 22/20 Obs June 24/20

## ANTIGONE TO PICK UP PRISONERS OF WAR

It was announced in Hoboken today that the Antigone, which sailed from Hoboken yesterday with a riding team aboard for the Olympic games, did not put off directly for Antwerp, but was to go first to Norfolk to pick up about 350 German prisoners of war. These prisoners were on their way on the transport Mount Vernon from Siberia to their homes in Germany when the Mount Vernon was laid up with propeller trouble. After taking the Germans aboard the Antigone is to proceed to Antwerp.

## AMERICA READY FOR INITIAL TRIP ABROAD

The steamship America of the United States Mail Steamship Company, first of the largest and most luxurious American passenger lines to go into service, returned to Pier 3, Hoboken, yesterday after a most successful all night trial trip. She was formerly the Hamburg-American liner Amerika, 22,622 tons, and has just been completely reconditioned from a troop transport at the yard of the Morse Dry Dock and Repair Company, Brooklyn.

The America will start on her first trip tomorrow inaugurating a new service in the North Atlantic route to European ports under the flag of the U. S. Mail Steamship Company and the Stars and Stripes.

The trial trip was to test out the ship's engines. Heading out to sea the vessel hit it up over fifteen knots an hour with less than her full head of steam.

This will be the first time an American owned Transatlantic liner has sailed from Hoboken in peace time trade. The George Washington, also owned by this line, is soon to be put in Transatlantic service from Hoboken.

## Hoboken Army Man Rebuked By Wilson

Revealed Alleged Waste, Slammed Tumulty and Was Told He Was "Unpardonably Impertinent" By the President.

From correspondence which passed between the White House and a chief inspector of army supplies who was assigned to the Hoboken piers, published in today's New York Herald, it appears that the attention of President Wilson was directed repeatedly to waste and misuse of government property. It also appears that after his repeated complaints to Secretary Tumulty had proven fruitless, this chief inspector succeeded in getting direct to the President a letter in which he accused Mr. Tumulty of suffering from "swelled head," and that forty-eight hours later he received a reply from the President informing him that he was "unpardonably impertinent."

This chief inspector was Henry A. Hicks, who appears to have made many enemies among officials at the

Hoboken base because of his protests about many things that went on there. He was ousted from his desk in Hoboken last March because he had gone over the heads of certain persons in immediate authority with complaints about wanton extravagance.

Copies of letters which Mr. Hicks sent to Washington, and which were directed to the secretary to the President, contain references to the destruction of hundreds of thousands of dollars' worth of property which the United States had installed aboard the Leviathan and of valuable fixtures of the Imperator.

They also contain charges to the effect that the Government had been dealing with the Hoboken base, and that many of the persons in authority were negligent in their duties.



## BRIGADIER GENERAL DAVIDSON IS DEAD

The death took place yesterday afternoon of Brigadier-General Peter W. Davidson, U. S. A., at the Fox Hills Military Hospital, Staten Island, of cerebral thrombosis. He was second in command at the Hoboken Port of Embarkation, and had been ill only a short time. He was born in Wisconsin 50 years ago and was graduated from West Point in 1892. He served in the Far East, in Cuba, the Philippines, China and Alaska. He was twice recommended for brevet rank for gallantry in action in Cuba.

When the United States entered the world war in 1914, General Davidson organized the 166th Depot Brigade at Camp Lewis, Washington, being made a Brigadier-General soon afterward. He served in Colorado and at Camp Kearny, California. During the demobilization period he was in command at Fort Russell, Wyoming. He was ordered from there to Hoboken as executive officer under Major-General Shanks.

He married Miss Esther Fleming, of Los Angeles, in 1913, who survives him. They made their home at the Hotel Iroquois, in West Forty-fourth street, New York.

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Several Hundred, Attending Conference, to Be the Guest of Shanks.

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The members will reach Hoboken at 10:30 on Thursday morning and will be met by guides who will direct them to the piers. The party will then be divided into groups, led by Army officers, and will be conducted through the piers. One of the features will be the inspection of a U. S. Army transport. The party will go on board the transport and inspect it.

At noon the party will assemble for luncheon on the second floor of Pier No. 3. Through the courtesy of the Emergency Canteen Service of the American Red Cross, an army luncheon will be served from the port kitchen in the same manner in which 2,500,000 soldiers were served going to and coming back from the war. Mess kits will be issued to the members who will form in line for "chow."

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Some interesting data regarding the part played by Hoboken in the World War is included in the official program issued to the members of the conference. This states, in part:

"At the beginning of the war the United States Government took over the German-owned vessels and piers of the Hamburg-American Line and the North German-Lloyd Line. These consisted of four piers, with two-story steel sheds, and two piers with one-story wooden sheds. The piers range from 84 ft. to 951 ft. in length, and from 81 ft. to 91 ft. in width. In addition to the German-owned piers, the United States Government leased five adjacent piers.

"The Port of Embarkation was organized July 7, 1917, and on July 30, 1917, Major-General David C. Shanks, U. S. Army, assumed command of the port.

"The number of troops handled through the Port of Embarkation and its outports (that is, the ports through which Hoboken occasionally diverted troops), including November 30, 1919, was 1,817,927 embarked, and 1,429,928 debarked, making a grand total of 3,247,755 troops. The heaviest month for embarkation was July, 1918, when 268,116 troops were shipped overseas, and the heaviest month for debarkation was May, 1919, when 240,183 troops arrived. The greatest number of troops sailing on any one day was 42,171 on July 31, 1918, and the greatest number of troops returning on any one day was 27,065 on May 22, 1919.

"The maximum personnel required to carry on the work of the port was during the month of January, 1919, when there were 2,502 officers, 478 army field clerks, 22,428 enlisted men, and 6,887 civilians on duty, a total of 32,295."

## PETTY TROUBLES CONTINUE ON THE U. S. TRANSPORTS

Members of Civilian Crews the Offenders—Five Arraigned Here.

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After a lengthy hearing, in which witnesses failed to identify Crompton and Gordon, the former of whom served with the British Army and the latter with the American forces during the war, the Commissioner discharged both of them. Gonzales was held in \$300 bail for the action of the Federal Grand Jury. It is alleged he knocked down a mess boy when the latter balked after many attempts to satisfy Gonzales' insatiable appetite.

Two "wild men" were arraigned this morning before Commissioner Stanton on a number of charges, serious enough to cause the Commissioner to hold each in \$5,000 bail for the action of the Federal Grand Jury. The prisoners, taken off their ship and into custody by Inspector Frank Cunningham, of the Army Piers police force, said they were Marion Kilgore, 27, of Iowa, and Walter Richards, 28, of Massachusetts. They are now in the county jail.

Both were seamen on the steam barge Wasagya, owned by the United States Shipping Board. Officers had trouble with them, for some reason which has not been explained, all the way down to Bermuda, the two men cutting ropes and halyards, breaking masts, throwing ropes and tools overboard, assaulting the engineer and firemen, etc. They were confined to the brig after having terrorized the crew, but broke out near Hamilton, stole a lifeboat and made off with it, beaching the boat near the shore and escaping on foot.

After a chase of twelve miles, during which shots were fired, the men were recaptured. They were tried

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Obs Apr 13/20

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Obs Mar 1/20

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Now you know the peace treaty is not signed yet, and on Pier 2, Hoboken, they make a German boss over 500 men, and if he had 10,000 more Germans standing there, he would put them to work before he would put a man to work who has fought for this country.

And I suppose the one who made him boss would also make him president of the U. S.

Hoping you will find space in your valuable paper, I remain,

A Constant Reader,

K. W.

Obs Jan 23/20

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Members of National Organization Also Dine "a La Doughboy."

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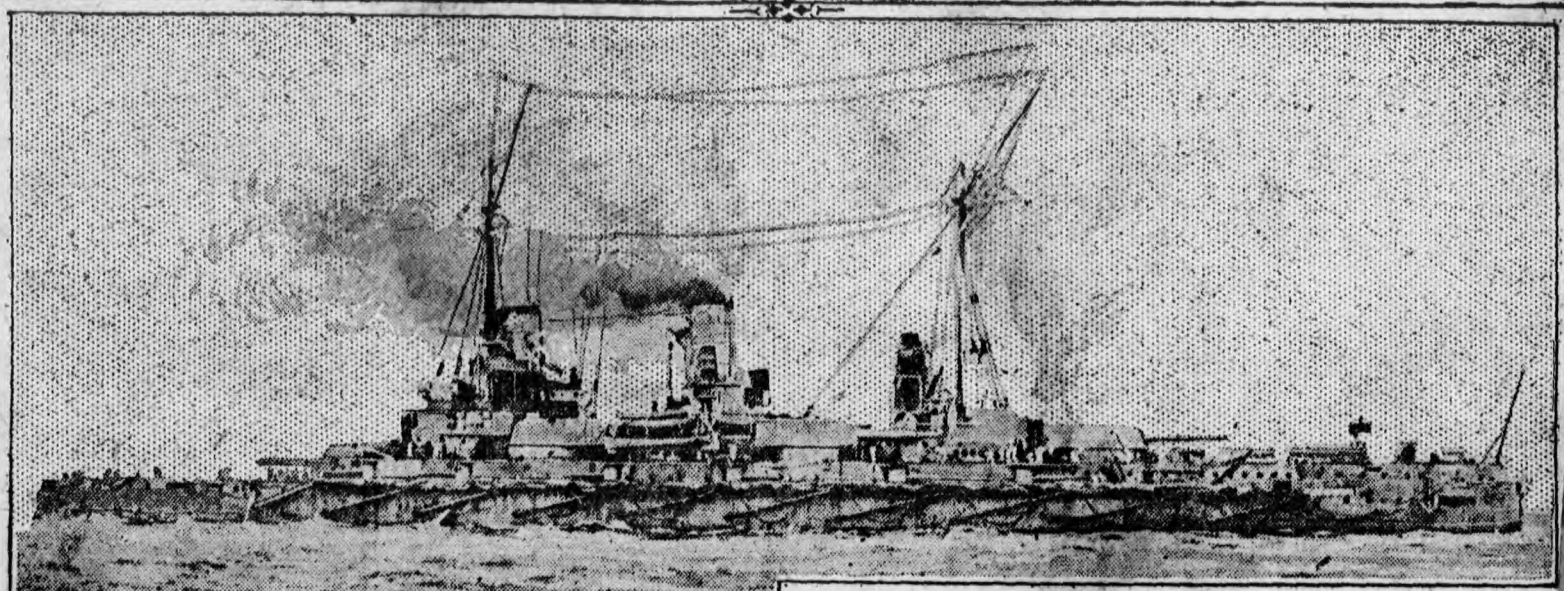
Hoping you will find space in your valuable paper, I remain,  
A Constant Reader,

K. W.



Wald Apr 18/20

# TWO GERMAN BATTLESHIPS ALLOTTED TO UNITED STATES UNDER PEACE TREATY



"NASSAU"

The Nassau and the Ostfriesland, Though Not of the Most Modern Type, Were Built for Powerful Fighting.

The American Government is to receive by allotment, under the Treaty of Versailles, the German battleships Ostfriesland and Nassau. Both ships arrived early this month at the Firth of Forth, thus constituting the beginning of the surrender of German war craft not passed to the Allies when the High Sea fleet was delivered to the victors. No date has been fixed for the transatlantic trip of the two ships. Washington will probably set a time and the British Admiralty is awaiting instructions from here in the matter. Both of these ships were built for powerful fighting, although they are not of the most modern type. The Ostfriesland was placed in commission in September, 1911. Her normal displacement is 22,800 tons. She measures 546 feet over all and her beam is 93 feet. Her complement is about 1,100 men. No statement has come from Washington as to the use that will be made of the trophies.

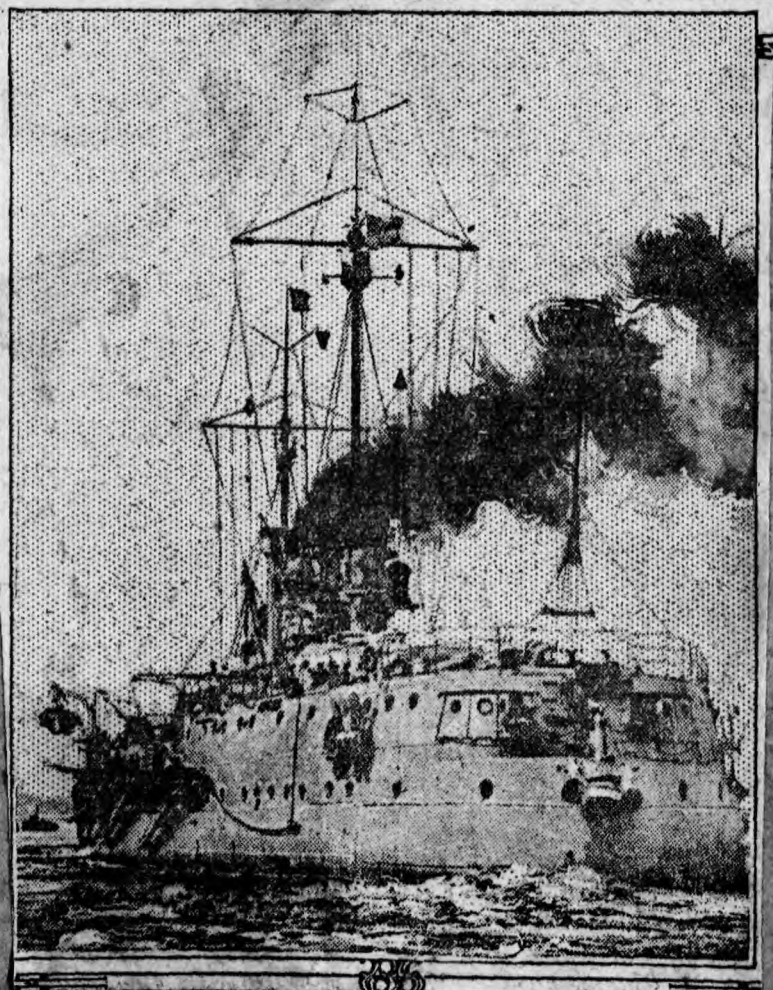
Wald Feb 14/20

## LIEUT. COL. DAVISON DIES; HAD ACTIVE ARMY CAREER.

He Served in Philippines and Cuba, in Indian Campaigns and at Embarkation Port.

Lieut. Col. Peter W. Davison, during the war a Brigadier General, serving as executive officer at the Port of Embarkation at Hoboken, died Thursday in the Fox Hills Hospital of cerebral thrombosis after an illness of about three weeks. He was born fifty years ago and was graduated from West Point in 1892. He served in several Indian campaigns in Montana and during the Spanish War served in

Cuba and the Philippines, where he was twice recommended for bravery. He was in San Francisco at the time of the earthquake in 1907, having charge of a refugee camp. He served in Alaska, Texas and then on the General Staff in Washington. He returned to the Philippines in 1910 as aide to Major Gen. Bell. In 1912 he went with the first American troops to China. He served on the border also. When America joined in the great war he organized the 166th Depot Brigade at Camp Lewis, Washington, soon after being made a Brigadier General. He served in Colorado and Camp Kearny, California, and at Fort Russell, Wyoming. After the armistice he came to Hoboken as executive officer under Major Gen. Shanks. He is survived by his widow and a niece, Miss Eleanore Fleming.



"OSTFRIESLAND"

News May 11/20

Jersey Journal June 29/20

## NORTH GERMAN LLOYD OFFICIALS ARRIVE

Several officials of the North German Lloyd Steamship Company were on the Holland-American liner Nieuw Amsterdam, which docked in Hoboken today. Philip Heineken, director general of the North German Lloyd Company, was spokesman for the party, which included George Seyde, secretary of the company; George Oeding, naval instructor, and Charles Stapelfeldt and Max Walters, directors.

They were met at the pier by Francis R. Mayer, president of the United States Mail Steamship Company; E. A. Quarles of the same line, and Charles Von Helmuth, former general agent of the North German Lloyd Line in New York. Heineken said that it was needless to say that the trip was in the interests of shipping, but what the party expected to accomplish, he said, he did not know. The party will make its headquarters at the Plaza Hotel.

## "American Ships Will Unite Americas," Benson Says



FRIENDLY RELATIONS between the United States and South American republics will be increased through the steady development of the United States merchant marine, according to the assertion made yesterday by Rear Admiral William S. Benson, chairman of the United Shipping Board, at a dinner given on the Huron, formerly the German liner Friedrich der Grosse, and now allocated to the Munson Line, which will shortly put the vessel into South American trade. The Huron is moored at Pier 3, Hoboken. Secretary of State Bainbridge Colby also spoke. Many South American diplomats were present. The photograph shows, from left to right: Federico Alphonse Pezet, Peruvian Ambassador; Admiral Benson and T. A. Le Breton, Ambassador from Argentina. (NEWS photo)



Evening Post Aug 16/20

Jersey Journal  
Feb 14/20

## SHE WILL MAKE ROUND WORLD TRADE CRUISE

## HARD ROW FOR HAMBURG LINE

"Future Black and Small  
Start Necessary," Says  
Director.

London, Feb. 14.—Interviewed by the Hamburg correspondent of the London Evening Standard on the future of the Hamburg-American Line, Herr Huldermann, its director, said the future was black and that the company would have to start in a small way and work in conjunction with other companies. The steamer *Blismark*, of 20,000 tons, was nearly finished, he added, and the *Tirpitz*, of 20,000 tons, which was in the process of construction, he said, must be handed over to the Allies as soon as completed.

"The question of tonnage is difficult and depends on the ability of German shipyards to turn out ships," continued Herr Huldermann. "The coal question is acute, and the falling mark threatens to strangle us just as it will strangle all of Germany's commercial reconstruction unless something is speedily done."

Herr Huldermann denied rumors that Americans had obtained an interest in the line, declaring it still was completely German.

Jersey Journal  
June 17/20

## EX-GERMAN LINES UNDER NEW NAME OPEN IN HOBOKEN

The National American Steamship Company, said to be a combination of the North German Lloyd Steamship Company and the Hamburg-American Steamship Company, merged under the direction of the Harriman interests, has opened its offices at River and Newark streets, Hoboken, in the building which during the war was occupied by the Steneck Trust Co. The Steneck Trust Company has returned to its own building in which the Naval Department was situated during the war.

The ships of the new line will fly the American flag and will carry on trade over the routes of the two former German lines, both European and South America.

Photo (C) by Underwood & Underwood.

This vessel, the former German liner *Von Steuben*, is being fitted out here for a trade cruise of twelve months around the world. She will be rechristened the *United States* and will carry American goods into every port of importance of the civilized globe.

## Round the World Cruise Planned to Aid U. S. Trade

Former German Raider to  
Be Exposition Ship in  
Novel Project

Ten Millions Will Be Spent by  
Syndicate Whose Scheme  
Is Outlined

"To acquaint the nations of the world more thoroughly with goods of American manufacture, to develop our foreign trade relations and international good will, and subsequently to cause the expansion of the United States merchant marine by the greater quantity of freight transported to Europe"—in these direct words Ferdinand Eggena, head of the syndicate which bought the transport *Von Steuben* from the United States Shipping Board, to-day summed up the object of the 'round the world cruise to be made early in February by the converted German raider.

On August 6 the Shipping Board sold the *Von Steuben*, formerly the *Kronprinz Wilhelm*, to Mr. Eggena's syndicate for \$1,500,000. It leaked out at the time that the ship was to be used by the purchasers for a world-wide cruise in the interest of American foreign trade development. The full details, however, were not made

public.

In his offices in the Hotel Pennsylvania to-day Mr. Eggena, together with E. H. Page, attorney for the syndicate, outlined the scope of the enterprise. The investment alone by the syndicate totals \$10,000,000. The project calls for a visit to forty different countries, the exhibition in these countries of more than 1,500 different articles and commodities of American manufacture, the establishment on the *Von Steuben*, to be rechristened the *United States*, of a bank capable of handling business running into millions of dollars, and the complete rebuilding of the former raider.

### A Twelve Months' Trip

Leaving this port early in February of next year, the trip is expected to take almost twelve months. At every port touched manufacturers, retailers, wholesalers, and prominent merchants will be received on the vessel, shown the exhibits in actual operation, and invited to inspect them in detail.

Foreign trade bodies will be the guests of the syndicate at every port touched and banquets will be tendered to the officials of these ports. To use Mr. Eggena's words: "The cruise will bring the Panama Exposition to the doors of Europe, Asia, the Near and Far East."

## NORTH GERMAN LLOYD ASKS U. S. TO TAKE LINES

Washington, April 2.—Representatives of the North German Lloyd Steamship Company have laid a tentative proposal before the Shipping Board for the taking over by the board of the former passenger lines and trade routes and docks and terminals of that company for operation of the old lines. The proposal is similar to that made some time ago by the Hamburg-American Line.

North German Lloyd officials are particularly interested, it was stated, in the restoration of passenger service between the United States and Bremen and other German ports. The offer to

the Shipping Board comprehends only the American lines, as it is understood that similar proposals have been made by the German company to Great Britain and the Scandinavian countries for operation of its other lines and trade routes.

Chairman Benson said that the proposal had not yet been brought formally before the board, but that it would probably receive favorable consideration. He reiterated that private shipping men in New York were more and more inclined to look with favor upon the proposals, following their initial opposition.

Jersey Journal Apr 2/20



Obs Jan 14/20

Obs Jan 3/20

## AMERICAN LINE MAY TAKE HOBOKEN PIERS

Army Authorities Likely to  
Stay for Some Time,  
However.

It was learned this morning from an unofficial source that the American Steamship Line of New York City is contemplating taking over two of the Army Piers in Hoboken, said to be either Piers 3 and 4 or Piers 4 and 5. It was added that an inspector representing the line has been making a tour of inspection on behalf of his company, and that the prospects are that he will recommend that the company transfer from New York to Hoboken.

It is stated that, in the event of the American Line taking over Piers 3 and 4, the Hamburg-American Line may be permitted to take a lease on Piers 5 and 6. With the Panama Line and the Cosmopolitan Line already using portions of Piers 1 and 2, this would practically dispose of all of the Army Piers, returning them to commercial purposes.

It is not considered probable that the army authorities will surrender complete possession of the property for some time to come, as there are still many matters to be completed before the work of the army in Hoboken is at an end. The George Washington, which docked this week, brought back 10,000 pieces of lost luggage from France, property of the soldiers, and which has still to be sorted and disposed of here in Hoboken. In addition, it is understood that a large number of caskets are to be sent overseas from Hoboken at an early date, in all probability on the America, and that a large number of the bodies of the men who fell in France will be returned through this port.

It is also rumored that the American Line will take possession of the Leviathan, the former Hamburg-American liner Vaterland. As the Vaterland has always docked at Pier 4 and is still berthed south of this pier, it is considered probable that the taking over of this great steamship may have something to do with the intention of the American Line to move to Hoboken. It is understood that the Leviathan could not be berthed at the American Line piers in New York.

No official confirmation of these reports could be obtained, but they come from a source that is usually well-informed in matters relating to the Hoboken piers.

Obs Jan 19/20

## U. S. MAY HOLD THE ARMY PIERS INDEFINITELY

Property Likely to Be Leased  
or Assigned to Oper-  
ating Companies.

## 40,000 BODIES TO BE BROUGHT TO HOBOKEN

Congressman Eagan Receives a  
Communication from Brigadier  
General Hines, Chief of Transport  
Service, Setting Forth the Fore-  
going.

The United States may retain the Hoboken Army Piers for an indefinite period, leasing them to operating companies with a view to developing American overseas commerce. This was made known this morning when Congressman John J. Eagan made public a communication received by him from Brigadier General Frank T. Hines, of the General Staff, and Chief of the Transport Service.

General Hines also pointed out that approximately 40,000 bodies of dead soldiers are to be brought back to America from France and that these will come to the Hoboken piers. This is, so far as is known, the first official intimation of the intention of the government to bring home this number of the men who died in France.

These facts were brought to light by the following communication, sent to General Hines by Congressman Eagan:

"My Dear General Hines:  
"I am enclosing two clippings from the Hudson Observer.

"Will you be good enough to advise me whether or not a final decision has been arrived at as to the policy to be adopted regarding the army piers at New Orleans, Norfolk and Hoboken, especially Hoboken.

"I am being constantly besieged for information regarding the final disposition of the matter, especially by citizens who want to know whether or not Hoboken is going to be able to get its pier taxes or the equivalent thereto. I have replied in each case that I hoped some definite policy would be announced in the near future, but I did not feel I could go any farther than this."

In replying to the foregoing General Hines wrote:

"My Dear Mr. Eagan:  
"I am in receipt of yours of the 23rd instant, which only reached my desk this morning, and am returning the two clippings from the Hudson Observer.

"The only action the Department has taken with reference to the Hoboken terminals, up to the present time, is the assignment of Pier No. 1 and half of Pier No. 2, for the use of the Panama Line, which, as you know, is a War Department Agency. We have also taken up with the Shipping Board the question of allowing the Shipping Board vessels to dock at these terminals from time to time, as space becomes available, and it will be the policy of the Department to assist the Shipping Board in the docking of its vessels through the several operating companies, as far as space will permit.

"As you know, the War Department has still a considerable task ahead of it. The return of something over 200,000 pieces of lost baggage and personal effects of deceased soldiers will take up a great deal of space at the terminals. The Department also will be called upon, in the near future, to handle the remains of deceased soldiers from France, and it is estimated that approximately 40,000 bodies will have to be handled through these terminals.

"I have given the matter of taxes considerable thought and have wondered if the use of these terminals by the operating companies for the Shipping Board would not increase the activities at Hoboken to such an extent as to fully justify the government's retention of these terminals. Manifestly, it will be to the government's interest to retain control of these terminals, and have them leased or assigned to operating companies with a view to developing our overseas commerce. This matter, however, is still before the Secretary of War and a definite policy will no doubt be reached in the near future.

Very truly yours,  
FRANK T. HINES,

Brigadier General, General Staff,  
Chief of Transportation Service.

Obs Jan 7/20

## ARMY PIERS TO BE LEASED TO AID AMERICAN COMMERCE.

The army supply bases and terminals on the Atlantic will be leased in part to commercial concerns. This announcement was made by Secretary Baker. It will be the policy of the department to assist in the development of American commerce and the American Merchant Marine. The embarkation centre at Hoboken and the Port Newark terminal are on the list. The Government will retain title and lease such portions of the property as are not required for uses of the department.

Obs Jan 17/20 Obs Jan 13/20

## COMMISSARY DEPT. LEAVES LOCAL PIERS

Orders received at the Hoboken Army Piers yesterday to transfer the commissary department to Governors Island are believed to be the start of the passing of the piers from army control. The order, which effective February 1, is in line with the rapid disappearance to the military aspect of the piers.

With the going of the military, slowly but surely, it is thought that negotiations now under way for the taking over of the remainder of the piers will soon be completed. There has been little in the way of troopship movement recently and many military offices have been moved to Governors Island.

There are still a number of army departments on the piers and the order received yesterday is believed to be the first of those removing the thoroughly military aspect of the piers and their return to civilian concerns.

## ANOTHER LINE COMES TO HOBOKEN'S PIERS

The Cosmopolitan Line, formerly located at Thirty-fourth street, Brooklyn, has secured the south side of Pier 2, Hoboken, and now has two of its steamers berthed here.

The line trades between Hoboken and Antwerp, Holland and England, and is being operated under the control of the International Mercantile Marine. The vessels carry both passengers and freight.

The Panama Line is now located at the Army Piers, but so far nothing definite has been announced regarding what is to be done at the other Army Piers in Hoboken. The rumor that the Hamburg-American Line will secure berthage at the piers is still continued, but nothing definite has as yet been announced.



Obs Feb 12/20

## Dispute Over Use Of Hoboken Piers

War Department and Shipping Board at Loggerheads  
on Matter and President May Be Called on for  
Decision—Offer of Pier Space Rejected.

[Special to Hudson Observer.]

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The War Department insists that the piers remain permanently in its possession as an embarkation center in case of emergency, and that available space should be turned over to the Shipping Board conditionally for use of commercial vessels. Secretary Baker stated yesterday that the military authorities would probably use one pier for some time to receive bodies of soldiers returned from France.

John Barton Payne, Shipping Board head, said that the War Department offer for allotment of some pier space had been rejected. He is of the opinion that the country's interests can best be served by use of the piers for mercantile shipping purposes.

Obs Mar 3/20

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Early action on the vexing question of port facilities, as they affect Hoboken, is now looked for by Mayor Patrick R. Griffin, following receipt by him of several communications in answer to the petition sent to official Washington recently, after the holding of a conference in New York between Mayor John F. Hylan, of New York; Charles P. Gillen, of Newark, and Mayor Griffin, of Hoboken.

These communications have been sent to the Mayor by John F. Sinnott, secretary to Mayor Hylan. They include replies from Joseph P. Tumulty, secretary to the President, and Newton D. Baker, Secretary of War.

In the petition sent ten days ago to President Wilson and the War Department, the release for commercial purposes of piers in Hoboken, New York and Newark, held by the War Department, was requested. It

was pointed out that the expressed policy of the War Department threatens the supremacy of the Port of New York and works a great injustice in that it deprives the municipalities affected of taxable property.

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Therefore, while it is evident that the end of "passing the buck" on the matter is not yet in sight, so far as government officials are concerned, Mayor Griffin is optimistic and anticipates a call to Washington in the near future. Should he be given an opportunity to present Hoboken's case to the War Department, the Mayor will urge the necessity for action without waste of essential time.

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## Frame Official Plea For Return Of Piers

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A petition is being prepared and will be forwarded to responsible officials at Washington, including Secretary of War Newton Baker, asking that the army piers in Hoboken and other piers at present being used for military purposes be released and thrown open to commercial enterprises. Mayor Griffin pointed out that this is one of the primary necessities of the moment and that until this is done it will not be possible to get back to pre-war conditions.

Mayor Griffin also made the point that Hoboken had been very hard hit by the war and that it was essential to the prosperity and the development of the city that the piers should be returned to commercial use. It was pointed out that the work of the army is now practically completed and that the sooner the piers are released the better it will be for everyone.

The discussion also took in the necessity of getting back piers to commercial purposes at Newark and other points. It was pointed out that until this is done it will not be possible to establish an American merchant marine, as ship owners will not bid for the ships until they know that they will have the necessary pier facilities for the conduct of their business.

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It is the feeling that there is every likelihood of an agreement being reached whereby the piers may still remain the property of the government and at the same time give the city the revenue from the property, which amounts to almost one-seventh of the municipal revenue.

"There is no reason why," said the

Mayor this morning, "the government should not retain title. We have already, several times, made it known to the members of the government that we are not anxious that they should relinquish control of the piers. We recognize the value of the piers to the War Department and realize that they must make it impossible for circumstances to arise under which the government would not be able to make use of the piers should necessity arise."

"At the same time," Mayor Griffin continued, "I do not think that we should be penalized to the extent possible if we are to be deprived of the revenue for this property. There is no other city in America that did more for America during the war than did Hoboken, and it is not reasonable or fair that the taxpayers of this city should be forced to pay additional taxes to make up for the revenue lost through the piers. Yet that is what it amounts to. Not one or two, but everyone in the city will be hit and hit hard if the revenue from the pier property is taken away."

"There is one good way out of the difficulty. The Government, while retaining title to the property, can lease the piers to the city, and the city can sub-lease to others. In this way all interests will be able to take possession at a moment's notice, should the necessity arise. At the same time the city would be getting the revenue from the piers and would not be losing out. The Government can put the piers under all the restrictions necessary."

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This is a very serious matter for Hoboken, involving as it does nearly one-seventh of the total revenue of the city. If the Government's disposition cuts off this income it means that it will have to be made up by taxation. Every taxpayer and rentpayer will have to bear the additional burden, and at a time when they are hard pressed by unusual conditions. Besides, it will be expected that police and fire protection, paid for by the people, shall be given to the piers without compensation.

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Obso Jan 23/20 Dis Mar 2/20

## ENGINEERS SEE PORT AND HEAR OF WORK DONE

Officers of General Shanks' Staff Escort Visits Over the Entire Pier Plant.

### SOME INTERESTING FIGURES REVEALED

Hoboken was the visiting ground yesterday for the delegates to the sixty-seventh annual convention of the American Society of Civil Engineers, when they inspected the Port of Embarkation of the United States army at the Mile Square City.

Although much of the former activity at the port has been necessarily curtailed with the return of all the troops from France, the engineers were shown over and inspected the huge undertaking in Hoboken, which played such a material part in the success of the Allies in defeating the Central Powers.

The party was divided into groups after it assembled at the docks and these were taken over the embarkation port by officers from Major General Shanks' staff.

Organized in July 7, 1917 after the Government took over the property of the North German Lloyd and the Hamburg-American steamship companies and later, adjoining piers, on the Hoboken river front, Major General David C. Shanks assumed command of the Port of Embarkation on July 30, 1917, and remains in command of the port at this time.

#### An Immense Task.

The engineers were given an idea of the immense job performed in Hoboken when some of the work which had to be accomplished in getting the A. E. F. to France was explained.

The number of troops handled through the Port of Embarkation up to and including November 30, 1919 was 1,817,927 troops embarked for France, and 1,429,828 debarked, making a grand total of 3,247,555 troops handled here.

The heaviest month for embarkation was July 1919, when 268,116 officers and men were sent to France, while May, 1919 was the heaviest month for debarkation, when 240,183 troops arrived. On July 31, 1918 there were sent away from the Port of Embarkation, 42,177, which record was never excelled, while in handling the debarkation of troops the record was 27,065 on May 22, 1919.

#### Big Force Employed.

That an enormous staff was necessary to carry on this work throughout the Port of Embarkation and its camps can be seen, and the figures supplied by General Shanks' office shows that the maximum personnel required for the work was 2,520 officers, 478 army field clerks, 22,428 enlisted men, and 6,887 civilians, a total of 32,295.

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The members of the party were served an army luncheon from the port kitchen in the same manner as it had been to the soldiers who passed through the docks.

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Dispatch May 20/20

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Dispatch Mar 27/20

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Admiral Benson Makes Formal Announcement of Purpose of Reconditioning Vessels

### WARNS AGAINST ANY MORE PROPAGANDA

Washington, March 26.—Admiral William S. Benson, chairman of the Shipping Board, in his first general conference with newspaper men since taking office, said today that his policy would be the development of an all-American merchant marine as one of the nation's most vital needs.

The fleet of former German passenger liners, which his predecessor, John Barton Payne, attempted to sell, will be reconditioned, and placed in service under the American flag, should the existing court injunction be made permanent, Admiral Benson said. He added:

"We are studying the question as to the best use we can make of these former German ships. Nearly all of them will have to be reconditioned for passenger service. Since the court's action there has been little discussion from private steamship companies as the ultimate disposition. Since the court has held that we cannot legally sell them, we all allocate them, but only to American companies."

Admiral Benson said that no question had been raised as to the title of the ships because of the rejection by the Senate of the Treaty of Peace.

"The ownership of these former German vessels is as absolutely vested in the United States Government as the ships of our own navy. They are just as much United States property as army transports, and they are going to remain so," he asserted.

#### Beware Propaganda.

Admiral Benson warned the correspondents to be on the lookout for foreign propaganda tending to discredit Government operation of the American merchant marine, through reports of alleged accidents and breakdowns of Shipping Board vessels.

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"We have strong foreign competitors who are trying to corner the trade of the world. If they think they can

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Discussing the impending huge transfer of the trade routes of the Hamburg-American Lines to American control, Admiral Benson said that all the advances in this respect had been made by agents of the line, who admitted they already had been approached by foreign interests, but had decided

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Dispatch May 22/20

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to decline their offers. The taking over of the former Hamburg-American business, Admiral Benson said, was going to boom the American Merchant Marine considerably.

Weekly conferences, the first of which was held today, will be continued between the high officials of the Shipping Board and representatives of all the large shipping companies in the United States, the admiral said.

These meetings will be held with a view of obtaining the expert practical operations of ship operators regarding the best methods of increasing the size and scope of the Merchant Marine, both through private and Government operation.



Obs Jan 23/20 Obs Mar 2/20

## ENGINEERS SEE PORT AND HEAR OF WORK DONE

Officers of General Shanks' Staff Escort Visits Over the Entire Pier Plant.

### SOME INTERESTING FIGURES REVEALED

Hoboken was the visiting ground yesterday for the delegates to the sixty-seventh annual convention of the American Society of Civil Engineers, when they inspected the Port of Embarkation of the United States army at the Mile Square City.

Although much of the former activity at the port has been necessarily curtailed with the return of all the troops from France, the engineers were shown over and inspected the huge undertaking in Hoboken, which played such a material part in the success of the Allies in defeating the Central Powers.

The party was divided into groups after it assembled at the docks and these were taken over the embarkation port by officers from Major General Shanks' staff.

Organized in July 7, 1917 after the Government took over the property of the North German Lloyd and the Hamburg-American steamship companies and later, adjoining piers, on the Hoboken river front, Major General David C. Shanks assumed command of the Port of Embarkation on July 30, 1917, and remains in command of the port at this time.

#### An Immense Task.

The engineers were given an idea of the immense job performed in Hoboken when some of the work which had to be accomplished in getting the A. E. F. to France was explained.

The number of troops handled through the Port of Embarkation up to and including November 30, 1919 was 1,817,927 troops embarked for France, and 1,429,828 debarked, making a grand total of 3,247,555 troops handled here.

The heaviest month for embarkation was July 1919, when 268,116 officers and men were sent to France, while May, 1919 was the heaviest month for debarkation, when 240,183 troops arrived. On July 31, 1918 there were sent away from the Port of Embarkation, 42,177, which record was never excelled, while in handling the debarkation of troops the record was 27,065 on May 22, 1919.

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Dispatch May 31/20

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Dispatch May 3/20  
Sept 16/20

Herald May 12/20

## "AMERICAN" LEAVES HOBOKEN BOUND FOR GERMAN PORT TODAY

The American, the first ship of the U. S. Mail Steamship Company to leave Hoboken since that line has taken over piers in Hoboken, will start today for a German port with a general cargo.

The next ship of the company to leave will probably be the George Washington, despite the two fires which greatly damaged it.

Dispatch  
Aug 3/20

## BRANDS 'ARREST' BY ARMY A FAKE

Major Elliott Admits Probe Is  
On as to Sale of Camp  
Merritt

BUT SAYS IT IS AN  
'ORDINARY' MATTER

Major A. Elliott, who is in complete charge of the War Department Intelligence force at the army transport piers, at Hoboken, in reference to a story appearing in some New York evening papers yesterday about an alleged army scandal and million-dollar frauds over the sale of the effects at Camp Merritt, branded the newspaper story as a fake from start to finish.

The story related to the alleged arrest of a former army officer, who was supposed to have been removed from Englewood where he had opened a store, and secretly taken to the army piers at Hoboken.

"Story a Fake."

"I have read in a New York evening paper about this alleged affair," said Major Elliott, last night to a Dispatch representative.

"Nobody has been arrested. If there had been any arrests I would have known of it. The story in the newspaper was a fake from start to finish. It is one of those unfortunate mistakes some newspapers make which has no foundation in fact. An investigation is proceeding regarding the sale at Camp Merritt but this is simply in the ordinary course of events, and there is nothing in it to get excited about."

## HOBOKEN REGRETS — LOSING ARMY MEN

Lieutenant Wood Made Fine  
Record in Local Recruit-  
ing Office

When the officers of the 57th Infantry leave Hoboken for the Philippine Islands, the recruiting district will lose the officer who has been in command for the past month and who has been second in command since February last, Lieutenant Walter S. Wood. He has made a fine record recruiting here and also has made many friends among the civilian population of Hudson County, and all who have come into contact with him, either in his official capacity or otherwise, will be extremely sorry to see him go.

When the lieutenant came to the Hoboken office, the monthly average for enlistments was only thirty-six, but since then the number of enlistments has increased up till last month, when there were 108 young men from Hudson County who enlisted in the United States Army.

The total number of enlistments since January has been 490, all from the Jersey District, a record which has never been equalled in the same length of time, in peace times.

Jersey Journal  
Apr 22/20

## THE ARMY MULE AS A HERO.

"All things come to him who waits." Thus it is with the Army mule, for that much-bedamned beast has at last come into his own.

"He lived and died like a soldier." So saith the Quartermaster-General in his official report of the part played by the long-eared hybrid in the war. This encomium comes after pretty nearly everybody and everything else that had anything to do with the war has received his, her or its meed of praise, but, judging by the laudation of the Quartermaster-General, the name of the Army mule, like that of Abou Ben Adhem, belongs at the head of the list, or near the top, at least.

There were times during the final stages of the war, the Quartermaster-General says, when it was necessary to keep the Army mule on the move seventy-two hours at a stretch, while all he got to eat was a little grain and a few mouthfuls of hay, "yet he went forward, giving his all uncomplainingly." And though he may be prone in peace times to evince the fact that he is tired by quitting cold, "that quality did not come to the fore in the days of St. Mihiel and the Argonne." 'Twas such service, the Quartermaster-General avers, that made the mule "indispensable to the success of our Army in the field."

This is quite different from the things usually said about mules both in and out of the Army, but, after all, it may be that those traits which have so often given rise to language rarely, if ever, printable, are not evidence of mere mulishness, as we have come to know the term, but of a temperament that goes to make heroes. Thus the temperamental Army mule may have resolved to lick the Germans, and he wouldn't budge, come what might, until he had finished the job. Three cheers for General Stubbornness!

may smile at the statement that the department did all it could to see that each got his baggage, but it is true. A trip through the warehouses proves that great care was taken to make the department as efficient as possible. There were 400,000 barracks bags and 60,000 trunks, remember, and only about 5,000 are left in the warehouse.

## WILSON SIGNS ALIEN DEPORTATION BILL

Persons Sent From U. S. Are  
Barred From Returning.

WASHINGTON, May 11.—President Wilson signed to-day a bill amending the deportation law so as to make possible the deportation of Germans and other aliens who were interned during the war as enemy aliens.

Both aliens convicted of violating war emergency laws and those merely held on Presidential warrants of arrest would be subject to deportation on the order of the Secretary of Labor after hearings. Aliens so deported would be barred forever from readmission to the United States.

Sun Oct 26/20

## Last of the Lost A. E. F. Baggage

Only 5,000 of 460,000 Pieces Remain in Gov-  
ernors Island Storehouses.

Washington may announce that the business of the A. E. F. is finished and the Expeditionary Force disbanded, but one place that remains as a reminder of the American army is the Lost Baggage Department now located on Governors Island.

More than 50,000 Yanks have received their baggage, but the Government doesn't encourage visiting the Lost Baggage Department. It is made as hard for the prospective visitor as red tape can make it. All of this is reminiscent to the "ex-buck" who tries to get to the place to see if he can find the souvenirs he left in France.

When the wouldbe visitor reaches Governor's Island ferry house he is met by a guard who sits in a little booth marked "Passes" and asks questions. A veteran of the red tape battles of Paris maybe able to pass that barrier, but no one else can without a potent argument. When the guard is satisfied that one does not intend to aid a prisoner to escape—Bergdoll was once there—a pass is forthcoming.

The Lost Baggage Department is located in several large buildings of corrugated iron, and in Warehouse No. 9 is the office where all inquiries must be made. Many filing cases stand about the floor. A young woman appears and asks what is wanted. When she finds out she goes to one of the cases and assures the visitor that there is no trace of the trunk he is looking for. Then she says there are a few not identified in other warehouses and offers to lead a scouting trip. She is the last of sixty girls who were in the department during the days that brought the A. E. F. back. The rest had been discharged as the work grew less.

The office is soon to be closed and the "last of the A. E. F." will really have disappeared.

The warehouse into which she goes is piled with trunks ranging in size and shape from the locker trunk of the regular and the "just trunk" of some temporary officers to the tin and wooden boxes the doughboy used for his souvenirs. She says there are about five or six thousand still unclaimed, but nearly 50,000 have been forwarded to the owners. Some are broken open, and she says that is one way many are identified, the name of the owner being found often only on mail inside the trunk.

The next building is hung with blue barracks bags of enlisted men. Some are being opened and dumped into large wicker baskets. They are starting through the salvage process. The next two buildings also were filled not long ago with bags which have since been salvaged or sent to the owners. There were 400,000 of them hanging in the three houses at one time, the guide reports.

It impresses the visitor to realize what care has been taken to see that all the baggage is looked after and the men to whom it belongs found if at all possible. Each piece that arrived in Hoboken was given a number on a tag attached and a filing card made out giving the warehouse and the row it was put in. All correspondence concerning each piece was entered on the card, as were all the things that happened to it, so that it could be located at any time.

Every man who had a bag or trunk arrive at the department was notified if his address could be found. If he did not call for the article in a reasonable length of time, it was salvaged. Some of the bags were kept for six months before they were emptied. Any man who did not get his bag has only himself to blame, if he received the notification.

There has been a great deal of criticism about the Lost Baggage Department, but it certainly had an enormous job on its hands. Former A. E. F. men



Observer Dec 18/20

# CAPITALISTS LAUNCH A STRONG CAMPAIGN FOR PIER RECOVERY

**Prospects Admittedly Not Bright, Says C. H. C. Jagels on Return From Washington, But Efforts Will Be Made to Arouse Public Sentiment and Sway Congress—Legislation Necessary Precedent to Any Sale—Mayor Griffin Intimates City Will Be a Bidder Against Private Interests if Government Relinquishes Waterfront Property—\$25,000,000 Improvement Plans Contingent on the Outcome.**

## ARMY WILL CONTINUE TO HOLD THREE IN ANY EVENT, OFFICIALS ASSERT

With public sentiment as their weapon, prominent Hobokenites to-day launched a campaign for recovery of the Hoboken waterfront property now in the hands of the Government. It was admitted that the fight is almost one of the forlorn hope type, but those interested have announced their determination of going ahead with it to the last ditch. Three features stood out in the situation to-day:

Outlook for recovery of the piers and the taxes accruing thereupon is very dark.

Congressional action is necessary before this end can be attained.

Plans for building of a huge terminal, with piers and storehouses and a railroad system as integral parts, at a cost of more than \$25,000,000, if the piers are recovered.

A syndicate of which C. H. C. Jagels, president of the Second National Bank, in Hoboken, is head, is asking to secure control of the piers. Interested with Mr. Jagels are Henry S. Thompson, noted millionaire engineer and builder, and a number of others almost equally as prominent.

To a Hudson Observer staff man, Mr. Jagels outlined the situation yesterday afternoon, following his return from Washington, where he conferred with Joseph P. Tumulty, Secretary to the President, and J. S. Bailey, assistant to Admiral Benson, chief of the Shipping Board. With Mr. Jagels on the Washington trip were Mr. Thompson and former Judge John J. Treacy, of Jersey City.

The outlook, Mr. Jagels admitted, is dark. One of the piers has already been leased by the Government to the Panama Line, for a period of five years, and is therefore out of the question for that length of time. The Army Transport Service is firm in its determination to keep possession of three others for all time, and the Shipping Board, coming into possession of the remaining two after the end of the year, cannot do otherwise than operate at a loss, under present arrangements, Mr. Jagels said, with the result that Hoboken not only will fail to receive its taxes, but will be forced, with the rest of the country, to make up for the deficit incurred by the Shipping Board.

"The only way out is arousing the public sentiment to such an extent that our representatives of Congress will be prevailed upon to pass a measure ordering that the piers be offered for sale at public auction. At that time the company which I represent will bid for them," he told the reporter.

The piers, Mr. Jagels learned, were taken over by the Alien Property Custodian following the entrance of America into the war and were disposed of by him to the Government following Congressional action authorizing the purchase for the sum of \$7,000,000, this amount to be held in escrow for the Hamburg-American and North German lines, until such time as a treaty of peace is signed.

The only way by which the piers can be recovered is by another act of Congress, Mr. Jagels believes. It was intimated by Mayor P. R. Griffin later that the city will be a competitor to the syndicate represented by the bank head if the piers are offered for sale at public auction.

To the end of arousing public interest, Mr. Jagels reported back to the Chamber of Commerce yesterday afternoon on the results of his trip to Washington with a request that the Chamber appoint a committee to act with him and the city officials in order to induce New Jersey's representatives in Congress to take steps insuring Congressional action on the problem. Mayor Griffin expressed his willingness to serve on the committee, and C. M. Owens, president of the Chamber, declared that he would lay the matter before the Board of Directors at the earliest opportunity.

Development of the waterfront property by construction of huge warehouses, some of them along River street and others on the piers themselves, if the docks are recovered, and purchase of the Hoboken Shore Railroad as an integral link connecting Hoboken's industries with the piers are other features of the project Mr. Jagels outlined in an interview. Untold millions are backing it, he declared. The waterfront development would soon surpass that at the Bush Terminal, he said, due to the fact that Hoboken is in a far better strategic situation, so far as the dockage facilities are concerned. Erection of warehouses on the piers would be along lines developed in England, he continued, where lower levels are used for docking ships and the upper levels of the great piers for warehouse purposes.

The project involves the expenditure of from \$10,000,000 to \$15,000,000 for the piers, and a sum almost as large, if not greater, than that for the development of River street from First to Fourth streets, it is said.

Another conference with officials and with New Jersey members of Congress, to be held at the capital in the near future is now being arranged.

Dispatch  
Jan 15/20

## AMERICAN LINE MAY MAKE HOME PORT HOBOKEN

Efforts of Hamburg-American Line to Get Piers Again Revived in That City.

## AMERICAN LINE TO FLY OUR FLAG

Every effort is being made by the American Line, associated with the International Mercantile Marine, to obtain docking space in Hoboken. It is stated on reliable authority that the American Line wishes to secure a lease on Army Piers 3 and 4, or possibly 5 and 6, and if successful in this venture it would mean a big boost to Hoboken business generally.

At the beginning of the year the biggest steamship in the world, the Leviathan, formerly the Vaterland of the Hamburg-American line, had its flag changed and there was run up to the masthead the insignia of the International American Marine Company, and the ship will operate under the Stars and Stripes as one of the vessels of the American Line.

The vessel is now undergoing a thorough overhauling, and it is understood that she is being changed into an oil burner, as are most of the other big passenger liners in the White Star and Cunard Line companies.

With a transatlantic passenger service terminating in Hoboken the Mile Square City would again secure the big business push which prevailed when the German companies, the North German Lloyd and the Hamburg-American had their piers in Hoboken. With this difference that the home port of the American Line vessels would be in Hoboken, and not in Germany.

Rumors are still in force to the effect that the Hamburg-American Line is trying to secure docking facilities



Dispatch  
Jan 19/20

Dispatch  
Mar 18/20

Dispatch  
Mar 22/20

### HOBOKEN'S STEAMSHIP INTERESTS.

It would be a hard blow to Hoboken if the former German steamship piers were turned over for the most part to freighters and coastwise companies. While the bigger part of the steamship business in Hoboken has been the handling of freight, which has given employment to thousands of men, the city has also gained a great deal of business from the passenger business which the former German lines enjoyed before the war. It would be a great loss to Hoboken if this class of trade should not be resumed when peace conditions are in full force again.

## GRIFFIN GOES TO WASHINGTON FOR CONFERENCE

Plight of Hoboken Caused by  
Loss of Revenue Will Be Laid  
Before Secretary Baker.

ATTORNEY FALLON  
ACCOMPANIES MAYOR

Mayor Patrick A. Griffin and Corporation Attorney John J. Fallon of Hoboken left on the midnight train last night for Washington, where they will be in conference today with Secretary of War Baker and General Hines relative to the disposition of the Army piers.

It is hoped that some understanding will be arrived at whereby Hoboken will be able to secure a lease of the Army piers in the city, and be enabled to release them to a commercial firm, whereby they will be enabled to secure a return from the property, the taxation on which prior to them being taken over by the Government, was a seventh of the total returns from taxes in the city.

This revenue has been lost to the city since the Government took over the piers, and the continued holding of the property by the Government is a serious detriment to the city commercially and financially.

No definite policy has been expressed by the Government as to the ultimate disposal of the water front property now held by the Government, and the conference in Washington was suggested by Mayor Griffin of Hoboken, Mayor Gillen of Newark and Mayor Hylan of New York as the result of a conference between them on the matter.

### HOBOKEN—IN PIER BUSINESS.

Mayor Griffin and Corporation Attorney Fallon of Hoboken, deserve great credit for the successful culmination of their two years of work to get the Hoboken steamship piers back into the tax ratables of the city. While not literally back in the ratables, the city's right to lease them, and then the sub-leasing of the piers will at least make up the losses which the city has sustained.

Mayor Griffin, however, should not be satisfied with merely restoring the equivalent of the pier taxes to the city. This would be a great mistake. The city has taken on great responsibilities in leasing the piers, and the profits should be commensurate with these added responsibilities.

Moreover, the taxes of the city have gone up so much that it would be no disgrace at all to make these piers a substantial business project; it would be no disgrace at all to use the piers as a means of giving Hoboken the lowest tax rate of any city in the State.

Mayor Griffin can do even more than that; he can have something to say regarding the kind of steamships that are to come to Hoboken, and when this choice is exercised he can do a great deal toward bringing to the city lessees that will be for the greatest benefit of the city, for some lines are a great deal better for a community than others.

## MILITARY LOOK DEPARTING FROM THE ARMY PIERS

Many Activities of War Department Being Transferred to Governor's Island.

NOTHING DEFINITE AS  
AS TO LEASES OF SITES

The army piers at Hoboken are fast losing their military appearance with most of the piers now leased to private companies and very little in troopship movement in progress.

The commissary and kindred departments, at the piers are still in evidence, but before the end of the month this huge sales department which has been maintained at the piers will be no more.

Orders have been issued transferring the activities of the commissary to Governor's Island which will be effective on February 1.

By that time it is expected negotiations will be completed for the taking over of the remainder of the piers by private concerns, but no authentic news is yet forthcoming as to which companies will be successful in securing the lease of the piers referred to.

## MAYOR GRIFFIN WANTS HEARING ON ARMY PIERS

Feels Government's Position  
Not Made Clear by Secretary  
of War's Letter.

GIVE HOBOKEN LONG  
LEASE, IS HIS CLAIM

Mayor Patrick R. Griffin of Hoboken does not feel that the War Department is taking a definite stand in connection with the Government's jurisdiction of the docks in Hoboken. In a letter addressed to Mayor Patrick R. Griffin in connection with the army docks in Hoboken Secretary of War Newton D. Baker does not make clear just what the policy of the Government is regarding the piers.

Mayor Griffin, in response to a letter which he received from the Secretary of War, asks that the Department give the city of Hoboken an opportunity of appearing before the secretary in a hearing on the case.

In his letter to Mayor Griffin Secretary Baker leaves open to future consideration the question as to whether the city will have the power to lease the piers.

### Give City Lease.

Mayor Griffin speaking on the matter yesterday said the only logical course for the Government was to give the city a long lease of the piers.

The city would thereupon offer the piers for lease to commercial companies. It is estimated that the city could at least get \$150,000 a year for each pier in Hoboken, and there are six of them. This would enable the city to pay the Government figure and reimburse the city for taxes which they formerly received from the lessees of the piers.

That the present policy of the Government is not quite clear as in the letter received by Mayor Griffin yesterday was stated by the Mayor yesterday afternoon. What he wants is a

hearing on the matter before the Secretary of War during which he will have an opportunity to show the Secretary the justice of the claims of Hoboken for control of the pier property.

### What Government Paid.

It is understood that the Government paid to the Alien Custodian almost \$47,000,000 for the pier properties of the Hamburg American and the North German Lloyd Steamship Companies in Hoboken. They were assessed by the City of Hoboken for about six million dollars. It is said that a true valuation of the property at the present time is about twenty million dollars, so that the Government had all the best of the deal in the appraisalment of the property.

Mayor Griffin hopes for some relief for the city as a result of the letter which was received yesterday from the Secretary of War.

### Griffin Asks For Hearing.

Mayor Griffin's reply to Secretary Baker is as follows:

"My Dear Secretary—I have received a copy of your letter of March 5, 1920, in reference to the waterfront of the city of Hoboken.

I notice that, in your fifth paragraph you state that "whatever policy is adopted should ensure the piers being immediately available to the department in the event of another contingency."

As you are aware, and as has been pointed out to the President, the city of Hoboken is completely in accord with this policy. The city of Hoboken would very much prefer that the docks be leased to the city, so that the city may sub-lease the same, and thus protect municipality interests.

If, however, the docks be leased to others than the city, you will really appreciate the necessity for legislation being provided for the payment of taxes by the Government from the rentals to be received from city property. The pier property in question represents approximately one-seventh of the ratables of the city.

May I ask that you set a date upon which it would be convenient for us to wait upon you in Washington in order that the entire matter may be discussed. I need scarcely emphasize the vital importance of this matter to the people of the city of Hoboken, and I feel confident that you will do everything in your power to assist the city in finding a means by which the problem may be solved to the satisfaction of all of the interests involved."

Dispatch Mar 10/20



Observer Feb 21/20

# MAYORS APPEAL TO WILSON TO RELEASE PIERS ARMY HOLDS

**Hylan of New York, Griffin of Hoboken and Gillen of Newark Send Strong Telegram to White House Following Conference Yesterday at New York City Hall—Declare Policy Announced By War Department Threatens Supremacy of Port and Works Grave Injustice to Municipalities By Depriving Them of Taxable Property—Governors Edwards and Smith Also Asked to Use Their Influence to Bring About a Change.**

## OFFER TO BUY OR LEASE PROPERTY GOVERNMENT DOES NOT NOW NEED

As stated in yesterday's Hudson Observer, action was taken yesterday by Mayor Hylan of New York City, Mayor P. R. Griffin of Hoboken and Mayor Gillen of Newark to secure the immediate return to commercial purposes of the piers in New York, Hoboken and Newark at present being operated by the Government.

The conference, which was held in the office of Mayor Hylan, New York, came to the conclusion that the best thing to do as a preliminary was to send a strong petition to President Wilson asking that he take the matter under advisement. At the same time requests will be made by Mayor Hylan to Governor Smith and by Mayor Griffin to Governor Edwards asking the assistance of the two Governors in obtaining the release of the piers.

The following telegram, signed by the three Mayors, was forwarded to President Wilson:

"Under date of February 4, 1920, it was stated by Brigadier General, Frank T. Hines, U. S. A., Chief of Transportation Service to be the policy of the War Department to lease out to commercial concerns such unit pier premises at the various army bases and terminals at the Port of New York, as became available from time to time and as are no longer required for use by the War Department and other governmental agencies."

"It does not seem to us that the policy of the War Department is a sound or just one to the cities of New York, Newark and Hoboken."

"In the first place, it will create a Federal Dock Department in the Port of New York with all the attendant friction that is bound to result therefrom."

"In the second place the government will be putting into commercial use property from which these municipalities have been deprived of the right to collect taxes or rentals, thus increasing the proportionate rate on all privately owned, assessable and taxable property."

"We beg to urge that if the army bases and terminals in question are no longer required for governmental purposes, they should be sold to the municipalities, where they are respectively located, or leased to said municipalities at a rental equal to a reasonable return on the basis of cost, so that the said municipalities may relet the mfor such additional sum as will be equivalent to the loss in taxes or rental, and reasonable overhead charges, it being understood, of course, that the government may reserve the right to take over these piers in the event of war or other national crisis."

Mayor Griffin stated this morning that it is absolutely essential that action be taken on the matter with the least possible loss of time. He said that not only the future interests of Hoboken depend upon the release of the piers for commercial use, but the interests of the entire Port of New York, and stress should, he said, be laid on the fact that the development of the port was now more important than ever before in view of the efforts of the Canadian authorities to secure supremacy for the Port of Montreal.

Obs Mar 23/20 Obs Mar 20/20

## MAYOR GRIFFIN AWAITS WORD FROM CAPITAL

A despatch from Washington published in the New York World this morning stated that the War Department has decided to lease the Hoboken Piers to the Shipping Board for operation. This is not in accord with the understanding reached with Mayor Griffin during the conference held last week in Washington.

When the matter was brought to his attention this morning Mayor Griffin stated that he could not comment on it at this time, owing to the fact that he has been promised official information from Washington as soon as the matter has been finally decided.

In the event of the piers being turned over to the Shipping Board and sub-leased by the board to private interests, he said, the city will retain the taxes. The saving of the taxes is the one thing that Hoboken is anxious to accomplish.

## MAYOR RECEIVES APPLICATION FOR ONE OF THE PIERS

**New York Shipper Wants  
Space—Keen Interest  
in New Project.**

The keenest interest was evidenced throughout Hoboken yesterday afternoon when the Hudson Observer made public the exclusive story regarding the disposition of the Hoboken Army piers and the fact that they would be leased by the government to the city and sub-leased by the city to private concerns.

At the Chamber of Commerce lunch room the matter was widely discussed and it was the unanimous opinion that the transaction would be one of the biggest things that ever took place in the city. Details of the final arrangements are now eagerly awaited from Washington. In the meantime speculation is rife regarding what these details will be. It was generally conceded that the acquisition of the piers—which is what the deal will practically

amount to—will result in tremendous advantages to the city and that it is a personal victory for Mayor Griffin, who has all along been insistent that the government should lease the piers to Hoboken for operation.

One of the questions which is being asked throughout the city is whether it will be possible for one of the German shipping companies to lease the piers from the city. It is understood that this matter was not discussed at the conferences in Washington and that there would be no objection to this being done, in view of the fact that the leases will be so constructed as to make it possible for the government to take over the piers and to exercise constant supervision at a moment's notice.

It is also expected that an office will have to be opened in the City Hall for the leasing of the piers. The city will not, of course, require a staff to look after the piers, as the lessees will do this, but the city will exercise supervision and control over the property, being responsible to the government for its condition and proper care.

Shortly after the news was made public yesterday afternoon by the Hudson Observer, Mayor Griffin had a call on the telephone from a New York shipper who was anxious to know if it was possible to make arrangements now for the lease of a pier. He was, of course, told that this will not be possible until the final details are made known.

There is, however, no question but that there will be the keenest competition for the piers, which are among the best on the Atlantic seaboard.



Observer Feb 21/20

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Obs Mar 23/20

Obs Mar 20/20



Obs Mar 19/20

# UNITED STATES IS TO LEASE PIER PROPERTY TO CITY OF HOBOKEN

Latter Will Sub-Lease to Shipping Firms and Thus Revenues Will Not Be Lost—Government to Retain Title and Exercise Supervision Over Control and Management—One Pier to Remain at Disposal of Federal Authorities for Return of 40,000 Bodies of American Dead, as Well as Army Units and Equipment Still Overseas—Details of Arrangements Still to Be Worked Out.

## ANNOUNCEMENT BY MAYOR GRIFFIN ON HIS RETURN FROM WASHINGTON

Hoboken will not lose the revenue from the Army Piers, formerly the Hamburg-American and North German Lloyd piers, in Hoboken.

The piers will be leased by the Government to the city and the city will then sub-lease to shipping firms. The Government will retain title to the piers and will exercise supervision over the control and management of the property.

One pier will be kept at the disposal of the Government in Hoboken and one in Brooklyn for the bringing home of 40,000 bodies of American soldiers who died in France and also for the return of army units and equipment still overseas. It is expected that this will not be completed for a further two years.

Details of the arrangements have still to be settled and decided on, but there appears to be no doubt that Hoboken will have the revenue from the property and will, under the control of the Government, take over the operation of the piers.

Mayor Griffin, who arrived back from Washington at an early hour this morning, in the course of a statement to the Hudson Observer, said there is no longer any question as to the city retaining the revenue from the Hoboken piers. He said he had held a conference yesterday with the members of the Advisory Board at the capital and that the matter is now settled with the exception of the working out of the details.

"It was at once obvious," said Mayor Griffin, "that it was not the desire of the officials of the government to penalize the city. We were made to understand at the outset that the attitude of the government and of the War Department is to safeguard its own interests and at the same time to deal fairly with the City of Hoboken."

### THE DETAILS.

"The details will be worked out in the course of the next few days and we will be advised of them. The main point, however, is that we will get the waterfront. That is, needless to say, one of the biggest things that ever happened for Hoboken. It is, in fact, startlingly big in its scope."

"The main conditions of the proposal are that the Government will retain title to the piers, that the Government will have the right of control and supervision at all times necessary, and that the Government will have the use of one pier for its own purposes as long as required for the bringing back of the 40,000 dead bodies and army equipment and units. It is anticipated that this will take two more years."

"This city will, subject to the details to be announced, take over the piers from the Government on a lease, and will then lease the piers

to private concerns. We will operate the piers for the purpose of securing the amount of money from them that we would normally get as a result of taxation and also for the purpose of paying the Government from four and one-half per cent. to five per cent. on the \$7,000,000 purchase money invested by the Government when the piers were bought. Otherwise we will not be seeking to make a profit out of the operation of the piers."

### U. S. SUPERVISION.

"The Government will retain a supervising right over the piers. They will be able to send in inspectors at all times to see that the piers are being properly kept and managed. The Government will also, of course, have the right to terminate the city lease whenever such a proceeding should be necessary, as in the case of a war emergency. The sub-leases will, of course, be made subject to the same contingencies."

"The recommendations of the Advisory Board, along these lines, will be forwarded to Secretary Baker and the War Department within the next few days. We will then be advised of what has been decided on and the next step will be to put these arrangements into operation. There are a number of points to be worked out, but these will not affect the main facts. By next month we hope to have the entire matter closed."

"Of this we can rest assured: The city will receive ample protection and will not be penalized by the loss of the pier revenue."

Mayor Griffin also intimated that another announcement might be made in the course of the next few days that would be of almost equal interest to the city.

Obs Apr 3/20

## NO WORD FROM THE CAPITAL ON PIERS

Nothing has as yet been heard from Washington by the Hoboken city officials regarding the ultimate disposition of the Army Piers in the city. It was stated, however, that official information on the matter is expected during the coming week.

A dispatch from Washington this morning states that an application has been made to the Shipping Board by representatives of the North German Lloyd Steamship Line, for permission to take over and operate the former docks and terminal of that line. This matter, it is understood, has not as yet been taken up by the Shipping Board officially, but it is stated that there is a possibility that it will receive favorable consideration.

Obs Apr 8/20

## HOBOKEN PIER BILL SIGNED BY GOVERNOR

[Special to Hudson Observer.]

Trenton, April 8.—With the signature of the Runyon bill by Governor Edwards to retire the higher judicial officers of the State after fourteen years' service, at least two resignations are expected from the Supreme Court. Associate Justice Charles Garrison, of Camden, will accept the provisions of the law, and Associate Justice James Bergen, of Somerville, is also said to be ready to lay aside the judicial robe.

Governor Edwards also signed the salary raising bills for the judiciary. The Chancellor and Chief Justice will hereafter receive \$15,000 annually, and Associate Justices and Cice-Chancellors \$14,000.

The Hoboken pier extension bill is another new law to-day.

Dentists are exempted from jury duty under another new act.

The Governor also signed the Young bill increasing the debt of counties from 2 to 4 per cent. The law regulates bond issues.



Observer May 14/20

# PIER MEASURE NOW UP IN CONGRESS FAILS TO PROTECT HOBOKEN

Mayor Griffin and Corporation Attorney Fallon Criticise Measure That Would Enable Shipping Board to Take Over the Local Docks—One Advantage is That it Will Enable City to Collect Tax Arrears—Effect Only Temporary, is Contention—City Executive Comments on Definite Arrangement Made When He Visited Capital and Now "Thrown Overboard"—Big Improvements on Waterfront Above Army Piers.

## MILLION AND A HALF BEING EXPENDED ON UPPER SHOREFRONT DEVELOPMENT

Mayor Patrick R. Griffin, of Hoboken, stated this morning that he expects to have definite information this afternoon regarding the disposal of the Hoboken piers by the Government.

"I understand," said the Mayor, "that the matter is now near a final settlement and that we will have the information from Washington some time this afternoon or evening."

"Regarding the present bill in Congress, while it would be of use to us, it would not give the city the adequate protection which we desire. I do not understand why a definite arrangement should have been made with us and then apparently thrown overboard."

Corporation Attorney John J. Fallon, who held a lengthy conference with Mayor Griffin this morning, stated that the bill, providing for the promotion and maintenance of the American merchant marine, under Section 17 of which the United States Shipping Board would take over the piers in Hoboken, cannot be construed as satisfactory to the city.

"It provides a little temporary relief," said Fallon, "but it leaves us entirely in the dark as to what will happen if and when the Shipping Board goes out of business. It would, of course, enable the city to collect the taxes now in arrears, amounting to upwards of \$700,000."

"The bill, if it passes, may be helpful to us for a year or so, but the chances are we would get the worst of it unless we can get a lease of the piers."

### THE PROPER WAY.

"The proper way out of the whole difficulty is that suggested by Mayor Griffin, that the city lease the piers from the government and sub-lease them to the shipping companies. Under the Home Rule act the bidding for the leases would have to be after two weeks' notice and then at open meeting, so that there could be no favoritism in the granting of the leases."

"I am not able to understand why this solution is not being adopted. The Mayor was given to understand that this would be done, but apparently something happened to alter the case. That the interests of the Government would be protected under such arrangement is obvious. In addition the interests of the city and the shipping companies would also be safeguarded. There is, in fact, not a single objection which can be urged against this arrangement."

Congressman John J. Eagan this morning communicated by telephone with Corporation Attorney Fallon, and informed him that he would immediately let him know as soon as there was action to report. Eagan stated that the War Department feels that the Hoboken piers should remain under the control of the Shipping Board, that the piers should be available for commercial purposes excepting insofar as they are required for military and naval purposes.

Congressman Eagan, together with Senators Edge and Frelinghuysen, have been urging the neces-

sity of taking care of the interests of Hoboken, and have also pointed out that the suggestions made by Mayor Griffin, when in Washington, provide the best solution of the difficulty.

In accordance with this plan Senator Edge has offered an amendment to the bill providing that the Shipping Board, if it takes over the control of the piers, shall pay to the city out of the pier revenue a sum proportionate to the taxes due to the city. It is understood that this amendment will also provide for the payment of arrears in these taxes.

Huge improvements of the upper part of Hoboken's waterfront are under way. At the Ellerman-Wilson Line piers, foot of Seventh street, Hoboken, a huge 1,100 foot pier bulkhead is being built north from Seventh to Tenth street, at an estimated cost of over \$1,000,000. The work will not be completed for about a year.

Property for the bulkhead was obtained by purchase from the Hoboken Land and Improvement Company. Because of a lack of riparian rights, the new pier will not be built into the stream, but parallel to it. The Wilson Line ships run to England.

The new improvement further does away with the once famous "River Walk" and historical places along that section.

At the Lamport and Holt Line piers, foot of Fifteenth and Sixteenth streets, Hoboken, over half a million dollars is being spent for pier improvements. This property also was secured from the H. L. and I. Company under terms of a ninety-nine-year lease. The piers, commenced almost two years before the United States entered the war, were taken over by the Government along with the rest of the waterfront and were turned back after the signing of the armistice, as told here at that time.

The Lamport and Holt Line piers are being extended about 220 feet to the bulkhead line. The growth of the company's business with the South American countries has necessitated this step. The extension will be similar to the covered-in piers now in use. Steel work for two stories will be put up, though the company does not contemplate using more than a single-deck structure at present.

Obs Aug 30/20

## NEW STEAMSHIP LINE MAY TAKE OVER THE PIERS

Resumption of Service Under American Control Expected at Year's End.

Settlement of the question which has arisen over the disposition of the army piers, in Hoboken, remains as vague and indefinite as ever, despite the numerous rumors which are in circulation here. The piers continue under Government control, with no certainty of their being released at any definite time. As a result, Hoboken's loss in taxes grows greater with the passing months.

Mayor P. R. Griffin declared today that only by Congressional action can the pier matter be adjusted. He is confident that Congress, at its session next winter, will act promptly and favorably upon the arguments advanced by the city, making provision for all taxes and perhaps for losses incurred, but the failure of Congress to act on previous occasions has made others in the city pessimistic.

The latest report, coming from a source apparently reliable, is that the Government will relinquish its hold on the piers by the end of the present year. It is said that there is no appropriation in the Department's budget for running the piers beyond that time on the present scale of operations. Department after department at the piers is completing its activities and is being closed out. It is said that practically all activities will be completed before the end of the year.

The American Mail Steamship Company, a new marine corporation in which the Harriman interests are reported to be concerned, is expected to secure the lease on the piers and to resume operations along the former German trade routes. This company, while partially owned by German stockholders, is to be managed by American interests, who will have the controlling vote, and this arrangement is said to be satisfactory to the Government, which desires that shipping facilities continue in American hands, in event at any time of another emergency such as that of April, 1917.

With the anticipated taking over of the piers by the American Mail Company, it is expected that there will be complete resumption of the pre-war passenger and freight service between Hoboken and Hamburg and Bremen before another half year has rolled around. It is said that the Cosmopolitan and Panama lines, with the smaller companies which have secured temporary leases on the local piers, will move. They are operating in Hoboken under leases which can be terminated at very short notice. It is reported that the International Mercantile Marine Steamship Company is to get one of the local piers, but this cannot be confirmed.

In the service of the American Mail Line will be several of the former crack German passenger liners, among them the George Washington, Mount Vernon, President Grant and the America. These have been allocated to this concern, which seems destined to supplant the old Hamburg-American and North German Lloyd lines here.

Obs Sept 27/20

## U. S. MAIL FILES APPLICATION FOR TAKING OF PIERS

Contract With North German Lloyd Awaits Approval of Shipping Board.

Hobokenites are awaiting with keen interest action by the United States Shipping Board on the application filed with that body by Federal Judge E. L. Mayer for approval of a contract with the North German Lloyd Steamship Company, by which property owned by the latter passes into American hands. On the action of the Shipping Board probably hinges the disposition of the Hoboken piers.

Judge Mayer is head of the United States Mail Steamship Company. Under the terms of the contract with the German corporation, that concern proposes to take over all of the many sea routes formerly operated by the big German corporation. It will also obtain possession of all the steamship docks and terminals owned by the North German Lloyd in the United States and in Germany.

The status of the local piers, however, will remain as at present until early next year, when the Shipping Board, under provisions of the Jones Shipping Act, takes title to the piers. Action by the board immediately thereafter may be looked for.

The United States Mail, with some of the world's greatest vessels under charter, including the Mt. Vernon, George Washington, President Grant and others, is expected to become the foremost maritime rival of the Harriman-Hamburg-American combine, recently merged into one gigantic operating concern. They also seek the local piers, it is said.

Commenting upon the Mayer application, Admiral Benson, head of the Shipping Board, said yesterday in Washington:

"The United States Mail Steamship Company, of which Judge Mayer is president, is financed and controlled by the France-Canada Company, well-known in shipping circles. It has already chartered many vessels from the Shipping Board and has, I believe, begun business across the North Atlantic with a mixed passenger and freight service."

"Negotiations with the North German Lloyd people for their sea routes and terminals have been in progress for some time. The contract has been referred by me to our legal division for study and report. I am not acquainted with the details."

One significant feature of the efforts of both the Mayer and Harriman corporations lies in the further extension of the sphere of activities of vessels flying the American flag. They are rapidly extending their operations to all parts of the globe, promising to become worthy rivals for the great British marine interests.



Observer Mar 9/20

# UNITED STATES WILL RETAIN TITLE TO THE LOCAL PIER PROPERTY

This is Import of Letter From Secretary of War Baker to Mayor Hylan of New York  
—Latter Forwards Copy to Mayor Griffin  
—War Department Has No Intention of Creating Federal Dock Department in Port—If Space is No Longer Needed for Government Activities It Will Be Offered to Shipping Board for Assignments, or in Event That Arrangements Can Be Made With Authorities, Space May Be Allotted to Cities.

## GRIFFIN ASKS FOR CONFERENCE TO CONSIDER HOBOKEN PROBLEM

Mayor Griffin, of Hoboken, this morning wrote to Secretary of War Newton D. Baker, requesting that a date be set for a conference between him and the representatives of the city in order that the question of the future of the piers in the city may be settled.

This request followed the receipt of a communication from Secretary Baker to Mayor Hylan, of New York, and forwarded by the latter to Mayor Griffin, of Hoboken, in the course of which Secretary Baker outlined the policy of the War Department with regard to the Hoboken piers and other piers in the port of New York that have been taken over by the Government.

This communication from Secretary Baker sets forth in some detail the policy of the Government regarding the piers and would make it appear that it is the intention of the Government to hold on to the title in the piers in order that, in any future emergency, there may be no delay and no difficulty in having complete use of the piers for Government purposes.

In his reply Mayor Griffin points out the fact that this is also the policy of the city of Hoboken, but that, at the same time it is the desire of the city to save the revenue derived from the piers which represents one-seventh of the revenue of the city.

The letter from Secretary Baker follows:  
Honorable John F. Hylan, Mayor,  
City of New York, New York  
City, N. Y.

My Dear Mayor Hylan—In further reference to your letter of February 20, 1920, and my reply thereto of February 21, in regard to the department's policy relative to the disposition to be made of government-owned terminals in the Port of New York, I beg to advise you that this matter was taken up at a recent meeting of the Advisory Board of the War Department on Port Terminals, and it was agreed that at a meeting to be held on Tuesday, March 9, the question of co-operating with the city of New York in the utilization of pier space at the Port of New York would be taken up. I am also advised that an invitation has been extended to your Dock Commissioner to be present at this meeting, and I hope his attendance will meet with your approval.

I can assure you that insofar as the policy of the War Department is concerned, it is my desire to co-operate to the fullest extent with the local authorities in making the best possible use of army owned terminals.

You will remember that soon after the United States entered the World War it became apparent, almost at once, that the available port terminal facilities on the Atlantic seaboard were entirely inadequate to handle the large number of men and vast quantities of war materials destined finally to be sent overseas. It was necessary, early in 1918, for the department to go before Congress and request an appropriation of \$150,000,000 for the purpose of constructing seven new army terminals. The terminal at South Brooklyn is one of those for which funds were obtained

by the War Department during this emergency.

The terminals at Hoboken were taken over by the President under proclamation and acquired by the War Department in due course. After experiencing the difficulties of obtaining the funds for the terminals above referred to and the numerous problems connected with the construction of these terminals, the department feels that it is to the interest of the government that the title to these terminals remain in the United States and in the custody of the War Department.

It may not again become necessary to fully utilize these terminals for war purposes, but it seems the part of wisdom that whatever policy is adopted should insure their being immediately available to the department in the event of another emergency.

The War Department has no intention of creating a Federal dock department in the port of New York. If space is no longer needed for the War Department's activities, available space will first be offered to the United States Shipping Board for assignments to commercial companies, or in the event that suitable arrangements can be made with the city, space will be allotted to the city for such purposes.

The department has no desire to enter into competition with commercial companies by the operation of terminals, but must, of course, take care of our needs and then co-operate with outside agencies.

Arrangements have been perfected with the city of Norfolk along the lines suggested in your letter whereby available space is turned over to the city authorities for commercial use, and in this way the city is enabled to arrange rates which will result in covering any revenue which would accrue to the city if the terminals were not owned by the government.

I feel confident that after your

Dock Commissioner has had an opportunity to appear before the Advisory Board on Port Terminals, and the matter gone over at length, an adequate solution for the operation of terminals in the port of New York will be found which will meet the desires of all concerned.

Very truly yours,

NEWTON D. BAKER,  
Secretary of War.

Following is Mayor Griffin's letter to Secretary Baker:

My Dear Secretary—I have received a copy of your letter of March 5, 1920, in reference to the waterfront of the city of Hoboken.

I notice that, in your fifth paragraph you state that "whatever policy is adopted should ensure the piers being immediately available to the department in the event of another contingency."

As you are aware, and as has been pointed out to the President, the city of Hoboken is completely in accord with this policy. The city of Hoboken would very much prefer that the docks be leased to the city, so that the city may sub-lease the same, and thus protect municipal interests.

If, however, the docks be leased to others than the city, you will really appreciate the necessity for legislation being provided for the payment of taxes by the Government from the rentals to be received from city property. The pier property in question represents approximately one-seventh of the ratables of the city.

May I ask that you set a date upon which it would be convenient for us to wait upon you in Washington in order that the entire matter may be discussed. I need scarcely emphasize the vital importance of this matter to the people of the city of Hoboken, and I feel confident that you will do everything in your power to assist the city in finding a means by which the problem may be solved to the satisfaction of all of the interests involved.

Very truly yours,

PATRICK R. GRIFFIN,  
Mayor.



Observer Mar 9/20

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Very truly yours,

PATRICK R. GRIFFIN,

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Observer May 14/20

# PIER MEASURE NOW UP IN CONGRESS FAILS TO PROTECT HOBOKEN

Mayor Griffin and Corporation Attorney Fallon Criticise Measure That Would Enable Shipping Board to Take Over the Local Docks—One Advantage is That it Will Enable City to Collect Tax Arrears—Effect Only Temporary, is Contention—City Executive Comments on Definite Arrangement Made When He Visited Capital and Now "Thrown Overboard"—Big Improvements on Waterfront Above Army Piers.

## MILLION AND A HALF BEING EXPENDED ON UPPER SHOREFRONT DEVELOPMENT

Mayor Patrick R. Griffin, of Hoboken, stated this morning that he expects to have definite information this afternoon regarding the disposal of the Hoboken piers by the Government.

"I understand," said the Mayor, "that the matter is now near a final settlement and that we will have the information from Washington some time this afternoon or evening."

"Regarding the present bill in Congress, while it would be of use to us, it would not give the city the adequate protection which we desire. I do not understand why a definite arrangement should have been made with us and then apparently thrown overboard."

Corporation Attorney John J. Fallon, who held a lengthy conference with Mayor Griffin this morning, stated that the bill, providing for the promotion and maintenance of the American merchant marine, under Section 17 of which the United States Shipping Board would take over the piers in Hoboken, cannot be construed as satisfactory to the city.

"It provides a little temporary relief," said Fallon, "but it leaves us entirely in the dark as to what will happen if and when the Shipping Board goes out of business. It would, of course, enable the city to collect the taxes now in arrear, amounting to upwards of \$700,000."

"The bill, if it passes, may be helpful to us for a year or so, but the chances are we would get the worst of it unless we can get a lease of the piers."

### THE PROPER WAY.

"The proper way out of the whole difficulty is that suggested by Mayor Griffin, that the city lease the piers from the government and sub-lease them to the shipping companies. Under the Home Rule act the bidding for the leases would have to be after two weeks' notice and then at an open meeting, so that there could be no favoritism in the granting of the leases."

"I am not able to understand why this solution is not being adopted. The Mayor was given to understand that this would be done, but apparently something happened to alter the case. That the interests of the Government would be protected under such arrangement is obvious. In addition the interests of the city and the shipping companies would also be safeguarded. There is, in fact, not a single objection which can be urged against this arrangement."

Congressman John J. Eagan this morning communicated by telephone with Corporation Attorney Fallon, and informed him that he would immediately let him know as soon as there was action to report. Eagan stated that the War Department feels that the Hoboken piers should remain under the control of the Shipping Board, that the piers should be available for commercial purposes excepting insofar as they are required for military and naval purposes.

Congressman Eagan, together with Senators Edge and Frelinghuysen, have been urging the neces-

sity of taking care of the interests of Hoboken, and have also pointed out that the suggestions made by Mayor Griffin, when in Washington, provide the best solution of the difficulty.

In accordance with this plan Senator Edge has offered an amendment to the bill providing that the Shipping Board, if it takes over the control of the piers, shall pay to the city out of the pier revenue a sum proportionate to the taxes due to the city. It is understood that this amendment will also provide for the payment of arrears in these taxes.

Huge improvements of the upper part of Hoboken's waterfront are under way. At the Ellerman-Wilson Line piers, foot of Seventh street, Hoboken, a huge 1,100 foot pier bulkhead is being built north from Seventh to Tenth street, at an estimated cost of over \$1,000,000. The work will not be completed for about a year.

Property for the bulkhead was obtained by purchase from the Hoboken Land and Improvement Company. Because of a lack of riparian rights, the new pier will not be built into the stream, but parallel to it. The Wilson Line ships run to England.

The new improvement further does away with the once famous "River Walk" and historical places along that section.

At the Lamport and Holt Line piers, foot of Fifteenth and Sixteenth streets, Hoboken, over half a million dollars is being spent for pier improvements. This property also was secured from the H. L. and I. Company under terms of a ninety-nine-year lease. The piers, commenced almost two years before the United States entered the war, were taken over by the Government along with the rest of the waterfront and were turned back after the signing of the armistice, as told here at that time.

The Lamport and Holt Line piers are being extended about 220 feet to the bulkhead line. The growth of the company's business with the South American countries has necessitated this step. The extension will be similar to the covered-in piers now in use. Steel work for two stories will be put up, though the company does not contemplate using more than a single-deck structure at present.

Obs Aug 30/20

## NEW STEAMSHIP LINE MAY TAKE OVER THE PIERS

Resumption of Service Under American Control Expected at Year's End.

Settlement of the question which has arisen over the disposition of the army piers, in Hoboken, remains as vague and indefinite as ever, despite the numerous rumors which are in circulation here. The piers continue under Government control, with no certainty of their being released at any definite time. As a result, Hoboken's loss in taxes grows greater with the passing months.

Mayor P. R. Griffin declared today that only by Congressional action can the pier matter be adjusted. He is confident that Congress, at its session next winter, will act promptly and favorably upon the arguments advanced by the city, making provision for all taxes and perhaps for losses incurred, but the failure of Congress to act on previous occasions has made others in the city pessimistic.

The latest report, coming from a source apparently reliable, is that the Government will relinquish its hold on the piers by the end of the present year. It is said that there is no appropriation in the Department's budget for running the piers beyond that time on the present scale of operations. Department after department at the piers is completing its activities and is being closed out. It is said that practically all activities will be completed before the end of the year.

The American Mail Steamship Company, a new marine corporation in which the Harriman interests are reported to be concerned, is expected to secure the lease on the piers and to resume operations along the former German trade routes. This company, while partially owned by German stockholders, is to be managed by American interests, who will have the controlling vote, and this arrangement is said to be satisfactory to the Government, which desires that shipping facilities continue in American hands, in event at any time of another emergency such as that of April, 1917.

With the anticipated taking over of the piers by the American Mail Company, it is expected that there will be complete resumption of the pre-war passenger and freight service between Hoboken and Hamburg and Bremen before another half year has rolled around. It is said that the Cosmopolitan and Panama lines, with the smaller companies which have secured temporary leases on the local piers, will move. They are operating in Hoboken under leases which can be terminated at very short notice. It is reported that the International Mercantile Marine Steamship Company is to get one of the local piers, but this cannot be confirmed.

In the service of the American Mail Line will be several of the former crack German passenger liners, among them the George Washington, Mount Vernon, President Grant and the America. These have been allocated to this concern, which seems destined to supplant the old Hamburg-American and North German Lloyd lines here.

Obs Sept 27/20

## U. S. MAIL FILES APPLICATION FOR TAKING OF PIERS

Contract With North German Lloyd Awaits Approval of Shipping Board.

Hobokenites are awaiting with keen interest action by the United States Shipping Board on the application filed with that body by Federal Judge E. L. Mayer for approval of a contract with the North German Lloyd Steamship Company, by which property owned by the latter passes into American hands. On the action of the Shipping Board probably hinges the disposition of the Hoboken piers.

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Dispatch Feb 21/20

# MAYORS CONFER ON PORT DANGER; MAYORS CONFER WITH VIEW OF A CONCERTED ACTION TO SAVE PORT AND THE MERCANTILE INTERESTS

**Mayor Griffin Confers With Mayors Hylan and Gillen Relative to Steps to Save Ships and Shipping Facilities for New York Harbor—President Wilson, Governor Edwards, Governor Smith and Others to Be Asked to Aid—Army's Retention of Hoboken Piers Endangering Supremacy of Port—Other Docking Facilities Tied Up Without Use—Hoboken's Loss of Revenue Very Serious Matter—Report Hamburg-American Interests Seeking to Transfer to American Registry—Speedy Action Is Required.**

## AMERICAN SHIPPING INTERESTS NEED CAREFUL WATCHING NOW

At a conference in New York yesterday in which Mayor Patrick R. Griffin, of Hoboken; Mayor Hylan, Mayor Charles Gillen of Newark, and Dock Commissioner Murray Hulbert took part, the critical situation in connection with the retention by the Government of piers and docking facilities was fully discussed, and as a result of the conference a letter was drafted and directed to be sent to President Wilson, Secretary of War Baker, Governor Smith of New York, and Governor Edwards of New Jersey.

In substance, the letter urges some co-operative action to the end that some definite policy regarding the piers and waterfront property now held by the army, be released and either turned over to the municipalities concerned, or leased to private concerns, so that commercial business will get down to a normal footing.

On returning to Hoboken from the conference yesterday Mayor Griffin said that apparently tied up with the lack of docking facilities.

It is only logical to realize that there can be no bidding for ships by American concerns if those concerns have no docking facilities to take care of the ships," said Mayor Griffin. "We want some definite policy laid down whereby we can get some assurance that docks now held by the army, in Hoboken, in Brooklyn and in Newark, will be utilized for commercial purposes."

### City Would Lease Piers.

Mayor Griffin intimated that, of course, the municipalities concerned would willingly accept the responsibility of taking over the army docks, and lease them out to concerns that would take up shipping interests. Until some such policy has been taken up by the Government there is no possibility of getting Americans to buy ships which they would not know what to do with.

Murray Hulbert, the dock commissioner of New York, stated that his attention had been called by General Hines to a policy by which it was intended to give leases on the docking facilities, but even in this communication nothing definite was revealed.

### Co-operative Action Wanted.

It is to clear up the situation surrounding the attitude of the Government in relating to the American Mercantile Marine that the conference was called in New York yesterday.

What is wanted is co-operative effort on the part of those appealed to, in order that as quickly as possible, something will be done to clear up the present situation.

Hoboken has been hard hit on its river front, business even before the United States entered the war. When

the war opened in 1914 the big shipping business done by the two German companies in Hoboken, was cut off with the interment of the German vessels. The entrance of the United States into the war did not ease the situation, in fact, made it worse as the city's taxes on the property of the German steamships was lost and it was a considerable item in the city's budget.

### Government Holds Army Piers.

There is no further reason for the Government holding the army piers in Hoboken, and while two piers have been leased to private firms, the greater part of what was formerly the German docks are still retained by the army. The same is true at the army base in South Brooklyn, and piers are also held at Newark by the army.

As long as the army holds those piers there is not a possible chance for real out-and-out American business men getting into the shipping game and making a bid for what America was supposed to get out of the war, an honest-to-goodness mercantile marine.

### England Forging Ahead.

"It is admitted in many quarters," Mayor Griffin says that "England is going away ahead in her shipping program, her commercial shipping program, and America can never hope to beat the British, or the Germans, for that matter, unless some definite policy is undertaken at once, with regard of the docks now held by the army and the subsequent disposal of the former German liners."

Time and again it has been rumored that former Hamburg-American Line Company was active in the Port of New York, some of the men who previously were connected with the Hamburg-American being extremely active in the organization of other lines with Americans on the directorate to qualify the lines as American concerns. Rumor has been rife in Hoboken that the former Hamburg-American Company may get a lease of

the piers which accommodate the Leviathan, now lying at Hoboken.

### The Leviathan's Status.

This big passenger liner, the largest in the world and the shipping prize of the war, is scheduled to pass into the hands of the International Mercantile Marine, and to fly the American flag under the colors of the American Line. In fact, on New Year's day the insignia of the I. M. M. was run up on the foremast of this vessel, and it has been current gossip in shipping circles and along the river front in Hoboken that the I. M. M. would get a lease of the best army docks in Hoboken in order to dock this big ship.

Dispatch  
Mar 4/20

## ACTION IS EXPECTED SOON ON ARMY PIERS

Mayor Griffin is optimistic regarding the disposition by the War Department of the army piers in Hoboken. Following the conference in New York last week, in which the Mayors of New York, Newark and Hoboken took part, and as the result of which a long telegram was sent to President Wilson, Secretary of War Baker, and Governor Edwards of New Jersey, acknowledging receipt.

In a reply from Secretary Baker the latter says that he has instructed General Hines to take up the matter and give a further expression of his views, and he intimates that the policy of the department will be announced shortly.

The entire question of the sale of ships and the lease of the piers now held by the army in Hoboken, Newark and New York rests on the policy he outlined by the army. As far as Mayor Griffin sees it there is no reason whatever for the army holding on to the piers in Hoboken. The failure to release this property for commercial purposes is a distinct loss to the city, and the entire future of the city's interests depends on a speedy settlement of the entire question.



*Dispatch*  
*Mar 12/20*

## OFFICIALS WILL CONFER ON ARMY PIERS DISPOSAL

Mayor Griffin and Fallon to  
Discuss Matter With Ad-  
visory Board in Washington.

### HOPE TO LEASE THEM TO COMMERCIAL FIRMS

Mayor Patrick R. Griffin of Hoboken is hopeful that some arrangement will be made at Washington whereby the city of Hoboken will be able to get a lease of the army piers on the city's waterfront and turn them over for commercial purposes, thus reimbursing the city for the losses sustained in revenue as the result of the Government's retention of the piers.

Secretary of War Baker has agreed to a series of conferences in Washington on the subject of the Hoboken piers, and Mayor Griffin and Corporation Attorney John J. Fallon leave for the Capital tonight to take part in the conferences with Brigadier General Frank T. Hines on Thursday morning. They will confer with the Army Advisory Board now determining the future of piers and other waterfront property held by the army as a hold-over from war conditions.

The arrangements for the conference were completed by Congressman John J. Eagan. In a telegram received yesterday from Secretary Baker to Mayor Griffin, Mr. Baker expresses the hope that the conferences will result in a better mutual understanding of the matter.

*Dispatch*  
*Mar 30/20*

## LACK CONFIRMATION ON SALE OF PIERS

Mayor Griffin Awaits Word  
From War Dept.; Rumor Ship-  
ping Board Will Lease Them

No word has yet been received by Mayor Patrick Griffin, from Washington as to the disposition of the army piers in Hoboken. When the Mayor returned from Washington over a week ago, it was with the understanding that the Government would lease to the city the army piers on such a plan that it would be possible for the city to sublet the piers and secure a financial return, which would make up for the loss being sustained by the city in taxes as long as the piers are owned by the army.

Since that time press dispatches from Washington have stated that the Government intends to hold on to the piers by giving them to the Shipping Board on lease. This would of course give the city an opportunity of taxing the property, but Mayor Griffin was assured that the lease to the city was more probable and he is awaiting confirmation of that.

It was expected that official information would have been received in Hoboken from the War Department before this time, and the lack of any communication from Washington on the agreement between the city and the War Department Advisory Board has not been approved by Secretary Baker and that the lease of the piers to the Shipping Board is now more likely than a lease to the city.

*Dispatch*  
*Mar 28/20*

## LEASING OF PIERS TO BOARD DISTURBS

Report From Washington  
of Change of Policy Dis-  
turbs Hoboken Officials  
Who Wait Confirmation  
From Official Quarters;  
Would Deprive City of  
Large Amount of Very  
Necessary Revenue from  
Plant.

### MAYOR UNDERSTOOD CITY WOULD GAIN

A disquieting press report from Washington to the effect that a tentative agreement has been reached between Secretary of War Baker and Admiral Benson, head of the Shipping Board, for the operation under a lease by the Shipping Board, of the former German piers in Hoboken and other ports was received in Hoboken yesterday by Mayor Griffin with some doubts as to the accuracy of the report.

"In the absence of any official notification from Washington on the subject," said Mayor Griffin, yesterday, "I am loath to make any comment. The press report is so absolutely at variance with what we were led to believe, when we conferred with the committee in Washington, would be the policy of the War Department that I prefer to wait until the official communication, which was to be sent to me, has arrived."

#### The Understanding.

Mayor Griffin, Congressman Eagan and Corporation Attorney John J. Fallon, who conferred with the Advisory Board in Washington last week were given to understand that the suggestion of the Hoboken officials that the piers in that city formally belonging to the Hamburg-American and North German Lloyd Lines would be leased to the city, with certain conditions leaving the title in the control of the Government, and with supervision of the piers by the Government when necessary.

#### Would Aid City.

In this policy it would have been possible for the city to sublet the piers and in this manner to secure a return to the city equalling the taxation formerly levied on the piers by the city.

If the policy as spoken of by the press dispatches from Washington is the latest devised by the War Department in conjunction with the Shipping Board then the plan suggested from Hoboken some time ago will mature, and the city will be able to collect its taxes from the Shipping Board as a lessee of the property now held by the army.

In any event the city will have attained the object for which it was striving, namely the collection of the taxes from the pier property, which for a time looked as if they would be lost to the City of Hoboken altogether if the army continued in possession of the piers.

#### Injunction Stands.

The decision of the United States Supreme Court in refusing to dissolve the injunction against sale of the former German ships may have had considerable to do with arriving at any such tentative agreement as has been advised in the press dispatch has been arrived at between Secretary Baker and Admiral Benson.

It is well known that the Shipping Board all along the line has had covetous eyes on the docks formerly owned by the German shipping companies. The Government paid to the

Custodian of Alien property \$7,000,000 for the Hoboken piers, and in building new piers and alterations and renovations of existing piers on the former German lines property the Government has spent, it is said \$143,000,000. Very little of this expenditure has been in Hoboken, as their piers there are the finest constructed in the country.

While waiting for official information, Mayor Griffin sides to the belief that the proposed arrangements made by the Advisory Board in Washington to him will be finally accepted by the Secretary of War.

*Dispatch*  
*Mar 25/20*

## BILLS TO ALLOW HOBOKEN LEASE PIERS IN CITY

Senators Clash Over Naming of  
Commission to Assess Val-  
uation of Railway

### \$100,000 VOTED TO BE USED FOR WORK

(Special to Hudson Dispatch)

Trenton, March 24.—Assemblyman Gaede, of Hudson, tonight introduced House 539 and 540 by unanimous consent. They would give Hoboken the right to carry out its plans to lease the piers from the Government and then sub-lease them to steamship companies.

A bitter clash featured the Senate's session this afternoon. Speaker Case left his chair to speak for the passage of Majority Leader Allen's bill providing for a valuation of street railway properties in the State in an effort to fix an equitable rate of fares. It provides that the Governor, Comptroller and State Treasurer shall employ an engineering firm to secure this valuation at a cost of not to exceed \$100,000. The Republicans would control the commission as the State Treasurer and Comptroller are of that party. Senator Simpson and Senator Brown bitterly oppose the measure declaring that Comptroller Bugbee, who was re-elected by the people at the last election, was given an opportunity to put in effect his plan of solving the public utility problem, when the people had discredited his ideas on the subject at the polls. The bill passed 12 to 6, Senator Runyon and Senator Bright voting with the Democrats in the negative.

Among the bills passed by the House were the following:

Senator White's bill permitting counties to appropriate moneys for the support and training of destitute children.

Senate 165, Mackay, ratifying the New York-New Jersey vehicular tunnel agreement.

Senate 96, Pilgrim, permitting Juvenile Court Judge in first-class counties to employ stenographer.

Senate 38, Simpson, increasing salary of Boulevard Commissioners in Hudson county to \$2,500.

Senate 52, Pilgrim, increasing pay of District Court deputies.

House 239, Gaede, permitting the elevation to the rank of detective sergeant in certain instances in first-class cities' police departments.

House 406 permitting retirement of Supreme Court justices after serving 14 years on one-half pay.

House 255, increasing fees of justice of peace and constables.

House 129, providing for justices of peace in first-class cities to send complaints to police magistrates.

The Senate passed the following bills:

House bill by Assemblyman George permitting municipalities to pay debt in water instead of money.

House 248, giving municipalities right to regulate jitneys.

House 143, Hansen, increasing by one-tenth of one per cent, total percentage of valuation which may be appropriated to improve Boulevard in Hudson county.

House 277, changes county collector's title to treasurer.

House 410, incorporating Borough of Ocean Grove.



Dispatch Dec 23/20

Dispatch May 15/20

# ANNOUNCEMENT OF PIER PURCHASE MAY COME TODAY

Reports In Washington Are That  
Everything Has Been Arrang-  
ed For Their Ownership.

## MONEY TO BE HELD IN TRUST FOR THE OWNERS

Reports were in circulation in Wash-  
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ken, now held in the name of the alien  
property custodian as trustee for the  
German owners. Definite announcement  
of the decision and the purchase price,  
it was said, will be made within a few  
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At present the enormous facilities are  
being operated for war purposes by the

Government under the commandeering  
power voted by Congress last March, but  
permanent ownership of the properties  
had not been settled until the decision  
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What the purchase price may be was  
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This move is regarded as offering a  
body blow to German hopes for restora-  
tion of her commerce with the United  
States after the war and depriving the  
leading German steamship lines of their  
most valuable shipping properties in this  
country.

Purchase by the Government, it was  
maintained here to-day may have some  
relation to Government control of the  
American merchant marine after the  
war.

Dispatch  
May 14/20

# GRIFFIN OBJECTS TO MARINE BILL EVEN IF AMENDMENT IS MADE



MAYOR GRIFFIN.

Asks What Would Happen  
If Shipping Board Were  
Abolished—Says Hobo-  
ken Would Be in Original  
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Agreement Reached by  
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### Only Temporary.

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"I believe that the Marine bill is  
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But all we desire is a fair guarantee  
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The affair, according to Mayor Grif-  
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Dispatch  
June 5/20

# SHIPPING BOARD TO HAVE CONTROL OF HOBOKEN'S PIERS

Bill Passed by House and Pending in Senate Would  
Prevent City Leasing Wharves From War Depart-  
ment as Planned—Congressman Eagan Gets Sen-  
ator Edge to Offer Amendment to Pay Hoboken  
for Loss of Taxes From Waterfront—Senator Fre-  
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## CONGRESSMAN EAGAN OPTIMISTIC AT OUTLOOK FOR THE AMENDMENT

That the War Department has determined to hand over  
army piers in Hoboken to the Shipping Board, for their  
control and supervision, is clear from the provisions of House  
bill 10,387, providing for the promotion and maintenance of the  
American Merchant Marine.

The bill as reported to the Senate committee directs the  
Shipping Board to take over the possession and control of piers,  
wharves and terminal equipment by the President under  
proclamation of March 28, 1918.

Mayor Patrick R. Griffin and  
Attorney John J. Fallon  
were in Washington some time ago  
and in a conference with a committee  
of the War Department, returned with  
advice that a recommendation  
would be made to have the army piers  
in Hoboken leased to Hoboken.

### Change Front

The attitude of the War Department  
has been abandoned, but  
Senators Frelinghuysen and Edge and  
Congressman Eagan are insisting that  
a definite provision be made in the bill  
whereby Hoboken will be fully pro-  
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in a dispatch from Washington to the  
Hudson Dispatch.

(Special to Hudson Dispatch)

Washington, D. C., May 12.—Rep-  
resentative John J. Eagan held protracted  
conferences today with United States  
Senators Edge, Frelinghuysen and  
Jones. Senator Jones is the chairman  
of the Senate Committee on Commerce.

The bill, H. R. 10,378, providing for  
the promotion and maintenance of the  
American merchant marine, passed the  
House on November 8, last. This bill  
has been before the Senate Committee  
on Commerce for several months and  
extended hearings have been had there-  
on. It was reported to the Senate a

need therefor and fixing the period of  
such need, transfer the possession and  
control of any part of the pier prop-  
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Department or Navy Department, re-  
turning such property to the Shipping  
Board when the need therefor by either  
department ceases.

### Congressman Eagan and Senators

Edge and Frelinghuysen in their con-  
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Mayor, Corporation Attorney Fallon  
and Congressman Eagan were before  
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several weeks ago.

As a result of the conference be-  
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payment of the taxes now due on the  
pier properties.

If the bill becomes a law with such  
amendment the controversy over the  
pier taxes will have been settled; Ho-  
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in behalf of the City of Hoboken will  
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### Shipping Board Jurisdiction.

Section 17 of the bill as reported to  
the Senate authorizes and directs the  
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over the possession and control of all  
docks, piers, warehouses, wharves and  
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Hoboken and other piers should be left  
under the control of that Department,  
and that except to the extent that such  
property is necessary for the military,  
naval or coast guard services of the  
United States it should be available for  
commercial uses, and that the War  
Department should allocate to the  
Shipping Board under written agree-  
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of the terminal facilities, including the  
Hoboken piers, as may be necessary to  
afford needed terminal facilities and  
pier space to the Shipping Board.

The Senate Committee on Commerce,  
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order was issued by President Wilson  
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custodian to sell the Hamburg Ameri-  
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tion of the order it was stated that  
the lease with the city prohibited the  
occupant from assigning or subletting  
the pier without the written consent of  
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Dispatch Dec 23/20

Dispatch May 15/20

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At present the enormous facilities are being operated for war purposes by the

Government under the commandeering power voted by Congress last March, but permanent ownership of the properties had not been settled until the decision was reached for Government ownership.

#### To Go To Owners.

What the purchase price may be was not indicated, but the proceeds of the sale will be held either by A. Mitchell Palmer, alien property custodian or the Treasurer of the United States, for amount of the enemy owners.

This move is regarded as offering a body blow to German hopes for restoration of her commerce with the United States after the war and depriving the leading German steamship lines of their most valuable shipping properties in this country.

Purchase by the Government, it was maintained here to-day may have some relation to Government control of the American merchant marine after the war.

Dispatch  
May 14/20

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While the amendment which Congressman Eagan is having Senator Edge sponsor for the protection of the City of Hoboken, would protect the city against loss of taxes from the piers, Mayor Griffin thinks that this would only be a temporary measure.

#### Only Temporary.

"Supposing that the House and Senate determined on abolishing the Shipping Board a year from now, the whole matter would be back in its original state, and we would have to start this work all over again," said the Mayor.

"I believe that the Marine bill is not advocated by the War Department, and it is a question as to whether President Wilson would sign the bill if it is passed. Personally, I still have hopes that the original tentative agreement between the War Department and Congressman Eagan and Attorney Fallon and myself will yet materialize. But all we desire is a fair guarantee that the City of Hoboken will be protected."

#### Chaotic Situation.

The affair, according to Mayor Griffin, is still in a state of chaos, and until he receives further advises regarding the matter he is willing to believe that Hoboken may yet get title to the pier property.

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Prevent City Leasing Wharves From War Department as Planned—Congressman Eagan Gets Senator Edge to Offer Amendment to Pay Hoboken for Loss of Taxes From Waterfront—Senator Frelinghuysen Aids City in Fight.

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The bill as reported to the Senate committee directs the Shipping Board to take over the possession and control of piers, wharves and terminal equipment by the President under proclamation of March 28, 1918.

For Patrick R. Griffin and Corporation Attorney John J. Fallon, who were in Washington some time ago, and Congressman John J. Eagan and a conference with a committee of the War Department, returned with advice that a recommendation would be made to have the army piers in Hoboken leased to Hoboken.

#### Change Front

His attitude of the War Department has been abandoned, but Senators Frelinghuysen and Edge and Congressman Eagan are insisting that a definite provision be made in the bill whereby Hoboken will be fully protected in the matter of taxes from the pier property. This is indicated in a dispatch from Washington to the Hudson Dispatch.

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The bill, H. R. 10,378, providing for the promotion and maintenance of the American merchant marine, passed the House on November 3, last. This bill has been before the Senate Committee on Commerce for several months and extended hearings have been had thereon. It was reported to the Senate a

few days ago and is now being considered by that body.

#### Shipping Board Jurisdiction.

Section 17 of the bill as reported to the Senate authorizes and directs the United States Shipping Board to take over the possession and control of all docks, piers, warehouses, wharves and terminal equipment and facilities acquired by the President under the act of March 28, 1918.

The War Department feels that the Hoboken and other piers should be left under the control of that Department, and that except to the extent that such property is necessary for the military, naval or coast guard services of the United States it should be available for commercial uses, and that the War Department should allocate to the Shipping Board under written agreements made with that board such part of the terminal facilities, including the Hoboken piers, as may be necessary to afford needed terminal facilities and pier space to the Shipping Board.

The Senate Committee on Commerce, however, believe that the Shipping Board, as the commercial agency of the Government, should have possession and control of such docks and terminal facilities.

Section 17 above referred to contains a provision to the effect that the President may at any time he may deem it necessary, by order setting out the

need therefor and fixing the period of such need, transfer the possession and control of any part of the pier properties and terminal facilities to the War Department or Navy Department, returning such property to the Shipping Board when the need therefor by either department ceases.

Congressman Eagan and Senators Edge and Frelinghuysen in their conferences with Senator Jones today insisted that definite provision should be made for the protection of the City of Hoboken in the matter of taxes on the former German piers along the line of Mayor Griffin's suggestions when the Mayor, Corporation Attorney Fallon and Congressman Eagan were before the Advisory Board on Port Terminals of the War Department in Washington several weeks ago.

As a result of the conference between the Senators and Congressman Eagan, Senator Edge, who is a member of the Senate Committee on Commerce, will offer an amendment in the Senate providing that the Shipping Board shall pay out of its revenues to the City of Hoboken a sum equivalent to the amount which in the opinion of the Shipping Board would

have been payable annually to Hoboken on account of taxes on the pier properties had they remained under private ownership. The amendment will doubtless also provide for the payment of the taxes now due on the pier properties.

If the bill becomes a law with such amendment the controversy over the pier taxes will have been settled; Hoboken will be assured of its annual tax revenues on the pier properties, and the long fight incessantly waged by Mayor Griffin and Congressman Eagan in behalf of the City of Hoboken will have been won.

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Dispatch  
June 5/20



Huspatch mar 20/20

# HOBOKEN WILL REGAIN PIERS; GOVERNMENT TO GIVE CITY A LEASE ON FAVORABLE TERMS

Mayor Griffin Announces Arrangement Made With Army Which Will Give His City Permanent Revenue From Property and Will Admit of the City Retaining One Pier for Public Use, While Subletting Others to Steamship Companies at Rates Which Will Benefit City; Army Will Retain Right to Recapture Piers in Case of War; One Pier Will Be Retained by Government Until Last Transport Service Is Performed for Army of Occupation.

## CONGRESSMAN EAGAN AIDS MAYOR AND CORPORATION COUNSEL FALLON IN WORK

That regular steamship lines will be established at the army piers in Hoboken, formerly the Hamburg-American and North German Lloyd docks, and business will progress as before the war, within a month, is the expectation of Mayor Patrick R. Griffin, who returned yesterday from Washington with the information that the Government is going to lease the piers to the City of Hoboken.

The Government is to have supervision of the property, and details of the scheme whereby the City of Hoboken will be able to realize the amount which has been lost in taxation from the taking over of the piers by the army, will be perfected within ten days, it is expected, and the entire plans placed before the Hoboken City Commissioners.

What is of more moment to the people of Hoboken than anything else, however, is the fact that the city is to get a lease of the piers. Just what this means to the taxpayers of Hoboken, it is almost too big to grasp.

### Mayor Is Pleased.

Mayor Griffin is very happy over the result of his visit to Washington. "The main point is that the city of Hoboken gets the waterfront," he declared enthusiastically, yesterday afternoon. "That is the biggest thing that ever happened for the good of the city."

Just how big it is will only be realized when the details have been approved by the Secretary of War and communicated to the City Commissioners' Commerce between Hoboken and the rest of the world will again be opened, and there is every indication that the city will open a public dock for the advantage of local manufacturers.

### Pier Six Public Dock.

While nothing definitely has been arranged, Mayor Griffin in discussing the matter yesterday said that it would be possible to establish a public dock probably at the old wooden pier of the former Hamburg docks. This is now known as Army Pier No. 6, and because of its present condition might not be available for anything else. At present lumber, sand bricks, and other materials of a like nature have to be hauled by local contractors from Jersey City, which increases the cost of materials tremendously. That an effort will be made to establish a public dock is almost certain.

Everything, however, will depend on the conditions which the Government places on the lease of the property. It may be that by the terms of the lease the city will be allowed to lease to firms or corporations that are strictly American, and for the American flag on their ships.

### Would Aid Americans.

It has been said that American concerns were unable to bid for the former German ships to be sold by the Government because of the fact that they had no docking facilities in the port of New York, with the way paved for them to acquire the best piers in the port of New York this should remove a condition making it possible for hearty competition in the sale of the former German liners.

There are six piers formerly the property of the Hamburg and North German Lloyd companies located in Hoboken. The entire set will be leased to the city, but the Government will want a re-lease on one pier for the use

of the army transport service to handle the return of some 40,000 soldiers' bodies which are to be returned from France. The Government also intends to retain a pier in Brooklyn.

### At The Conference.

Provisions will probably also be made in the conditional lease to the city for docking facilities for the Shipping Board vessels.

Mayor Griffin, Congressman John J. Eagan and Corporation Counsel John J. Fallon attended the conference in Washington with the Army Supervisory Board at which the plans for the leasing of the piers were discussed.

According to the Mayor the officials of the Government with whom they were in conference made it plain that it was not the idea of the Government to penalize the city, but their attitude was to safeguard the interests of the War Department and also to deal fairly with the city.

### Government Keeps Title.

The main points in the plans as outlined at the conference, are these said Mayor Griffin:

"The Government will retain title to the piers and will have control and supervision when necessary; the Government will retain one pier for the use of the army transport service for as long as it requires, probably two years; the city will take over the piers from the Government on a lease and will sub-lease the piers to private interests, subject to the conditions to be formulated and announced to the city in detail when approved by the Secretary of War.

### Sublet Leases.

"The city will operate the piers on sublease for the purpose of securing such money as would have accrued to the city in taxation and sufficient to cover from four and a half to five per cent. on the \$7,000,000 invested by the Government in the purchase of the piers."

The Government will have the right to send inspectors into the property and see that the piers are being properly kept and managed, and it may be arranged that the army will see to the upkeep and maintenance of the property.

### War Emergency.

Of course the lease of the piers to the city will be conditional in that at any time the lease can be broken in the case of emergency such as war, and the sub-leases will be on the same condition.

A flood of inquiries are expected to be received in Hoboken within the next few days from shipping interests and concerns contemplating going into the shipping business as to the chances of getting piers in Hoboken, but nothing can be definitely said of those matters until the contract between the Government and the city has been determined.

The sub-leases by the city will naturally be given to the highest bidder, other conditions being equal, but the city does not intend to make profit out of the deal except to repay the city for the revenue usually derived from taxation of the property. Normally this was about \$120,000 a year.



MAYOR GRIFFIN

Hoboken Executive Who Has Regained Piers Now Used by Army For His City.

Jersey Journal Mar 20/20

## CITY OPERATION OF HOBOKEN PIERS.

It is reassuring news to Hoboken to hear that the authorities at Washington are willing to lease the Government piers in Hoboken to the city to be sub-let to commercial concerns. This means that the one-seventh of its total ratables that Hoboken lost when the Government took over the piers will be restored to the city and thus help to lighten the tax burden under which the city has been laboring since America entered the war, not to mention the loss caused by the falling off in trade due to the stoppage of transatlantic shipping in 1914.

With the piers leased to the city it will devolve upon Mayor Griffin and his colleagues to make municipal operation of the docks a success. Unless the city can make the profits from its pier leases at least equal the taxes on one-seventh of its ratables plus the interest charges which must be paid the Government on its \$7,000,000 investment when it took over the piers, Hoboken's principal argument for leases of the piers will have been punctured.

It ought not to be a difficult task, however, to make the pier profits reach the required sum. Pier space in the North River has been in big demand for some time and will be even more so in the future. The estimate that even with contemplated improvements the piers on the New York side of the river will accommodate only forty-six per cent. of the shipping that will come into this port is probably a conservative one. Allowing for the pier space that can be provided elsewhere in the harbor, there promises to be a large slice of business still left for Hoboken.

Mayor Griffin says that over and above the equivalent of taxes on the piers and Government interest charges, the city will not seek to make a profit from the piers. It is difficult to see, however, why Hoboken should not make as large a profit as possible, so long as it is fair and reasonable. Any surplus that might exist could be very nicely applied to reducing taxes, for which the taxpayers would be duly thankful. But there won't be any surplus or profit, either, if political methods, rather than business principles, are to be allowed to control the operation of the piers.



Dispatch Dec 18/20

# Jagels Would Buy Hoboken Army Piers for \$15,000,000

## HOBOKEN FINANCIER READY WITH PLANS TO SPEND OTHER MILLIONS FOR GREAT RIVER FRONT TERMINAL

Tells Leaders of Finance, Industry and Other Lines of Business of Gigantic Development—Terminal Group Would Out-Rival Bush Terminal in Brooklyn—Purchase of Shore Railroad a Vital Part of Plan—Three Blocks of Property on River and Hudson Street Would Have to Be Acquired for Warehouses.

### MAYOR GRIFFIN HEARS PLAN AND WILL GO TO WASHINGTON TO AID IN CONSUMMATION

C. H. C. Jagels, one of the premier financiers of this part of the State, yesterday unfolded a plan involving a development of anywhere from \$25,000,000 to \$50,000,000 along the Hoboken pier front.

The plan was made known at a conference of financial, business and real estate men, with city officials.

It includes the purchase, if possible, of the present Army piers by private capital, and the building of a group of warehouses opposite the piers that would out rival the world-famous Bush Terminal of South Brooklyn.

Purchase of the piers would involve a cost of probably \$15,000,000, while the acquiring of three solid blocks of property, from First to Fourth streets, and from River to Hudson streets, for the warehouse and terminal group, would involve more millions than purchase of the piers and their restoration again to the tax ratables of the city.

Even that is not all the plan, for the last link, but an all-important one, includes purchase of the Shore Road, a railway which connects the piers with the trunk lines of the nation.

This developed at an important meeting held in the Hoboken Chamber of Commerce rooms yesterday afternoon at which were present Mayor Griffin, Corporation Attorney Fallon, Mr. Jagels, Palmer Campbell, C. M. Owens, Richard J. Beyer, C. A. Burhorn, former Judge J. Rufus Besson and Richard F. Maiba, manager of the Chamber of Commerce.

#### Zoning Plan Also Talked.

The city administration was asked to be represented at the conference, which was held in private, to discuss several matters, including practicality of the Jagels development, and the zoning system which C. M. Owens dealt with at the annual meeting of the Chamber of Commerce recently.

Mr. Jagels stated that two or three other men were interested in the big development scheme, and had the money to execute the deal if the federal government can be induced to sell the pier properties and the railroad.

Mr. Jagels stated that they had been at Washington last week in connection with the project and had talked the matter over with General O'Connor, president of the Manufacturers' Railroad in Hoboken, which is practically owned by the United States Government.

#### Discussed Tax Matters, Too.

There was a general discussion regarding the situation Hoboken faces through loss entailed by government ownership of the pier property formerly owned by the two German shipping companies.

Property owned by the public and operated for public use is exempt from taxation, but public property used for

other than public use, as are the piers and railroad, is generally taxable.

The value of the property is conservatively estimated at \$15,000,000 and, figuring Hoboken's tax rate at \$40 per \$1,000, the city is actually suffering a loss of \$600,000 a year from loss of taxes on the piers alone.

Mr. Jagels said he believed the piers should be turned over for private enterprise, and that no section was better adapted to such a development than Hoboken. He asked assistance and cooperation from the city on the ground of the municipal benefits to be attained.

#### Ask City's Aid

Mr. Jagels and two other men interested have an appointment in Washington next week on the matter, and Mayor Griffin and Corporation Attorney Fallon were asked to accompany them. Should the deal be put over it will be on a bigger scale than the Bush terminals and with facilities which the Bush can never hope to secure in the way of railroad connections.

Mayor Griffin and Mr. Fallon said they would be glad to do anything they can to assist in such a project and will probably go to Washington with Mr. Jagels, with the object of securing the financial return to the city from the taxes.

Serious consideration was also given to Mr. Owens' zoning proposal for the city. It is likely that the City Commissioners will take the matter up soon in conjunction with the Chamber of Commerce. It was agreed that George Ford, who supervised the zoning of New York and East Orange, be consulted next week on Hoboken's problem.

Jersey Journal Feb 21/20

### WANT HOBOKEN PIERS RELEASED

President is Urged to Adopt  
Definite Policy on That  
Subject.

At a conference in New York yesterday afternoon in which Mayor Patrick R. Griffin of Hoboken, Mayor Hylan of New York, Mayor Charles Gillen of Newark, and Dock Commissioner Murray Hurlbert of New York, took part, the critical situation in connection with the retention by the Government of piers and docking facilities was fully discussed, and as a result of the conference a letter was drafted and directed to be sent to President Wilson, Secretary of War Baker, Governor Smith of New York and Governor Edwards of New Jersey. The piers in question include those in Hoboken.

In substance, the letter urges some co-operative action to the end that some definite policy regarding the piers and waterfront property now held by the army, be released and either turned over to the municipalities concerned, or leased to private concerns, so that commercial business will get back to a normal footing.

"It is admitted in many quarters," said Mayor Griffin, "that England is going away ahead in her shipping program, her commercial shipping program, and America can never hope to beat the British, or the Germans, for that matter, unless some definite policy is undertaken at once, with regard to the docks now held by the army and the subsequent disposal of the former German liners."

Jersey Journal Apr 3/20

### HOBOKEN AND THE GOVERNMENT PIERS.

Recent reports that come from Washington seem to make it certain that the Government piers in Hoboken will not be leased to the city, but will be operated by the Shipping Board.

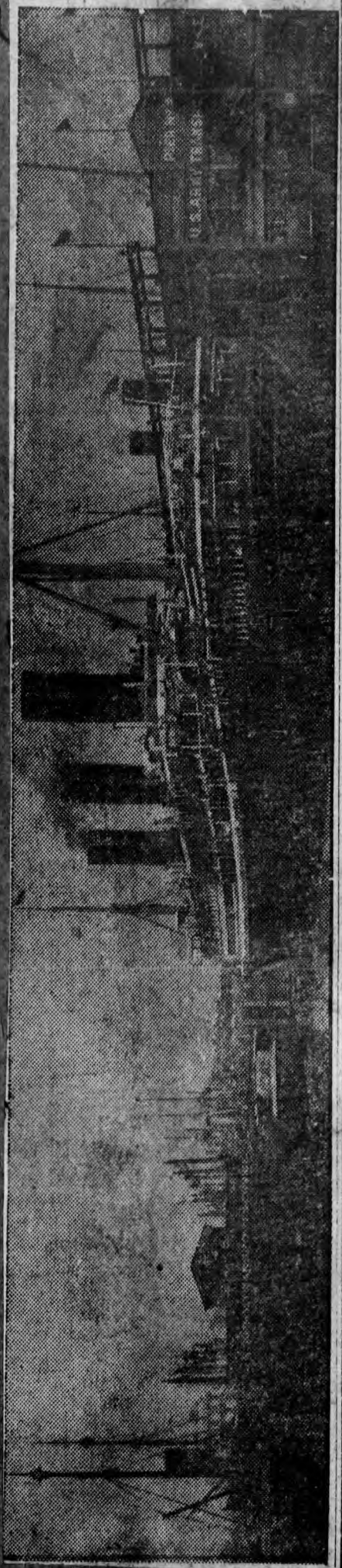
A few days ago it was announced that, despite assurances which Mayor Griffin said he had received that the piers would be turned over to the city, the Government authorities would probably allocate the docks to the Shipping Board.

Not long afterward the Hamburg line requested the Shipping Board to take over its service, and now a similar proposal comes from the North German Lloyd Company with regard to the Bremen line.

If the Shipping Board accepts these offers—and it probably will—it will, no doubt, desire to resume the service formerly operating from Hoboken, and, in that event, take custody of the piers there.

Should the piers be turned over to the Shipping Board, Hoboken will lose nothing it expected to gain, as the Shipping Board will pay taxes to the city. It was to recover these taxes that Hoboken asked for leases of the piers. Legislation was passed at Trenton recently to permit the city to lease the piers, if such a plan could be arranged. This legislation will now probably prove unnecessary for present purposes, but will be on the statute books in case the city has an opportunity to take advantage of it in the future.





ing to the Mayor. The government, it was stated, will hold the title to the property. The photograph shows some of the piers which will be affected by the transaction, and the liner Imperator, yesterday reported to have arrived in England partially disabled. (NEWS photo)

**HOBOKEN LEASES ARMY PIERS.**—Mayor Patrick R. Griffin, of Hoboken, N. J., yesterday announced that the War Department will lease the former Hamburg-American Line piers to the city of Hoboken, and that the city will in turn re-lease them. This agreement was reached with the advisory board of the War Department, according to the Mayor.

## HOBOKEN WILL GET MUCH REVENUE FROM THE STEAMSHIP PIERS.

There is cause for elation among Hobokenites over the announcement that the Government is to lease the pier property to the city. It will mean much for the municipality in the way of prestige as well as insuring a steady source of revenue.

Elsewhere waterfront has been grabbed and is held by corporate interests, but in the Mile-Square City, with the most important of waterfronts, it will be different. Of course, the Government is to retain title and supervision, but the actual management will lie with the local authorities. Hoboken's position, through this arrangement, will be unique and enviable.

Then there is the matter of income. Instead of losing this large source of revenue, the city is to gain. In lieu of taxes, rentals will come into the public treasury from those to whom the piers are sub-let. This should insure a greater return, even after payment is made to the Government, than was possible through taxation.

There can be no doubt as to Mayor Griffin's part, backed by Corporation Attorney John J. Fallon, in bringing the foregoing about. While the War Department desired to be fair to the city, still the forceful presentation of the municipal situation unquestionably had much to do with its decision. He is to be commended for looking after the interests of the people in such an able manner.

## Hoboken May Get A New Line To Germany

**Matter Not Yet Definitely Settled and Mayor Griffin Still in the Dark on Question of Taxes From the Pier Property.**

Announcement was made yesterday from the offices of the firm of C. B. Richard & Co., steamship agents at 20 Broadway, New York City, who were formerly the agents for the Hamburg-American Line, that they had been designated by the United States Shipping Board in Washington to open a general cargo service between New York and Bremen. It was added that this will later be supplemented by a passenger service. The Lake Savus, a 4,000-ton freighter, will, it was stated, be the first vessel to open the trade. This will be loaded in New York and will leave for Bremen about the end of April. Later, the Fishkill, a 9,000-ton freighter, will be started. It was stated that the steamers will use the

North German Lloyd Company's piers and warehouses in Bremen, which were completed just before the outbreak of the war and are practically new.

Inquiries at the offices of the agents this morning as to whether these steamers would or would not sail from Hoboken were answered to the effect that this matter had not yet been decided. Nothing is known in official quarters in the city as to what will be done with the former German piers here. Mayor Griffin is still waiting for an official communication from Washington and this is not as yet to hand.

It is, however, generally believed that if the Shipping Board leased the piers to private corporations the taxes will be paid to the city.

## PIERS STRUCK OFF HOBOKEN TAX BOOKS

One of the suggestions of the Hudson Observer was carried out this morning when the Commissioners of Hoboken, at their meeting, decided to drop carrying the pier property on the list of taxable property of the city.

The taxes on this property have been delinquent for some considerable time and there is no immediate prospect of their being paid. Acting on the suggestion of Corporation Attorney John J. Fallon, a resolution was passed authorizing the Director of Revenue and Finance to drop the property from the tax books.

This is the former Hamburg-American and North German Lloyd property, now known as the Army Piers. The resolution sets forth that the title to this property is in the United States government and is therefore exempt from municipal taxes. This refers only to the taxes for the year 1919.

It was pointed out some time ago in the Hudson Observer that it was no use carrying this property on the city books in view of the fact that there is no apparent prospect of collecting the taxes. The city, in addition to issuing tax revenue bonds for this property and paying for these bonds, has also been turning over a percentage of the uncollected taxes to the county as a result of a court decision.



*Dispatch Mar 18/20* *Obituary July 27/20*

#### HOBOKEN'S PIER LOSSES IN TAXES.

No other city in the country will bear so great a proportion of the war's cost as Hoboken, if Hoboken has to lose the taxes on the millions of dollars' worth of pier property through exemption under Government control.

The exemption of the piers means that Hoboken loses nearly half a million dollars in taxes at a time when over \$300,000 a year is lost in license fees. Hoboken can stand the loss of license fees, just as every other place is losing in that respect, but Hoboken has no right to exempt millions of dollars in pier values, even for the United States Government.

Other cities are called upon to exempt property for post offices and customs houses, and Hoboken has no right to be called upon to exempt more than the big cities. It would be little short of ruinous to expect a city the size of Hoboken to lose half a million dollars and still be able to remain solvent. It is to be hoped that some way will be found to protect Hoboken's interests in the conference that takes place today in Washington between Mayor Griffin and Government officials.

## OVER HALF MILLION IN UNCOLLECTED TAXES ON HOBOKEN PIER PROPERTY

**Loss Sufficient to Stagger  
Finances of Any City—  
Double Blow to the Mile  
Square City — Amount  
Spent Despite Fact That  
It Was Never Secured.**

#### HOPE FOR ADJUSTMENT IS STILL ENTERTAINED

The wisdom of the Hoboken City Commissioners in striking the property known as the North German Lloyd and the Hamburg-American, from the list of taxable property of the city becomes evident when it is appreciated that while no revenue has been secured since 1918, the city has been forced to pay the county its share and in addition bear the expense of carrying the tax revenue notes outstanding against such uncollected taxes.

The uncollected tax amounted in 1918 to \$88,577.05; in 1919 to \$156,212.04; in 1920 to \$280,847.54, or a grand total of \$525,636.63. The loss over such a period of over half a million dollars is sufficient to stagger the finances of most any city. Its loss has been a double blow to Hoboken. Nor has its effect yet disappeared, because the tax revenue notes outstanding will have to be

paid. While the pier tax was never paid, the money was spent. The notes must be retired not later than December 31 of the third year following the year in which the taxes became delinquent.

This means that Hoboken must include in its budget requirements for 1921 or else must issue general bonds for the sum of \$88,577.05. In

1922 there must be included in the budget or general bonds issued for \$156,212.04. The striking of the property from the tax lists at this time eliminates the placing of tax revenue notes for the 1920 uncollected taxes, thus saving the incorporation of \$280,847.54 in the budget of 1923 or the issuance of general bonds for this sum.

The crystallization of the pier tax question at this time is most unfortunate. The failure to secure an agreement with the government places an unfair burden upon Hoboken. This is true despite the additional fact that the wisdom of the City Commissioners in carrying the property in the tax list is very much open to question. Proper retrenchment last year and the elimination of the issuance of the tax revenue notes of \$156,212.04 would make the present and future budgets much more pleasant to contemplate.

The present high price of money opens the question of whether the 1918 tax of \$88,577.05 will be covered by general bonds or included in the budget for next year. If the former, the burden will be delayed, but if the latter, the load will become apparent in the next tax levy.

Neither the City Commissioners nor the Chamber of Commerce has abandoned hopes of coming to some agreement with the government. The Chamber started its work to secure the tax about a year and a half ago and since then has cooperated with Mayor Griffin and the city officials. According to Manager R. F. Mallia, the Board of Directors of the Chamber following the recent announcement of the failure to secure the tax, selected its committee headed by C. H. C. Jagels, president of the Second National Bank. This fight will be carried to Washington with renewed vigor, Chamber officials say. In the meantime public spirit will be aroused to the point where Washington cannot refuse to understand the justice of Hoboken's appeal.

*Dispatch July 28/20*

### THOUSANDS IN TAXES STRICKEN FROM THE BOOKS

**But Hoboken Will Renew Fight  
to Collect for Use of  
Piers in City**

#### \$650,000 TAX REVENUE BONDS ARE ISSUED

The Hoboken City Commissioners have given up hope of collecting the taxes on the pier property in Hoboken formerly owned by the Hamburg-American and North German Lloyd Companies. This tax money was included in the tax rate, and as the law allows the city to borrow money to the full amount of the anticipated tax revenue there are outstanding tax revenue bonds on which it will probably not be possible to collect the tax revenue.

On the advice of Corporation Attorney Fallon, therefore, the items against those properties were stricken from the tax books by a resolution passed by the commissioners yesterday, as the property is in the name of the United States Government and therefore exempted from taxation.

Of course the city has not given up its fight to secure compensation from the Government for the loss of this tax revenue and legislation will be pressed when Congress reconvenes in December for the purpose of getting this compensation in one form or another.

Another matter was submitted at the meeting of the commissioners yesterday in the form of a statement and resolution covering the floating debt. It provided for the issuance of tax revenue bonds to the amount of \$650,000 to liquidate outstanding notes for the years 1918 and 1919. The bonds will be spread over a period of twenty years.

*Dispatch July 28/20*

#### END OF HOBOKEN'S PIER TAXES.

The City Commissioners of Hoboken have at last decided to drop the former German steamship piers from the list of tax ratables of the city. The carrying of the piers in the ratables has served as a means of keeping the tax rate lower than would otherwise have been the case, but it has left an abnormal sum of uncollected taxes, and it has also added an enormous amount of county taxes which the city has had to pay on these ratables.

It must be borne in mind that the county collects 100 per cent. on taxes from municipalities, whether municipalities collect or not. Otherwise the fake tax rate would not be so costly.

Hoboken has not collected any pier taxes from the former North German Lloyd and Hamburg-American lines since the Government seized the piers during the war, yet each year the City Commissioners have lacked the courage to meet the issue of high tax rates.

Of course, this could not go on forever, and the lopping off has finally been decided upon.



Dispatch May 18/20

# AMENDMENT TO SHIPPING BILL TO PAY HOBOKEN ARREARS AND FUTURE PIER TAXES, PASSES

Mayor Griffin Believes Persistent Work for City Is Crowned With Success—Telegram From Senator Edge Informs Him Senate Adopts Amendment—Shipping Board Will Control Wharves—Were Taken Over by War Department During the War.

## CONGRESSMAN EAGAN HAS WORKED WITH EDGE FOR RELIEF OF CITY

The payment of taxes in arrears on the pier property in Hoboken held by the Government, and the payment of taxes in the future, is assured to the city of Hoboken according to a telegram received by Mayor Patrick R. Griffin of Hoboken yesterday from Walter E. Edge, Senator from New Jersey.

Mayor Griffin said that he was satisfied now that the city of Hoboken was to be fully protected. "All we were concerned about was the payment of taxes to the city of Hoboken in the future and from the telegram from Senator Edge this seems to have been accomplished."



SENATOR EDGE

The Mayor has worked assiduously to the end that the city's interests would be looked after. In addition to a trip to Washington with Corporation Attorney John J. Fallon and securing through Congressman Eagan a private conference with the War Department board which had at that time the consideration of the Hoboken waterfront property in hand, he has conducted a winning fight to make the Government pay taxes to the city.

This has never been done in the history of the country before, it is said, and it required an act by Congress to accomplish this.

### Won't Get Title.

It is a great victory for the City of Hoboken and much of the credit of this victory is due to the Mayor's tenacity in sticking to his purpose. At one time it was thought and even recommended to the War Department by the Commission in charge, that the City of Hoboken would get title to the property. However, this plan has been discarded by the Government, and the next best thing, as far as the City of Hoboken is concerned, has been adopted.

Senator Edge's telegram to Mayor Griffin yesterday afternoon is as follows:

"Hon. Patrick Griffin, Hoboken: I had passed today an amendment to the Shipping bill taking care of back taxes for Hoboken as well as taxes in future under jurisdiction of the Shipping Board."  
WALTER E. EDGE.

### Shipping Board Control.

Under the Shipping Bill the United States Shipping Board is given possession and control of the army piers in Hoboken and other waterfront property and equipment acquired by the Government after the outbreak of war. Most of the property was formerly owned by German steamship companies. All of the property in Hoboken was owned formerly by the North German Lloyd and the Hamburg American steamship companies.

## HOBOKEN PIERS ARE TAKEN FROM SHIPPING BOARD

Executive Order by President Wilson Is Issued Under New Marine Act

### ACTION MAY HAVE BEARING ON TAXES

Washington, Oct. 19.—President Wilson acting under the new merchant marine act has issued an executive order exempting certain of the Hoboken piers, formerly owned by the North German Lloyd and Hamburg-American steamship companies and by the Hoboken Shore Railroad, from control of the Shipping Board. Under the marine act the Shipping Board is to take control next January 1 of all government docks, warehouse and other marine transportation facilities not exempted by the President.

The President in his order, made public today, sets forth that some of the Hoboken piers have been leased by the War Department to the Panama Railroad Steamship Line, a government-owned concern, and others are necessary in connection with the army transport service.

The Panama Line piers are to be retained by the War Department for five years and the others for two years.

Piers designated in the President's order are Nos. 1, 4, 5, 6 and 11.

Whether the action of President Wilson would have any effect upon the taxable status of the Hoboken piers was unknown last evening to the Hoboken authorities. Mayor Griffin stated that he was not sufficiently acquainted with the action taken by the President, to make a statement but that he would get into communication with Washington this morning so that he could act informedly.

## HOBOKEN'S PIER REVENUES.

Hoboken now seems in a fair way to secure an equitable adjustment that will permit her either to recover the tax ratables she lost when the Government took over the former German piers at the outbreak of the war or their equivalent.

Secretary of War Baker has announced that the Government intends to retain title and custody of the piers in order to be prepared for a possible emergency such as descended upon us in 1917, but indicates that some plan will be worked out which will allow the city to receive revenue from them.

Such a course has been pursued in the case of the city of Norfolk. There, arrangements have been made to turn over available pier space to the city officials for commercial purposes, and the municipality is thus enabled to fix rates that will equalize whatever revenue would accrue to the city were the terminals owned by private interests.

Hoboken is entitled to a similar arrangement. Either she should be allowed sufficient pier space to lease at rates that will make up for the taxes she would otherwise receive or, as Mayor Griffin points out in a letter to Mr. Baker, legislation should be enacted to permit her to recover taxes from the commercial companies to which dock space is leased by the Government.

Hoboken's need in this matter is a pressing one. The pier property formerly owned by the German lines equals one-seventh of the entire ratables of the city. Although she could not afford it, she has been forced to accept this loss for nearly three years. She is entitled to an adjustment that will permit a resumption of this badly-needed income at the earliest possible moment.

As to the retention of title to the piers by the Government, nobody will dispute that is a wise measure of preparedness. When the war broke out, the Government found itself without available transport terminals. The result was that the Government was forced to spend \$1,000,000 in constructing the necessary terminals. Consequently, the War Department deems it best to retain control of such terminals as were acquired. If the Treaty wreckers at Washington are successful in their efforts to keep the United States out of the League of Nations, there is no telling how soon the Army will need the piers again.

## KILL HOBOKEN PIER TAX BILL

Hoboken officials were jarred today by the word brought back from Washington by Congressman Eagan that the amendment providing for the loss of taxes sustained by the city had been stricken from the bill providing for the turning over of the Hoboken army piers to the Shipping Board. The amendment was stricken out for fear that it might cause the defeat of the entire measure.

In place of the amendment an urgent deficiency bill has been prepared and will be pushed when Congress reconvenes.

Dispatch May 20/20

Jersey Journal  
May 17/20

Jersey  
Journal  
June 11/20



# GERMANY TO GET VESSELS BACK, IS RUMOR HERE

Report Follows Inspection of  
Ships by German  
Party.

There is much talk along the Hoboken water front to-day concerning possible return of ships to the North German Lloyd Steamship Company. It is also stated that at least 5,000 longshoremen will soon be at work on the Hoboken shore, with the renewal of shipping activities on a scale as large, if not larger, than before the war.

The rumors concerning the transfer of the ships followed the visit to the local piers of three men prominent in German shipping circles before the war. It was said that two of the sixteen seized German liners, which had been allocated to the United States

Mail Steamship Company a short time ago, were again to fall into German hands, either by sale or transfer.

Officials at the Hoboken piers had been led to believe, they say, that these ships, the Mt. Vernon, formerly the Kronprinzessin Cecelie, and the Pocahontas, formerly the Princess Irene, both of the North German Lloyd line, were to fly the Stars and Stripes from now on. They were turned over to the France and Canadian Steamship Company, which operates the United States Mail Steamship Company, some time ago, and are lying at the Hoboken piers, crewed with American sailors, many of whom saw service overseas.

These sailors were amazed when three strangers, of decided German appearance and speaking in German, boarded the craft and were shown

about. The men spent practically the entire day looking over the two ships. Their visit started the rumors that these ships were to become German property again.

Max Wolter, director of the North German Lloyd Steamship Company, was one of the trio. He presented his card to one of the officers, with his address as 47 Lothringer street, Bremen. Wolter says he designed the Princess Irene and the Kronprinzessin Cecelie, and also the Columbus, now on the ways in Germany.

Henry Muller, another of the party, was formerly marine superintendent in Hoboken for the Hamburg-American Line.

The third member was G. Olding, director of the North German Lloyd Line. They went over the ships from stem to stern, taking measurements and otherwise carefully inspecting them.

The visitors presented a letter from the U. S. Mail Steamship Company, signed "W. J. Smith," requesting permission for them to go aboard the two vessels. Lieut.-Col. F. P. Jackson, in charge of the Army Piers, issued the necessary orders for their inspection of the ships to Captain John Rague, of the Pocahontas, and to Captain Norman Ferguson, of the Mt. Vernon. Captain Ferguson detailed a petty officer to escort the men about his ship, and Captain Rague also did the same. They spent all morning on the Mt. Vernon and in the afternoon went over the Pocahontas.

Wolter arrived in Hoboken a short time ago from Germany, on the Nieuw Amsterdam of the Holland-America Line, in company with Paul Heineke, a director of the North German Lloyd Line.

In looking over the boats Wolter noticed that much of the space was devoted to sleeping quarters for the crew and he was heard to remark: "These Americans give up the best part of their ships to their men. We will change all that."

When this remark was repeated about the docks in Hoboken it lent color to the rumors that at least some of the vessels, formerly owned by Germans and seized by the United States at the outbreak of the war, were again to pass into possession of Germans.

## Repair of Interned German Ships

U. S. Name	German Name	I.H.P.	Gross Tonnage	Class of Vessel
Aeolus.....	Grosser Kurfurst.....	8,400	13,102	Transport
Agamemnon.....	Kaiser Wilhelm II.....	45,000	19,361	"
America.....	Amerika.....	15,800	22,621	"
Antigne.....	Neckar.....	5,500	9,835	"
Covington.....	Cincinnati.....	10,900	16,339	"
George Washington.....	George Washington.....	21,000	25,570	"
Huron.....	Friedrich der Grosse.....	6,800	10,771	"
Leviathan.....	Vaterland.....	90,000	54,282	"
Madawaska.....	Koenig Wilhelm II.....	7,400	9,410	"
Martha Washington.....	Martha Washington.....	6,940	8,312	"
Mercury.....	Barbarossa.....	7,200	10,984	"
Mt. Vernon.....	Kronprinzessin Cecilie.....	45,000	19,503	"
Pocahontas.....	Prinzess Irene.....	9,000	10,983	"
Powhattan.....	Hamburg.....	9,000	10,983	"
President Grant.....	President Grant.....	8,500	18,072	"
President Lincoln.....	President Lincoln.....	8,500	18,168	"
Savannah.....	Saxonia.....	2,500	4,424	Repair Ship
Susquehanna.....	Rhein.....	9,520	10,053	Transport
Philippines.....	Bulgaria.....	4,200	10,924	Shipping Bd

THE machinery of these ships was deliberately smashed (supposedly beyond repair) by the Germans to prevent their use in transporting American soldiers to France. The Wilson Electric Arc Welding System repaired this damage.

The Secretary of the Navy in his annual report for 1918 says: "So well and so successfully were the repairs accomplished that there was not a single instance of a defective weld, nor has one developed during the months of arduous service on which these ships have been engaged."

Full information may be had from

**WILSON WELDER & METALS CO., INC.**

2 Rector Street, • New York



Dispatch July 6/20

## GERMANY TO GET VESSELS BACK, IS RUMOR HERE

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2 Rector Street, New York

Y.H.  
N. Y. Times Feb 14/20



Observed Jan 9/20  
Huspatch Jan 9/20

## ST. LOUIS FIRE DAMAGE ABOVE MILLION MARK

Only Steel Hull of Vessel Remains—To Be Re-built.

Latest estimates of the damage done to the American liner St. Louis, gutted by fire at the W. & A. Fletcher Company docks in Hoboken on Thursday afternoon, are considerably higher than a million dollars. Little more than the steel hull of the vessel remains. Her engines have been wrecked and the interior of the ship is a jagged mass of twisted steel and burned embers.

It was only after twenty-four hours of hard fighting that local firemen managed to extinguish the flames. The last lines of hose were taken from the decks of the ruined liner shortly after 4 o'clock. By that time the ship had righted herself and was once more on an even keel, but very low in the water. Thousands of tons of water poured from pumps leading into her hold and from cuts made in her plates to allow the water to gush out.

Had the fire started earlier than it did the loss of life would surely have been heavy. The blaze "broke" just five minutes before quitting time, when nearly all of the 450 men at work on the St. Louis were on her deck, awaiting the quitting time whistle. Rumors are still flying that lives were lost, but officials of the concern say all have been accounted for. The two men injured, Nels Danielson and L. E. Downey, employees of the company, are improved to-day.

Not a wheel turned all day yesterday at the Fletcher plant. All of the 4,000 men were temporarily laid off while firemen fought the flames. They were taken on again this morning, however.

One peculiarity of the fire was that the St. Louis did not turn turtle. This was explained by Fire Lieutenant Frank Drewes, who said that the Kroonland, lying just south of the St. Louis, was forced against the dock of solid stone when the burning liner fell against her, and, while at a list of fifteen degrees herself, was supported by the dock and kept the St. Louis from turning over. The Kroonland was damaged to the extent of about \$50,000, it is said. The dock itself has bulged up in one spot and sunk in another and is practically ruined.

Two fireboats stood by until after noon yesterday, for the fire was still threatening, and it was deemed best to take no chances. To their efficient work and to the strenuous and effective efforts of local fire fighters is due credit for having saved not only the Fletcher works and vessels there, but the entire section of the waterfront at that point.

Work of rebuilding the St. Louis is believed will be begun just as far as practicable. Her interior, it is feared, will have to be entirely scrapped out and a new vessel built within the steel outer structure.

# ST. LOUIS ON FIRE AT HOBOKEN

## FIRE DAMAGES THE AMERICAN LINER ST. LOUIS AT FLETCHERS

Flames Sweep Through Great Liner Which Was Undergoing Reconditioning After Service as United States Transport; Reports of Men Losing Lives Thought to Be Unfounded; Narrow Escapes.

### YARD AND SHIPS WERE IN DANGER

At midnight the firemen working on the decks of the St. Louis were called off as it was seen the ship was listing. She went over until she brought up at an angle of 35 degrees resting against the Kroonland. As she went over the flames shot out of her hatches and port holes high into the air.

The firemen swarmed onto the Kroonland and fought the fire from her decks. They had a hard task before them because the great heat and the flames constantly threatened the Kroonland.

The Merritt - Chapman Wrecking Company was telephoned to to rush derricks and tugs to the scene.

They will seek to let the water out of the St. Louis by cutting through her plates. The giant derricks will then try to swing her upright and away from the Kroonland.

The great steamship is completely gutted.

The chances are against the Kroonland getting off undamaged.

Fire broke out on the American Line steamer St. Louis, lying at Fletcher's dock, Hoboken, late yesterday afternoon and did damage to the amount of \$250,000 before it was gotten under control by the firemen.

Four hundred and fifty men who were working on the vessel, employees of the Fletcher Company, had to rush from the forward part of the ship and several had narrow escapes.

Just how the fire started has not been explained, but it is believed to have been caused by the explosion of a gasoline torch in the first class saloon where painters were at work. It was just at 4 o'clock when the fire

started, so that a number of the workmen had started to leave the ship.

Two workmen were overcome by smoke, Edward L. Danielson of 269 First street, Hoboken, and Edward Downey, an electrician, of 237 Griffith street, Jersey City.

They were carried to the emergency hospital within the ship yards and given treatment by Nurse Lola Kenish. Downey was later taken to North Hudson Hospital, while Danielson was able to go home.

Richard Maddock, a foreman, had to leap into the river to escape the flames and was in the ice filled water for twenty minutes before being discovered and rescued. He was brought to the North Hudson Hospital. His home is at 2104 Amsterdam avenue, New York.

### Firemen Called.

Two alarms were sent in from the fire station in Fletcher's yards, and a call was sent by Chief Gilday of the Hoboken Fire Department for the Lackawanna fireboats, while a call was also sent for one of the New York City fire boats.

Within fifteen minutes, the Washington, Newark, Orange and Montclair tug boats of the Lackawanna, U. S. Army Transport Tug No. 3, and the New York fire boat, Thomas B. Willett, were on the scene.

Huge clouds of black smoke were issuing from the burning vessel and impeded the work of the firemen. Hundreds of the employees of the dock yards did valiant work in helping out the Hoboken Fire Department.

The St. Louis has a registered tonnage of 10,230, formerly belonged to the American Line of the International Mercantile Marine, and was built in 1895. She was a Trans-Atlantic liner for that concern until the United States entered the war when she was taken over by the Government as a

transport under the name of the Louisville. She was one of the first ships in the service to take American troops to France.

### Was the Bridal Ship.

After the armistice the Louisville became known as the bridal ship, bringing back to this country American soldiers and sailors who had married in France, in England, and were bringing home their brides with them.

Six weeks ago the vessel was turned back to the International Mercantile Marine and has been lying at Fletcher's docks for reconditioning. The vessel was to be ready for sailing some time in March, but no sailing date had been arranged as yet.

The vessel was lying in the middle of the dock, the Kroonland, another former transport, being next to the dock and lying alongside the St. Louis. So fierce did the flames develop on the St. Louis that it was at first believed that the Kroonland would also go up in flames. The firemen directed several streams of water on the Kroonland and succeeded in keeping the flames in the interior of the first vessel.

### Ships Fast In Mud.

An effort was made to pull the Kroonland out of the dock first, in order to eliminate the danger of this vessel being destroyed, but both vessels were lying in the mud, the tide being low, and no chance was given for taking the ships out.

Eight of the engineers of the vessel were lying in their rooms when the fire started, and they had the utmost difficulty in getting out of the danger zone. However, all were later accounted for.

Efforts were made by members of the Hoboken Fire Department to get

into the burning section of the vessel, the firemen wearing smoke gas masks, but the heat was too great and they had to abandon the attempt.

### Lights Are Rigged.

A squad of electricians belonging to the Fletcher works got on the ship and rigged up numerous clusters of strong lights to enable the firemen to penetrate the smoke, the lights being rigged up from the power on the Kroonland.

Working in conjunction with Chief Gilday of the Hoboken fire department, was Deputy Chief Frederick Murphy of the New York fire department, who came over on the fire boat Thomas B. Willett.

Andrew Fletcher, Sr., A. Harry Fletcher and Andrew Fletcher, Jr., went aboard the burning ship, and remained until the fire was under control. Mr. Campbell, superintendent of the work on the ship, took charge of the employees of the yard and greatly assisted the firemen in their efforts to get the flames under control.

After two hours it was seen that the firemen were gaining on the flames, and that danger to the Kroonland and the surrounding docks was almost eliminated, but the fire fighters had still a tough job in front of them.

### Danger of Capsizing.

The great danger remained that the St. Louis, with so much water being poured into her, would become top heavy and topple over, in the same manner that the Sixiola had done at Uier No. 8 over a year ago, but in spite of this ever present danger workmen and firemen stuck to their jobs on the burning ship.

All night long the firemen continued to pour water onto the blazing ship, and, while it was evident there was no further danger of a serious dock conflagration, it was evident that the damage would be much more than was originally estimated.

Captain Dennis Sullivan and Lieutenant Harry Torpey were in charge of the police squads keeping order in the vicinity of the fire.

### May Be Some Missing.

It developed late at night that while no persons had been listed as missing it was just possible that some of the workmen had been caught below, but it will be impossible to ascertain this until this morning, when the workmen who checked out of the shops are listed.

It is believed, however, that no lives have been lost. There was a rumor current in the early evening that "Dick" Maddock, a foreman in charge of a gang of mechanics on board, had not been accounted for.

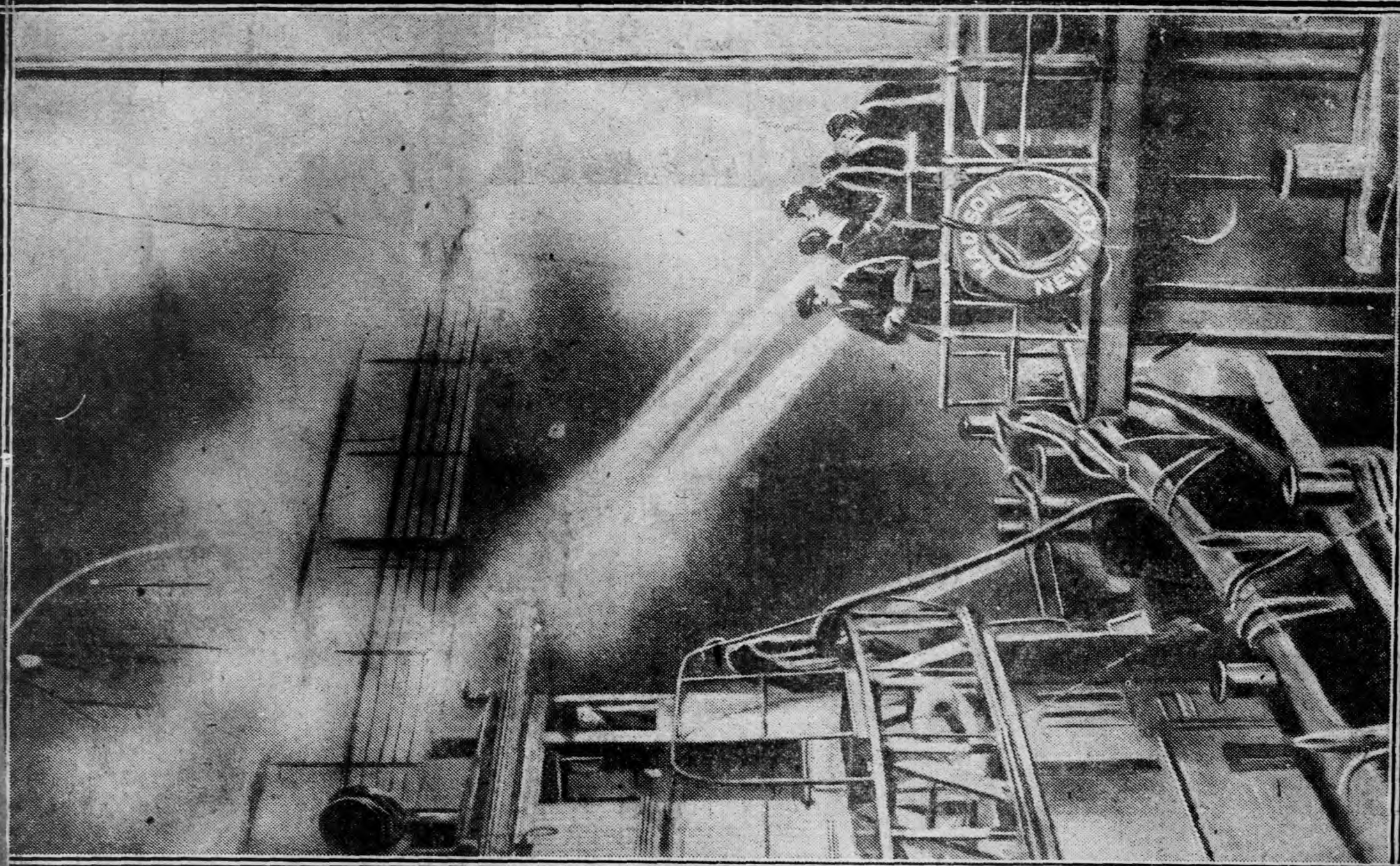
Later it developed that Maddock, after seeing that all his men were off the ship, found his own escape cut off and had to leap into the river and was

in the water twenty minutes before he was found clinging to a pile. He was brought to the North Hudson Hospital.

The condition of Edward Downey was much improved, it was learned late last night at the hospital.



Daily News Jan 10/20



**FIRE DAMAGED BADLY** the old American liner St. Louis known as the "bridal ship" of the A. E. F. The crack steamship—veteran of two wars—caught fire at its pier in Hoboken. It was late yesterday afternoon before Hoboken and New York firemen succeeded in extinguishing the flames. The damage is estimated at \$250,000. For a time, it appeared as though the Kroonland, which was docked beside the St. Louis, would also be burned. Two workmen were overcome by smoke and 450 others had to flee for their lives. An investigation has been started to determine the cause of the fire. The above photograph was taken from the fire tug Madison when the blaze was at its height.



up Journal  
Jan 9/20

dispatch Jan 10/20

## ST. LOUIS IS WRECKED BY FIRE AT HOBOKEN

### Burning Steamer Lists Against Kroonland, Also Endangering Her.

Damage to the American Line steamer St. Louis, which burned at Fletcher's shipyards, Hoboken, last night, was estimated at \$1,000,000 today. The interior of the ship was wrecked and her plates badly warped.

When, at midnight, the St. Louis listed and settled against the steamer Kroonland, it was feared that craft was in peril. However, boats standing by kept streams of water playing on her and she did not take fire, although the sides were scorched. The St. Louis' sea socks were opened shortly before she settled against the Kroonland.

The fire is said to have started from the explosion of a gasoline torch in the hands of one of the workmen in the first class dining salon yesterday afternoon. The flames worked with great rapidity to the first class cabin state rooms and quickly spread the length of the ship. More than 400 workmen were aboard the ship when the first alarm sounded. Many were forced to fight their way through the flames and the dense smoke clouds which rolled through the ship.

At first it was believed that many workmen had been cut off by the flames and had perished in the hold, but a complete check of the yard employees at midnight showed that all hands had escaped. Edward Danielson of 260 First Street, Hoboken, and Edward Downey of 230 Griffith Street, this city, were overcome by the smoke and were taken to Christ Hospital, where it is said they will recover.

About 8 o'clock the flames started up with redoubled fury, and just before 9 o'clock the vessel took her first list sending firemen aboard the ship scurrying to the deck of the Kroonland.

The fire tugs held their places close beside the St. Louis for a time but the listing of the vessel created an added draft and soon they were obliged to back away.

All hope of saving the interior of the vessel was abandoned at eleven o'clock. The firemen continued to play the streams through the portholes, but at midnight the fire was burning as fiercely as at any time during the afternoon or early evening.

A call was sent to the Merritt-Chapman Wrecking Company as it was

feared that the vessel would turn completely over. The wrecking crew prepared to bore through the side of the ship above the water line and to rig pumps to take out the water she already held.

Firemen and those familiar with the interior of the vessel said that no portion of her escaped the flames. The ship had been in dock for six weeks, and the task of remodeling her for passenger service was within three weeks of completion.

A thick haze overhung the shore during the fire, lending to the spectacular aspect of the mounting flames. It was thought for a time that the pier and the Kroonland were in flames.

Only after two hours of desperate fighting did the Hoboken Fire Department, the New York fireboat Thomas Willett and the fire tugs Washington, Newark, Orange and Montclair of the Lackawanna Railroad save the Kroonland. The tide was at ebb when the fire began and both vessels were deep in mud.

Richard Maddock, a foreman, had to leap into the river to escape the flames and was in the ice filled water for some time before being discovered and rescued. He was taken to the North Hudson Hospital. His home is at 2104 Amsterdam Avenue, New York.

The St. Louis was being refitted as a passenger steamer after service as the transport Louisville during the war. Launched at the Cramps shipyard in Philadelphia in 1894 and christened by Mrs. Grover Cleveland, she was the first passenger vessel to be built in this country in more than twenty years.

The craft at that time was the third largest in existence and was the fastest. She and her sister craft, the St. Paul, launched the following year, were used as auxiliary cruisers during the Spanish-American war. The St. Paul capsized at her pier here during the war.

The St. Louis brought home so many French wives of American soldiers in her later days as a transport that navy men called her the "Bridal Ship." The origin of the fire was being investigated today.

Whether all the crew of the St. Louis which was quartered on board escaped cannot be definitely stated until the ship's officers check up their men. It is believed, however, that all are safe, although some had close calls in getting out of quarters and off the burning steamer.

Wald  
Jan 9/20

## 450 FLEE FIRE ON ST. LOUIS IN DOCK

### Workmen Rush Off, but Two Are Caught as \$250,000 Blaze Jumps to Kroonland.

Fire which started on the American Line steamship St. Louis as she lay in dock yesterday afternoon spread to the steamship Kroonland, which was alongside her, and caused damage to the two ships estimated at \$250,000. The fire on the St. Louis was still smoldering last night.

Both vessels were in the repair yard of W. & A. Fletcher & Co., at 15th Street, Hoboken, where they were being refitted for passenger service, after having been used as transports. The St. Louis was known as the Louisville when she carried troops.

The blaze started in a forward hold of the St. Louis and spread rapidly. Several workmen who fought it were overcome by smoke and two had to be taken to a hospital. Three alarms were sent out and the Hoboken firemen worked like Trojans to keep the flames from the many other ships in the yard. They spread to the superstructure of the St. Louis and then over to the Kroonland, but the latter was not badly damaged.

There were 450 workmen on the St.

## ST. LOUIS ENGINES WRECKED IN FIRE

### Only Hull of Once Great Steamship Remains Un- harmed When Fire Is Out; Fittings Consum- ed; Kroonland Not Seri- ously Damaged, When Fire Spreads to Her From Burning Vessel.

### FIREMEN WORKED FOR 24 HOURS

The fire on the steamship St. Louis of the American Line, now lying at Fletcher's docks, Hoboken, was finally extinguished yesterday afternoon and Chief John Gilday was able to recall the fire companies to quarters shortly after four o'clock, so that the blaze had been in progress for exactly twenty-four hours.

Just the hull of the once finely equipped trans-Atlantic liner remains, the fire having burned up practically the entire interior of the vessel. Mr. Campbell, superintendent of the Fletcher yards, stated yesterday afternoon that the damage to the St. Louis would reach \$1,000,000, while the S. S. Kroonland, of the same line which was lying alongside, being installed as a oil burning vessel, suffered damage to the amount of \$250,000.

Only the peculiar situation at the Fletcher docks prevented the St. Louis from turning turtle during the progress of the fire, and this was explained by

Lieutenant Drewes of the fire department who stated that immediately north of the dock in which the St. Louis was lying the bed was of solid rock and the Kroonland lying south of the burning vessel and against the dock there was no room for the St. Louis to turn over.

#### Damaged Kroonland.

As it was she listed so heavily that the Kroonland was banged up against the dock but did not suffer much damage from this crash.

Listed to an angle of nearly forty degrees, however, the St. Louis' position was precarious until the Merritt-Chapman Wrecking Company of New York, was summoned to help and pumped thousands of tons of water out of the burning vessel. This enabled the ship to right itself and settle straight in the bed of the dock.

The six tugs and fireboats and practically every available hose in the Hoboken fire department poured tons of water on the burning ship and all during the night and all yesterday until the fire spent its fury and was drowned out.

#### Interior Wrecked.

The iron hull of the vessel remains, and a jagged mass of charred embers twisted with iron pipes and steel compartments remains of the interior of the vessel. Three full decks were destroyed and the engines were ruined.

A minute search of the ship was made yesterday to see if any persons had been caught in the fire trap below decks, but the blazing furnace would have obliterated any signs of human remains.

It was stated at the Fletcher plant that all the employees of the company who had been working on the ship had been accounted for, and the engineers, members of the crew who were on the ship at the time, had also been accounted for.

The fire had turned the vessel into a veritable furnace before the Hoboken firemen arrived, and the department under Chief Gilday with the assistance of the six tugs and fire boats did well to confine the flames to the original source of the outbreak.

Much credit has also been given to the employees of the yard who willingly gave their assistance and risked their lives in combating the flames. The Hoboken Red Cross Chapter did not forget their duties to the men fighting the flames during the night and supplied the fire fighters with hot coffee and sandwiches.

Louis and the flames made such rapid headway through her open hatches that they soon swept into her cabins and saloon, and many of the men who did not hurry ashore had difficulty in getting there through the blinding smoke.

Two plumbers, Edward L. Danielson, of No. 260 First Street, Hoboken, and Edward Downey of No. 230 Griffith Street, Jersey City, who were working in the dining saloon, were overcome by smoke. They were carried out by other workmen and taken to Christ Hospital, Jersey City.

The Lackawanna Railroad's fire-fighting tugs were called on by Fire Chief John J. Gilday and four tugs, with the New York fireboat, Thomas B. Willett, playing huge streams on the two vessels.

The International Mercantile Marine Company, which owns both vessels, had planned to have the St. Louis said from here for Southampton March 27. It will be long after that before she is commissioned again. The Kroonland had a few cabins burned and can be placed in service with little delay. It is understood she is to be restored to the Red Star Line service to Antwerp.

It was reported last night that the Shipping Board may start an investigation to-day of the many fires that have occurred on vessels in the harbor in the last two months. While a few such blazes would not have been surprising, owing to the number of torches used in making repairs on ships being changed back from troop carriers to commercial uses, a great number of them have caused some suspicion.

In almost every instance the fires have broken out swiftly in the holds of vessels and the causes have been undetermined. Officers of the ships have usually attributed the fires to cigarettes thrown by workmen into piles of rubbish.



*Obs May 11/20*

## MANY NOTABLES AT DINNER ABOARD STEAMER HURON

Colby and Benson the Chief  
Speakers—Ship to Go  
to South America

Bainbridge Colby, Secretary of State of the United States, and Admiral W. S. Benson, chairman of the United States Shipping Board, spoke at a dinner on the steamship Huron, formerly the German liner Friedrich der Grosse, at Pier 3, Hoboken, yesterday. The dinner was given by Frank C. Munson, president of the Munson Line, to celebrate the entrance of the Huron into the South American trade. The Huron was allotted to the Munson Line by the United States Shipping Board. She is the largest American ship to ever go to South America.

Secretary Colby declared that he believed a ship to be most important diplomat a great country could have. The people of the country whence the ship comes are judged by the type of men that are on the ship. Sending of increased numbers of ships to South America, he said, would show that we are sincere friends of the countries down there and want to help them to get their goods on the world market.

Admiral Benson said that while he was at the head of the Shipping Board, he would do all he could to develop the lines between North and South America.

"I would like to see radio communication established so that communications would be more secure and absolutely free and without interference or interruption from any source," said the Admiral. "They are not satisfactory as I now view the field."

Frederico Alphonse Pezet, ambassador from Peru, spoke briefly. There were nearly 100 guests. Among them were T. A. Le Breton, ambassador from Argentina; Alberto H. Almiron, Buenos Aires banker; United States Senator William Calder; Dock Commissioner Murray Hulbert; W. H. Truesdale, president of the Lackawanna Railroad, and Dr. Garcia Leao, consul general for Brazil in New York, representing the Brazilian ambassador, who is ill.

The Huron, when the Friedrich der Grosse, was owned by the North Saturday for its first trip.

During the war the ship carried troops. Recently it left the yards of the Morse Dry Dock and Repair Company. It is an oil burner.

*Obs Apr 10/20*

## THOUSAND SOLDIERS ON WAY TO HOBOKEN

More than 1,000 soldiers, most of them casuals, are due to arrive in Hoboken on the transport Antigone a week from tomorrow. They have embarked from American camps at Antwerp, Belgium, and Danzig, Poland. The transport Pocahontas, also carrying troops, is due here two days earlier, according to the Information Office at the Army Piers.

*Obs Apr 13/20*

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*Obs Apr 19/20*

## 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.

*Obs Apr 21/20*

## POLISH TROOPS MEET THEIR OLD "Y" FRIENDS

When the transport Antigone docked at Hoboken recently with a contingent of about 1,200 Polish troops on board, the soldiers again met Secretaries Schuts and Hinman, who served overseas with them for the Y. M. C. A. during the war. They cheered also for Misses Walker and Jennings, "Y" workers, who served back of the lines in the sector held by the Poles. Recognition of the four was instantaneous.

On board were 2,337 soldiers, about 1,000 of them American army casuals. The rest were Poles. A committee of "Y" secretaries, headed by J. H. Mitchener, collected and mailed nearly 5,000 postcards and letters while they were being assembled. En route to Camp Dix the troop received chocolate, gum and cigarettes from "Y" men.

Included in the committee were Secretaries Mohr, Goodwin, Rockwell, Berry, Anders, Miss Maude Turner, Miss Ruth Snyder and Miss Edna Phillips.

*Obs Apr 24/20*

## POLISH WAR HEROES RETURN TO AMERICA

The first contingent of Polish troops, recruited all over the United States for the Polish Army in France and for the Polish government, arrived in Hoboken Sunday on the transport Antigone. There were 1,164 Polish troops on board and three nurses. Also on board were 1,178 American troops from the Army of Occupation and civilians.

Most of the Polish troops had their first citizenship or full papers. They had not been subject to draft in the United States and all were volunteers. Other troops will return on the Pocahontas and Mercury this week.

The returning troops were met at the pier by many Polish delegations. They were transferred to Camp Dix, where they will receive new outfits and jobs will be found for them. The returning Poles are under command of Lieutenant Stanley Pawlicki of Illinois, who went overseas with the first division in December, 1917, and won several decorations.

*Obs Jan 10/20*

## THE GEO. WASHINGTON IS DUE HERE MONDAY

The George Washington of the Army Transport Service is due to dock at the Hoboken Army piers on Monday. She is coming from Brest and is bringing home 826 doughboys, most of them casuals.

In addition she is bringing with her a large quantity of soldiers' baggage, much of which was lost during the homeward rush of the A. E. F. The Washington left Brest on January 1.

*Obs Jan 24/20*

## TRANSPORT LANDS LAST OF A. E. F. AT HOBOKEN PIER

Powhatan Passengers Also  
Brought Back by the  
Northern Pacific.

The last remnants of the American Expeditionary Forces in France and passengers aboard the ill-fated army transport, Powhatan, which sprung a leak about 300 miles off Halifax four days ago, came into Hoboken this morning with the docking of the transport Northern Pacific.

A vociferous reception was given the transport as she crept, coated with ice, through the storm of hail and rain to her pier. The pier band played. The docks were decorated though the wind and rain whipped these decorations outward against the walls of the piers.

A committee of officers greeted the soldiers and Captain J. R. Lustie he stood on the wind-swept bridge. Most of the returning soldiers were casuals, the last of the United States forces in France. There were on board about 250 of the Powhatan's passengers and thousands of pieces of baggage.

Thrilling tales of rescue were told by passengers of the Powhatan. Heavy seas stove in the plates of the big ship below the water line, and boiler rooms both forward and aft, extinguishing the fires. For three days the Powhatan wallowed in the trough of the seas, being tossed hither and yon, while destroyers which had hastened up from Newport News under forced draught, and coast guard cutters and the liners Martha Washington, Cedric and Northern Pacific stood by, as close as they dared, but unable to help.

Once the destroyer Sharkey managed to fire a line aboard the stricken transport and the towing toward Halifax was begun. The line soon parted, however. Lifeboats which essayed the perilous journey in an effort to take off passengers were thrown back against the sides of the liner and smashed. Ropes tier to members of the crew, who had volunteered their services, saved their lives. They were drawn back on the Northern Pacific.

On the third day the transfer of passengers was effected and the Northern Pacific resumed her journey to this port. At last reports, the Powhatan was being towed towards Halifax, with the destroyers and cutter standing by. The crew of the transport remained on board, as did Captain Randall. A reception for the last of the A. E. F. and for members of the crew of the Northern Pacific is planned by a welcome-home committee in New York.

*Obs Mar 4/20*

## TRANSPORT POWHATAN DOCKS AT HOBOKEN

The transport Powhatan, which was disabled in mid-Atlantic and towed into Halifax, docked in Hoboken yesterday. Captain Charles Randall said there was nothing new to tell. The vessel will probably go into drydock.

*Obs Apr 25/20*

## Pershing Cheered On Landing At Hoboken

General Returns From Inspection Trip in Canal Zone  
—Speaks in Glowing Terms of Conditions There.

General John J. Pershing was greeted by a great crowd yesterday afternoon when he stepped ashore in Hoboken from the United States Army Transport Northern Pacific, on which he has just returned from an inspection of the Panama Canal Zone. A guard of honor was drawn up on the pier, consisting of soldiers quartered at the Port of Embarkation.

When Pershing stepped from the gang plank, a great cheer went up. He took off his cap and smiled. He was greeted by the various officers in command at Hoboken. In an interview the General said he had been

on the inspection tour of the Canal since April 25. "I think it is the most wonderful thing that I have ever seen," he said. "It is a trip that all Americans should make, if possible. I found everything down there in fine order."

Regarding the accident on the way back, when the ship was stranded on May 10 at San Juan Island, General Pershing said that particular credit was due to Captain A. O. Lustie, in command of the ship for the way he handled his craft.

Pershing was accompanied by Brigadier General Andrew W. Brewster and two aides, Col. G. C. Marshall, Jr., and Col. A. Moreno.



*Obs June 16/20*

## MORE POLISH VETS TO ARRIVE IN HOBOKEN

On the transport Pocahontas, which will arrive in Hoboken tomorrow, there are 19 officers and 1,293 enlisted men of the Polish army. They lived in this country and enlisted to fight in the Polish army after Poland had been restored to autonomy. Most of them have lived in the Middle West.

They will be sent to Camp Dix for demobilization. As each man is discharged, he will be given \$50, railroad transportation home and a new suit of clothes. Before they are allowed to land they will be closely scrutinized for signs of typhus. Their old uniforms will be sent back to Poland.

On board will be 536 men in the army overseas casual detachment No. 15. Five officers and 31 men are athletes who went to Europe to compete in the games held by the Army of Occupation in Germany. Some of those men competed in the interallied games.

*Obs Aug 24/20*

## AMERICAN "ACES" SAIL FROM HOBOKEN

Four American "aces" sailed from Hoboken yesterday afternoon on the army transport Antigone, to compete in the Gordon Bennett International Cup Race in Paris next month. They are Captain Rudolph W. Schroeder, holder of the world's altitude record; Captain Walter C. Kilmer, Captain Corliss C. Moseley and First-Lieut. Arthur J. Puryear. Ten enlisted men of the Army Aviation Corps also sailed.

Captain Kilmer expressed confidence that the American fliers would win the cup. "We will meet the pick of the aviators of the allied nations but I believe America will win," he said.

Also sailing were 600 regulars of the U. S. Army, to replace enlisted men whose terms expired, and John T. Schofield, chief clerk and assistant to Secretary of War Baker, and Major L. D. Tolusoli, chief military attache of the Roumanian Legation at Washington.

*Obs July 3/20*

## LAST BUT ONE OF TRANSPORTS REACHES PORT

*Obs Oct 6/20*

### After Stormy Voyage, George Washington Arrives With Full Complement.

### ONE MORE SHIP WITH LAST OF THE A. E. F.

Hoboken has seen about the last of the troopships arriving from Brest, the appearance of the George Washington yesterday with nearly 1,000 soldiers and other passengers being the last but one that will arrive with soldiers from France.

Most of the details were from casual companies and the stray ends of the great organization of the A. E. F., the last of which have now cleared Brest and are on their way home.

But the arrival of the George Washington yesterday was more like the busy days of last summer as there was a big crowd at Pier 4, while the Red Cross with their flags and welcome were still to the fore.

Leaving Brest on January 1, the transport had to weather some severe storms, but a ship that takes the heaviest seas without much disturbance of her passengers there was only one day out of the twelve that things were squally aboard.

The ship fell into the trough of the sea on January 4 and big seas broke over the vessel, and about 10 o'clock in the morning a seaman, Fred Alanock, was washed overboard.

Alanock was at work on deck when a mighty wave caught him unawares and swept him into the water.

An alarm was immediately sent out and the engines slowed down, and the big ship circled for an hour near the place where the seaman had gone overboard but his body was not seen again.

Only a few of the passengers witnessed the tragedy. During that day a considerable portion of the crockery in the dining room was destroyed, as dish after dish would be swept from the tables by the rolling of the ship.

The captain of the vessel stated that it was a fair voyage and nothing unusual about the conditions.

General Charles L. Krauthoff, a permanent brigadier general of the regular army, was among the passengers on the George Washington. He has been overseas for twenty-eight months. In the Quartermasters' Corps, his first job in France was the establishment of a base at the port of Bordeaux. Later he was chief purchasing agent for the A. E. F., and after the armistice became Chief Sales Agent, selling surplus supplies to France, England, Belgium, Spain and Italy. His total sales amounted to over two billion dollars, so that the General is some salesman. He is going direct to Washington.

Also when the transport sailed from Brest it took along as passengers the last of the army nurses in France. They are six in number and were attached to Hospital Camp No. 33 at Brest. There were sixty-four casual officers aboard the ship, while the rank and file were casual detachments. There were also seventy-seven civilian passengers, including forty brides of army officers and enlisted men. Most of them were French girls.

## WOULD COMMAND BATTLESHIP AND CLEAN UP GERMANS

### Hoboken Man Apparently Demoted Puzzles Federal Authorities.

The Department of Justice has a problem on its hands in the person of Arnold Ruff, an American citizen of Swiss origin, residing in Hoboken, who proclaims his patriotism, but whom the military authorities look upon with more or less suspicion.

Ruff was taken into custody several weeks ago by the police of Hoboken who found him loitering near the Port of Embarkation property. In his possession at the time were a number of photographs of the Palisades, ferryboats and river scenes, not one of which was considered of any value to the enemy. When he was arraigned at that time he said he was a tugboat captain and took the pictures while on his boat. His wife and little daughter attended the hearing and told the authorities that he was a little affected, and was crazy to go to France and fight for the United States. There was no more patriotic American in the country than he was, his wife said.

The prisoner was enthusiastic over going to war and thought when he was arraigned that he was being examined as to his fitness for military service. It was believed that he was all right and he was discharged from custody. As Ruff left the court room he was disappointed, because he believed that he had been rejected by the military authorities.

Nothing further was heard of the man until Monday when he was again arrested by the Jersey City police for trespassing on the Central Railroad property in Communipaw. In his possession on Monday was a big valise in which was a pair of large field glasses. When United States Deputy Marshal Morris Osrowitz interrogated him, Ruff said that he could see a fly on the Woolworth Building from any point in Jersey City, and that he wanted to command a battleship and go to the North Sea and clean up the German fleet. Osrowitz says that when he looked through the glasses he could not see the buildings across the street, as the lenses were all broken and the glasses were useless.

The prisoner still demands to be sent to France, and says that he will get there if it takes ten years. Now the Department of Justice does not know what to do with him. The man is perfectly harmless and his wife says he is a good tugboat captain and provides excellently for his family, but is just simply crazy to go to war. He is being held, however, for further investigation.

## SCANDINAVIAN SHIP SERVICE TO RESUME

Information that Scandinavian-American Line service from Copenhagen to Hoboken will be resumed on October 9 was received today by Halvor Jacobsen, general passenger agent of the line, whose boats dock at the foot of Fifteenth street, Hoboken. The strike which tied up the Copenhagen harbor for forty days has been settled, according to Mr. Jacobsen's information, and the liners Helig Olav, Oscar II, United States and Frederick VIII, which have been tied up in Copenhagen, will resume operations. The Helig Olav will sail for the United States on October 9, and there will be weekly sailings thereafter, it is expected.

Mr. Jacobsen expects heavy passenger lists when the service is resumed from Hoboken, as hundreds of applications for accommodations have been received. There is no freight piled up at the line's piers in Hoboken because none was accepted after the strike stopped the line's operations.

*Obs Oct 19/20*

## TRANSPORT WORKERS HOLD A BIG RALLY

The rally of the transport workers at the Hoboken City Hall at noon today was a big success. Many distinguished visitors were present at the meeting and a splendid program of music was rendered.

The sale of bonds was brisk and some big subscriptions were announced during the meeting. The rally attracted a big crowd of sightseers, many of whom joined enthusiastically in the bidding for the bonds.



Dispatch Jan 26/20

Dispatch Jan 28/20

# THRILLING RESCUE OF TRANSPORT'S MANY PASSENGERS

**Almost Three Days Without Warm Food and Water Scarce, They and Crew Faced Death Calmly at Sea While Ships Gathered.**

## TAKEN OFF AT MIDNIGHT THROUGH ROUGH SEA

After suffering untold hardship and exposure to severe cold for four days and 20 hours, part of which time they were even without water, the two hundred and seventy-five passengers of the disabled army transport Powhatan, were landed at Hoboken, Saturday, by the army transport Northern Pacific.

Narratives of privations and terror were mingled by the passengers of the ill-fated vessel with accounts of heroism and fortitude by the officers and crew of the vessel.

Vivid accounts of how the transfer of the passengers was made during a high running sea at midnight with seven searchlights from two destroyers and the Northern Pacific illuminating the scene with their white glare, are told by men and women, who before the arrival of the rescue ships, had given up hope that they would ever see land again.

### In a Sad Plight.

Something of the plight of those 275 passengers can be realized, when it is understood that for nearly five days, they were in a vessel, which was the plaything of the waves, and in which there was neither hot food or heat of any kind.

With the engine room flooded and the vessel rolling at the will of the seas and the officers doing their utmost to keep up the spirits of the passengers and making heroic efforts to keep the privations at a minimum, it was not extraordinary that prayers were fervently offered up by many who believed the vessel was doomed to destruction with the loss of all on board.

### Heroism of Captain.

To Captain A. B. Randall, the commander of the Powhatan and his officers and crew, the passengers were a unit in their commendations for the heroism and resourcefulness exhibited, while the vessel was in such a perilous condition. And no less so did the rescued praise Captain J. R. Lustie of the Northern Pacific and the members of his crew, which set out over ugly waves in lifeboats to transfer them to the rescue ship.

Several attempts were made to transfer the passengers before the lifeboats were successful in weathering the seas, and as the stricken passengers on the Powhatan watched the efforts to lower boats only to see the attempts given up time after time, their fears of the short trip in the open boats between the two vessels, when the rescue work did start, melted in view of the greater catastrophe, which awaited them if they had remained on the Powhatan.

### All to Places.

Women and children first was the rule carried out, and before the rescue ships even appeared in sight, officers of the Powhatan had made complete arrangements whereby men were assigned to look to the safety of certain women and children, so that confusion would be avoided in the event of a disaster.

The Powhatan left Hoboken bound for Antwerp on January 16, having on board a detachment of soldiers, known as Replacement Unit No. 28, who were on their way to take up service and replace men overseas, whose term of enlistment had expired. There were also 75 men of the Graves Registration Commission, mostly all ex-service men, who were bound for France to take part in the task of returning the bodies of American soldiers buried in France and Belgium. In addition, there were several officers returning to duty abroad, and the wives and children of other army officers going to join their husbands.

The vessel was making fair headway against rough weather, when on Sun-

ed when the big syphon ejector broke down. It is used for drawing ashes from the boiler room. This let a big inrush of the ocean into the hold and washing tons of coal dust with it, soon choked the pumps, that they were no longer able to function.

### Worked In Water.

The vessel was then about eight hundred miles off Halifax. The engine room force started a battle with the water, which was beginning to flood the engine room. Steadily the water gained on the furiously working firemen, but from the chief engineer down to eight Chinese, who were stoking on the ship the battle continued. After several hours, the men were up to their necks in water, but every effort to free the pumps of the sediment was unavailing.

Long before this stage, Captain Randall had sent out an S. O. S. call, and with the flooding of the engine

rooms, the fire was put out of business. To keep the ship afloat the watertight bulkheads were forced into place, and the skipper, crew and passengers waited and prayed for speedy assistance. In the meantime, the ship listed to dangerous degrees, rolling in a manner which required no suggestion that an especially heavy sea might complete the job and capsize the ship.

### Fleet Gathers.

Captain J. R. Lustie of the Northern Pacific received the wireless S. O. S. from the Powhatan on Sunday, when he was at that time 500 miles away. When he arrived at the scene of the disabled Powhatan there were already on the scene the Cedric, the Western Comet, the Bardic, the Sharkey and the Leary.

The sea was so rough at the time that it was foolhardy to attempt a rescue, as the Powhatan seemed to be in no imminent danger, and to attempt to transfer the passengers might have resulted in a loss of life.

The first attempt was made on Wednesday morning, but two lifeboats, which were lowered, were caught under the guard and crushed. Boatswain's Mate C. C. Brown and the men who went in the first lifeboat, clambered up the ropes as the lifeboat sank beneath them.

A similar fate overtook the second boat lowered and First Officer Serrano and three men were tossed into the ocean, but were rescued by lifeboats.

### All Rescued at Last.

"It was not until late the following evening that we made another attempt to transfer the passengers," said Captain Lustie, "and two whaleboats and three from the Northern Pacific succeeded in transferring the passengers. The transfer was accomplished with the aid of the lights from two destroyers and from the Northern Pacific."

While the unvarnished tale of the rescue was told in short order by Captain Lustie, Mrs. Maude Teamster of Louisburg, Va., one of the rescued passengers, tells a vivid narrative of the events.

"While to a seafaring man stories about the sea being calm at times may be alright, she said, we passengers did not think so. The sea was running high, so high in fact, that it carried away the towlines of the made fast from the Northern Pacific. At frequent times when the head of the ship fell off the seas we rolled, forty degrees the officers say, and it was just sickening. How they came to take us off with the high sea that was running will ever be a nightmare to me.

"I will never forget the scene. There we were standing on the Powhatan, while the Northern Pacific crept nearer, and the officers of our ship made ready for lowering the lifeboats. Circling around us like guarding angels were the two destroyers, while the dramatic scene was set off with the powerful glare of the searchlights.

### A Thrilling Moment.

"Rigged up in lifebelts we stood and watched with bated breath as a boat put off from the Northern Pacific. One minute it was on the crest of a roller and the next it was almost out of sight, and steered by the powerful sailors at the oars it eventually came under our port side. At last something had been

Jacob's ladder at the side of the vessel and into the lifeboat.

"In addition to our lifebelts, a rope was fastened around our waists, and it was the rule of the sea, women and children first. The short trip to the Northern Pacific was more exciting than I wish to be a participant in again. Three boats from the Powhatan then put off and another from the Northern Pacific, and it was well into the night before the work was completed."

### Only One Ill.

Although all of the passengers suffered from their hardships, most of them had gotten over it when the Northern Pacific arrived in Hoboken yesterday. The crew and passengers of that vessel did everything possible for the comfort of the rescued passengers of the Powhatan, and only one of the passengers was sick as a result of the experience.

This was Mrs. John Werden, the wife of Lieutenant Colonel John A. Werden, attached to the American Embassy at Paris, travelling to join her husband and accompanied by her three children, John, six; Henry, three, and baby Nancy, two months old.

Mrs. Werden was in the sick bay of the Northern Pacific when the vessel arrived in port, suffering from pneumonia as a result of her experiences and exposure to the cold. Her home is in McKinney, Texas. She was taken to the Fox Hills hospital with her children.

There were eight children as passengers on the Powhatan, the others being Robert Teamster, three years, travelling with his mother, who was on her way to meet her husband, Captain C. N. Teamster, stationed at Coblenz; Gilbert L. Ridier, eight years, and Albert B. Rodier, seven years, with their parents; Margaret L. Austin, 12 years, daughter of Sergeant Austin, who is with the Quartermaster's Corps at Coblenz.

Among the other rescued passengers were Colonel and Mrs. John M. Dunn, of Washington, the colonel being bound for Italy, where he is to be military attache at the embassy; Mrs. Gladys

M. Smoke, of Washington, D. C.; Mrs. Gilbert C. Wines, returning to her husband in Paris; Mr. and Mrs. Fayette W. Alport of Cleveland.

### Cared For On Arrival.

There was a host of Red Cross, Y. M. C. A. and K. of C. workers at the piers to meet the rescued passengers of the Powhatan, and also a number of relatives, who were given special passes to meet their folks, and there was many a happy meeting at the piers.

The fact that the passengers of the Powhatan were on the Northern Pacific somewhat dimmed the reception which was given to the soldiers on that vessel returning from France, the last of the A. E. F. with the final complement of troops and military attendants to leave the debarkation port at Brest.

Almost dimmed the reception, but not quite. As the vessel came into the piers coated with ice, but lined with soldiers and sailors despite the cold sleety weather, which greeted them on their arrival in New York, loud cheers broke out from the waiting throng on Pier 3, where the vessel was deftly brought alongside and made fast.

# SURVIVORS OF POWHATAN TO LAND IN HOBOKEN

New York, Jan. 23.—The transport Northern Pacific, which rescued the passengers on the disabled sister transport Powhatan yesterday, is due to arrive off Ambrose Lightship at 6 a. m. tomorrow, and will dock about 9 o'clock at the Army Piers, Hoboken, according to a wireless message received by Col. J. B. Mitchell, here today.

The Powhatan is in tow of the Canadian steamer Lady Laurier, and proceeding toward Halifax. A message from the Powhatan today urged prompt sending of heavier towing here, the only lines now available being of ten-inch circumference, which is too light to permit the Lady Laurier putting a full strain on the vessel. The last position given by her was approximately 240 miles southeast of Halifax.

The Canadian steamer went to the assistance of the Powhatan at the request of Gen. Hines, head of the Army Transport Service, Col. Mitchell said today. The expense of her service will be paid by the Army Transport force, he added.



Dispatch Mar 25/20 Dispatch May 21/20 Jersey Journal Jan 12/20

### WHEN HUDSON'S HEROES RETURN.

Hudson county will have to decide before long what kind of a celebration is to be accorded the Seventy-eighth division when it reaches home, sometime in June. The Seventy-eighth was made up for the most part of Hudson county boys. This is one reason why there should be a great celebration when they get home.

But there is a bigger and better reason, and that is that the boys of the Seventy-eighth fought like tigers at St. Meheil and in the Argonne; fought like good Americans where the fighting was the hottest.

There are already plans afoot for a great State celebration, which may be staged in Newark, because of its central location; but no matter what comes of the State celebration, Hudson county should plan its own day for its heroes. When Hudson county does its celebrating it should include one big time not only for the Seventy-eighth, but for the boys of the "Old Fourth" regiment as well.

The "Old Fourth," which was later federalized into the 113th Infantry, was for the most part from Jersey City, but there were also companies from North Hudson, Hoboken and Bayonne. The Seventy-eighth was also made up of boys taken in the draft from all parts of the county, and the fitting thing would seem to be, as the Jersey Journal has already proposed, to have a parade on the Boulevard that would take in all sections.

It would be a tremendous day's march from North Hudson to Bayonne, though the men might not object to such a march, when they breathe the air of their home county. If the march is considered too long, then there might be two sections, one starting in North Hudson and the other in Bayonne.

Dispatch Mar 25/20

### TO-DAY IN NEW YORK.

New Jersey joins with New York today in the spirit of welcome to the heroes of the "27th." Besides the spirit thousands of Jersey men will endeavor to join in the celebration in person.

While they are New York heroes, in the final analysis they are America's heroes, and all America joins with New York in the pride which her boys have evoked.

New York is planning the celebration in typical New York fashion—and New York fashion means the greatest in the world.

Dispatch June 3/20

### MEETING THE BOYS.

An effort has been made to provide parents and relatives coming a great distance to meet their returning soldier boys an opportunity to meet them inside the pier fences, and a suitable house was provided for such purposes.

People living near at hand, however, are just as anxious to meet their boys as those who travel many miles to reach the Port of Debarkation, and the result has been very unsatisfactory. It is impossible to grant everybody the privilege, and it is impossible to show that there is anything fair about granting the privilege to a few.

The result is that very few privileges will be extended for persons to meet their loved ones on the piers.

## PERSHING BACK, SHAKES HEAD AT POLITICAL TALK

### Smiles at Hoboken Piers on Return From Canal Zone, But Talks No Politics

### SAYS CANAL PRESENTS A WONDERFUL SIGHT

General John Pershing made his re-entry into the United States yesterday through Hoboken and was given a tremendous ovation at the army piers where he was received by officers of the Port of Embarkation. The General arrived on the Northern Pacific from Porto Rico, after a trip through the Panama Canal.

The vessel was stranded on a sand bank off the harbor of San Juan on May 10 and did not get off for four days. Speaking of this incident of the trip, General Pershing said that much credit should be given to Captain L. O. Lustie, the commander of the vessel, for his magnificent display of seamanship, efficiency and courage.

When questioned regarding the political situation the General quietly smiled and shook his head, indicating that it was something he did not want to discuss.

A guard of honor was drawn up on the army pier and Red Cross workers, with hot coffee and sandwiches added a touch reminiscent of the days last year when the A. E. F. was coming home.

As the transport was towed into her berth civilian employes on the pier raised a shout of welcome to the general and the boys in uniform lining the decks.

After inspecting the guard on the dock, General Pershing shook hands with the civilians who were there to greet him.

"The Panama Canal is a fine sight," he said. "It should be visited by all good Americans."

General Pershing said he was going directly to Washington.

Governor Yager of Porto Rico was another passenger. He was accompanied by his family and a trained nurse. He is going to Baltimore to undergo an operation. He expressed hope of returning to Porto Rico in July. Porto Rico is a thriving and prosperous country, he said, and the people were contented and industrious.

Jersey Journal Jan 3/20

## HOMESICK VET IS STOWAWAY

### Ex-Soldier Sent on His Way With Collection Taken up in Court.

His desire to get back to his native land from France where he had served in the U. S. Army during the war, led John H. Fried, 28 years old, of Omaha, Neb., to steal aboard the transport Antigney as a stowaway. He was discovered when the vessel was two days out from Brest and after working as a coal passer the remainder of the voyage was turned over to the Hoboken police last night when the ship docked. There was no complainant in court this morning before Recorder Carsten and Fried was discharged. He left for New York with money taken up in a collection among newspaper reporters and police officers in court and announced that friends in the metropolis would probably aid him.

Fried said he had seen four years' service in the Army, two in Mexico and two with the 36th U. S. Division in France. After being honorably discharged from the Army he secured a position with the civilian police in France. His health recently became poor and he decided to return to this country. When he sought to return to this country on a Government transport he was refused passage on the ground that he was not in the Army. His condition became worse and he finally decided to get aboard

## LAST TROOPS ARE HOME FROM BREST

The last contingent of troops quartered at the military camp at Brest arrived at Hoboken today on the transport George Washington. The vessel brought 287 officers, war workers and civilians and 645 troops. The George Washington will be turned over to the U. S. Shipping Board and will be allotted soon to some steamship company.

One of the passengers was Brigadier-General C. R. Krauthoff, who has been in charge of the United States Army Sales Department in Paris.



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Herald Jan 19/20

N. Y. Times Nov 5/20

# THE POWHATAN, 500 ON BOARD, IN DISTRESS WITH RESCUE AT HAND



CAPTAIN J. COCKBURN, OFFICERS and CREW of the YARMOUTH

## STEAMER ARRIVES FLYING GERMAN FLAG

The Sophie Rickmers, Here from Bremen, Manned by Teuton War Veterans.

### CREW IS KEPT ON BOARD

Only the Captain Allowed to Leave Vessel at Brooklyn Pier—Others Indignant.

For the first time in several years the German flag entered this port yesterday. It was snapping from the stern rail of the new German owned freighter Sophie Rickmers, which sailed from Bremen on Oct. 15.—The arrival of the vessel marks the resumption of trade with Germany, and the coming of the Rickmers was made possible by the fact that she was not 50 per cent. completed when the war ended. Had she been she would have been turned over to the Allies under the provisions of the armistice regulations. The ship is assigned to the Kerr Steamship Company as American agents. She will take cargo here for her return voyage.

The Rickmers is flying the old German merchant marine flag. Her captain and crew are Germans and nearly every man on board is said to have seen war service. The vessel went to Pier 4, in the Army Base in South Brooklyn. When the vessel was made safe no one was allowed to leave her except the captain, and he went under guard to the Custom House to enter his steamship.

Instead of gangplanks being thrown out, as the crew evidently expected, egress and ingress were by means of a high ladder raised from the pier. Above it at the rail could be seen very indignant members of Germany's merchant marine. Guards were placed about the vessel. At first newspaper men were not allowed on board, but later, when the army authorities in Hoboken were appealed to, the ban was lifted.

The German officers expressed surprise over the ruling which kept them from going ashore. They said that American crews have been allowed to go ashore in Hamburg and other German ports. There were some expressions of dissatisfaction along shore when the German flag was seen.

It was noted by those who went on board that the flag flying was the old merchant marine flag and inquiry was made of First Officer Julius Prahm, who was in command during the trip of Captain Wilhelm Hulsebush to the Custom House.

"The new German flag has a yellow stripe in it?" began the questioner.

"There will never be any yellow in a German flag on the high seas," was the quick reply of the officer.

During the latter part of the war Fourth Officer Otto Liebert was second in command of the U-57. He said that the submarine men spent two weeks on leave and four weeks cruising. Liebert was asked as to the damage done by the U-57. He replied that there was so much that he soon lost track of it. Only once was the submarine in any grave danger, he said, and that was when an American destroyer dropped a depth bomb too close for comfort. From the outbreak of the war until assigned to the U-57 he was employed on a mine layer. After the armistice he took his craft to England and there surrendered it to the Allies.

A deep-seated cough heralded the passing along the deck of Louis Burmeister, steward of the Rickmers. The cough, the result of poisonous fumes, is a souvenir of the naval battle of the Skagerak. He was in charge of the ammunition room on the flagship of Admiral Reuter. Burmeister was handling shells when of them exploded near the ammunition room. He said that 150 men on board were killed and many wounded. He spent twenty weeks in a hospital.

Thirty-four allied planes shot down on all fronts was the record claimed by Second Officer Charles Kleine, who was one of Germany's aces. He said he was never in a Zeppelin. When asked whether he had ever bombed cities he did not answer.

First Officer Prahm, formerly of the German Army, was released from a Japanese prison in Tokio in last March. He spent five years in captivity. The crew is made up largely of former infantrymen.



## THE YARMOUTH LEFT UNDER FAIR AUSPICES

The Yarmouth left New York Saturday. Outside of the change of her name—she had been rechristened the Frederick Douglass—there was no element of superstition around the ship's sailing and no particular reason why her black crew or her black owners should stroke the rabbit's foot and pray to Lady Luck. They took every precaution to see that no evil spirit should hover over her. She put to sea the day after Friday, the thirteenth of the month was far behind them and Captain Joshua Cockburn, the skipper, started off with his officers, numbering the traditionally lucky seven.

But nobody yet can tell what a cargo of \$2,000,000 worth of liquor will do even to a vessel that takes nothing else on the side in her hold. The Yarmouth attained a decided list to starboard, even while she pulled away from her dock, and that fact alone caused those who saw her off to fear that something was bound to happen

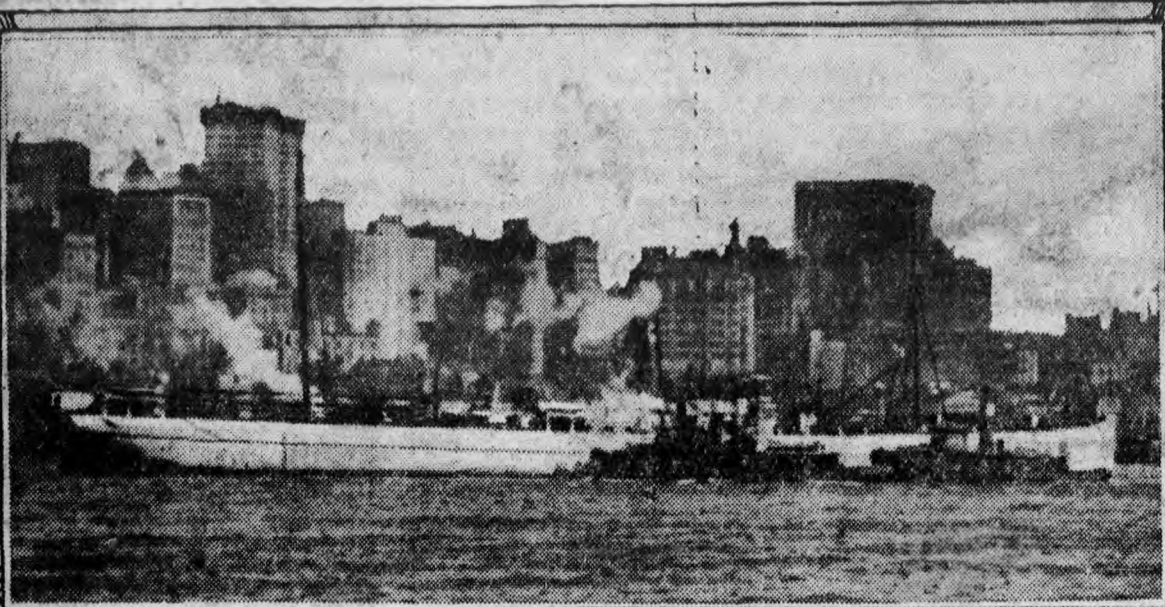
to the bourbon argosy before she reached her destination. She was a staunch enough vessel and only thirty-three years old, so her plight can hardly be attributed to lack of knowledge of the ways of the world. She was of Scotch build, 220 feet long, of 35 feet breadth and registering 1,452 gross tons. She was operated formerly by the Dominion-Atlantic Railway and has always comported herself properly at sea.

The Yarmouth belongs to the Black Star Corporation, formed at Baltimore, with \$500,000 capital stock, which is said to have been distributed among four thousand holders. The president of the company is Marcus Garvey, who is also president of the Universal Negro Improvement Association of the World, with headquarters in New York. She was to carry only freight coming from consigners of the negro race to others of the same color. And she was on her maiden trip, under the Black Star Corporation, trying to make her very best time from a land which had gone plumb dry to a land which, according to the best reports, is saturated from one end to the other.



Herald Jan 19/20

## TRANSPORT WITH 500 ABOARD REPORTED SINKING.



THE POWHATAN, FORMERLY THE HAMBURG-AMERICAN LINE HAMBURG

## RESCUE SHIPS BY POWHATAN, 500 MILES OUT

Two Liners at Hand as De-  
stroyers and Cutters Speed  
to Transport.

FIRE ROOM FLOODED  
AND WATER GAINING

Heavy Seas Running Prevent  
Transfer of Passengers to  
Vessels Standing By.

LIQUOR SHIP SINKING

The Yarmouth, Carrying \$2,000,000  
in Whiskey and Manned by Ne-  
groes, Also in Distress.

With five hundred persons aboard, her boiler room flooded, and with the water in her hold gaining every minute, the army transport Powhatan is in distress in the Atlantic about five hundred miles east of New York. She carries 271 civilian and army passenger and a crew of more than two hundred.

Heavy weather is running. The steamship Cedric of the White Star line, and the Wester Comet, are standing by and will attempt to take off the passengers as soon as the weather abates sufficiently.

The Coast Guard cutters Ossipee, from Portsmouth, N. H.; Acushnet, from Woods Hole; Gresham, from Boston, two destroyers from Newport, and the army transports Northern Pacific and the Martha Washington have been ordered to proceed to the distressed ship with all possible haste. The Martha Washington and the Northern Pacific are homeward bound from Europe with the last contingents of the American Expeditionary Forces from Brest. They should come up to the crippled vessel some time during the night.

### Fire Room Is Flooded.

The first message from the Powhatan came by radio to Boston, and was signed by Captain Randall. He gave the position of the Powhatan as latitude 41.06 north and longitude 62.01 west. It gave the brief information that the transport's fire room was flooded; the pipes heeled and the water was gaining.

After a second message from Captain Randall said:

"We have five hundred persons on board. The boiler room flooded. Desire ships stand by. Results of attempt to raise steam and start pumps is known."

Request was made that tugs with "heavy gear" be "despatched as soon as

No further word was received as to the condition of the ship or details of the weather and the officials at the embarkation office of the army in Hoboken last night were without information as to the cause of the mishap, but were advised that she was leaking badly and would return to port at once. They were informed that the Cedric had responded to a wireless call and was either beside the vessel or nearing her.

### The Yarmouth Sinking.

Meanwhile, down the Jersey coast, generally believed to be about forty miles off Cape May, the steamship Yarmouth, of the Black Star Corporation, owned and manned by negroes, and carrying a cargo of \$2,000,000 worth of liquor for Havana, was sending out radio calls for assistance. She reported that she was sinking, giving her position as latitude 39 north and longitude 74 west and adding that she was twenty-four miles northeast of Light Vessel No. 3, with forward ballast tank leaking into engine room.

This is about forty miles east of Cape May. A heavy mist is reported off the coast.

The Coast Guard cutter Itasca, from New York, left for the damaged ship and two steamships coming up the coast were notified by wireless to go to the Powhatan.

The Shipping Board steamer Independence, which left Newport News Thursday for Rotterdam, reported by wireless yesterday that she was stuck in the mud off Cape Henry. She asked for the assistance of a tug and said her need was "urgent." The Independence is a vessel of 7,000 tons gross.

The Shipping Board tanker Wilhelm Jebesen, reported that she was disabled and was drifting on a reef in latitude 27.55 north and longitude 78.55 west. The Coast Guard steamer Yamacraw was notified of her difficulty. The Wilhelm Jebesen, which has a gross tonnage of 7,204, left New York Tuesday for Palo Blanco, Mexico.

The steamship Lakeville, which went on the beach at Jones Inlet on Friday, is still hard and fast aground. It is said last night that several days will probably be required to get the vessel into deep water as she is so far on the beach.

## THE POWHATAN ONCE YACHT OF WILHELM

The Powhatan, which was formerly the Hamburg-American liner Hamburg, and prior to that the private yacht of William Hohenzollern sailed from New York for Antwerp on Friday morning, with 271 military and civilian passengers, it was announced at the army transport offices. She carried a crew of 150 men and had aboard a cargo of military supplies.

The passenger list of the Powhatan, army officers said, was classed as follows:—One hundred and eighty-three mili-

tary, eighty-four War Department, two Commerce Department and two Navy Department, included among these was a party of seventy-five former service men and officers who were on their way to the French battle fields to begin the work of returning the bodies of American soldier dead to this country. The expedition was in charge of Herbert S. Foreman, a former artillery officer of the Rainbow Division.

It was on the Powhatan that former Emperor Wilhelm visited England in 1906. At this time he was reputed to have paid the Hamburg-American line \$4,256 a day for the use of the liner, which was then known as the steamship Hamburg.

Later the vessel was used to carry Theodore Roosevelt and his party to Europe in March, 1909, when he made his trip to Africa hunting big game. In 1914 the liner was chartered by the American Red Cross to take doctors and nurses to the European war zone and made a number of trips in this capacity under the name Red Cross.

When the United States entered the war in 1917 the Red Cross was renamed the Powhatan and was placed in the transport service. The vessel carried thousands of soldiers to Europe and return without accident, making her last trip on September 23, 1919.